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*available this Summer in Seattle & California*

*Sistership photo*



**70e OCEAN ALEXANDER**  
*Seattle | 2018*  
*Newport Beach | 2019*  
*on display at the show*



**44' AQUILA**  
*Newport Beach | 2018*  
*on display at the show*



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



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



**51' GALEON SKYDECK**  
*Newport Beach | 2018*  
*on display at the show*



**52' CARVER** COMMAND BRIDGE  
*Seattle | 2019*



**40' CARVER** COMMAND BRIDGE  
*Newport Beach | 2019*  
*Seattle | 2019*  
*on display at the show*



**39' TIARA COUPE**  
*Seattle | 2018*



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

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*San Diego | 2018*



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*Seattle | 2018*



**33' REGAL OBX**  
*San Diego & Seattle | 2019*



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



**28' REGAL BOWRIDER**  
*Seattle | 2018*

select brokerage inventory



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



2009 | **74' OCEAN ALEXANDER** | \$2,395,000  
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2015 | **72' OCEAN ALEXANDER** | \$2,795,000  
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1996 | **71' ADMIRAL** | \$1,250,000  
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Jerry Todd | 206.963.6543



1979 | **60' HATTERAS** | \$299,000  
Paul Groesbeck | 425.829.3551



1979 | **60' C&L MARINE RAISED PH** | \$340,000  
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1996 | **58' OFFSHORE** | \$584,000  
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Bill Luck | 760.533.6761



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



2006 | **48' OCEAN ALEXANDER** | \$499,000  
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2001 | **47' CABO** | \$450,000  
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1974 | **45' CHRIS CRAFT** | \$299,000  
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2006 | **43' TIARA SOVRAN** | \$339,500  
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2016 | **39' TIARA** | \$579,000  
Paul Groesbeck | 425.829.3551



2013 | **31' PURSUIT OS 315** | \$239,000  
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FOR ORDER

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**62' HAMPTON 620 PH 2019**  
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**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



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**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



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**AFTERGLOW 38M > 126FT > CHRISTENSEN > 1992/2016 > 2,950,000 USD**  
PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO  
CHRIS.FEFFER@FRASERYACHTS.COM +1 206 382 9494 SEATTLE



**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



**ANDREA CAY 36M > 120FT > ABD ALUMINUM > 2002 > 7,900,000 USD**  
JOAQUIN.GENRICH@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO  
TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



**SEA HAWK 26M > 85FT > AZIMUT > 2002/2012 > 1,200,000 USD**  
CHRIS.FEFFER@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.  
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**ALCHEMY 40M > 133FT > FEADSHIP > 1970/2014 > POA**  
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2002 | 60' Ocean Alexander MK1 Classico | \$799,950  
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2006 | 58' Ocean Alexander 58 PH | \$875,000  
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2002 | 57' Carver Voyager | \$439,950  
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2005 | 57' Compass 57 Pilothouse | \$499,950  
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2015 | 51' Sea Ray 510 Fly | \$1,050,000  
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2017 | 36' Jeanneau NC 11 | \$329,950  
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1988 | 65' Hatteras Convertible | \$325,000  
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1983 | 52' Midnight Lace | \$199,850  
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2005 | 52' Sea Ray Sedan Bridge | \$849,950  
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2009 | 51' Navigator 5100 PH | \$550,000  
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2003 | 49' Meridian 490 PH | \$249,950  
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2006 | 47' Grand Banks Europa | \$679,950  
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2007 | 39' Meridian 391 Sedan | \$259,500  
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# NORTHWEST YACHTING

JUNE 2019 ♦ VOL. 32, NO. 12 ♦ NWYACHTING.COM

## VISION 68

HORIZON'S CASCADIAN DREAM YACHT



64

The new Horizon Vision 68 is a hot new luxury yacht with all the fixings and zero nostalgia. That it is the result of the collaboration of many local talents, including Emerald Pacific Yachts and JQB Design, make it a hometown hero.

70



## BRITISH COLUMBIA

MARINE PARK GUIDE 2019

You want nature? We give you nature! Our annually update B.C. Marine Park Guide is perfect for your nav table this summer.

76



## LIVING

### HERITAGE

Local nautical history is interwoven with incredible boat building opportunities at the Center for Wooden Boats.

80



## VAN ISLE 360

TWO DECADES OF RACING

This year makes 20 years of the iconic Van Isle 360 sailboat race around Vancouver Island. Read on, get hyped, and follow along.

86



## PORTS OF CALL

### Sidney, British Columbia

The arts, independent bookstores, and great eats and drinks define this boat friendly dot on the B.C. chart.

88



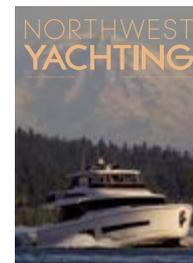
## ASK THE EXPERTS

### Solar Boats

A new type of solar boat is making waves. We ask Alex Borton of Sustainable Energy Systems for a glimpse at a possible future.

## On the Cover

Alex Kwanten || [instagram.com/oldmotors](https://www.instagram.com/oldmotors)



The Horizon Vision 68 graces the cover of this month's issue. A creation with creative roots here in the Pacific Northwest, this ultra-modern luxury yacht looks right at home on Lake Washington with Mt. Rainier backdrop.

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## 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.

## 2011 SUNNFJORD 38 CUSTOM PH



Single John Deere 375 HP (400 Hours), Hydraulic bow/ stern thruster and anchor winch, Forward and aft stateroom, separate head and shower, diesel heater, generator, Inverter, Propane stove & oven, Full electronics, three station electronic controls, stereo, cockpit side doors, Like new!

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### 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 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!

Priced at \$319,000 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, Full Simrad electronics package, Two staterooms, Head with shower, Gorgeous and economical!

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

### 2002 SEA RAY 320 SUNDANCER



New twin MPI 5.7 Ltr. Mercruisers with warranty, bimini top with full camper back enclosure, Vacuflush head, Raymarine radar, GPS Plotter, DS, VHF radio, air conditioning/heating, generator, dinghy and davit, very clean and kept in fresh water undercover.

Priced at \$89,000 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



39' RIVIERA 395 SUV 2019 "EMERALD EDITION"  
AVAILABLE AT OUR DOCKS IN SEATTLE



68' HORIZON V68 2019 "EMERALD EDITION"  
JQB DESIGN - AVAILABLE NOW



54' RIVIERA 5400 SPORT YACHT 2019 "EMERALD EDITION"  
AVAILABLE AT OUR DOCKS IN SEATTLE



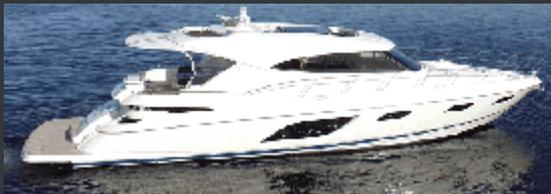
85' AZIMUT MOTOR YACHT 2005 \$1,645,000



82' HORIZON SKYLounge MY 2006 \$2,195,000



72' NORDLUND 1990 \$499,000



60' RIVIERA 6000 SPORT YACHT 2016 \$1,695,000



57' NORDHAVN TRAWLER 1998 \$995,000



62' OFFSHORE PILOTHOUSE 2006 \$1,049,000



114' NORDLUND MY 2003 \$6,495,000



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



86' NORDLUND MCQUEEN YACHTFISH 1998 \$2,150,000



54' WESTBAY SONSHIP PILOTHOUSE 2005 \$739,950



48' TOLLYCRAFT TRI-CABIN 1978 \$209,000



47' BAYLINER 4788 1995 \$179,900



44' TIARA 4400 SOVRAN 2006 \$355,000



45' BAYLINER 4587 1995 \$139,900



45' TIARA 2012 \$559,000



40' CARVER TRI-CABIN 1998 \$115,900



53' PRIMA 2001 \$399,000



58' SUNSEEKER EXPRESS 1999 \$378,000



38' SAN JUAN 2000 \$295,000



33' TIARA 3300 OPEN 1996 \$59,500



29' BEAVER PICNIC LAUNCH 2016 \$239,000



BMW Seattle

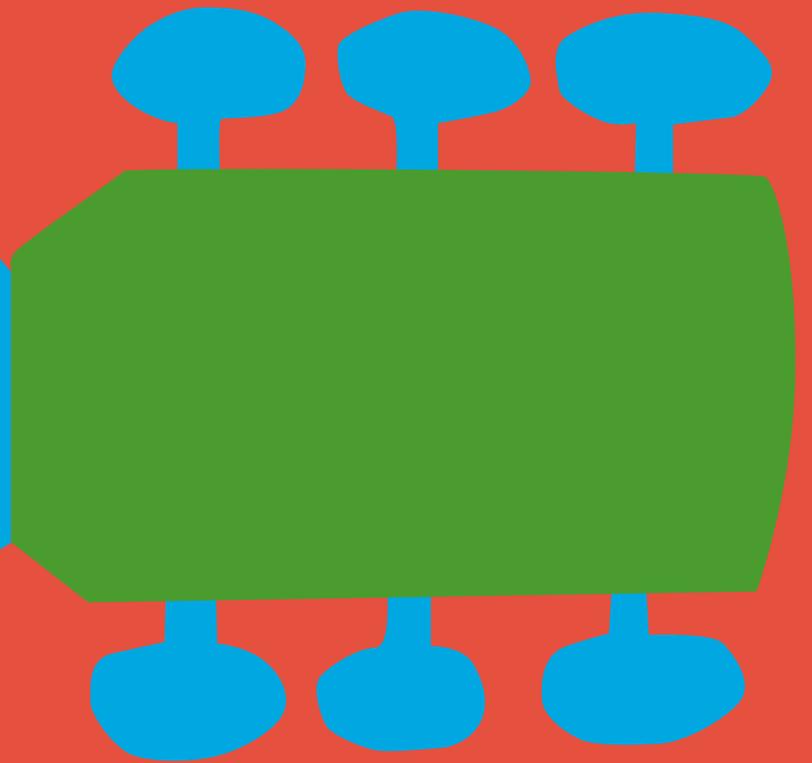
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## ELLIOTT BAY MARINA

presented by

*Tommy Bahama*



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**JUNE 8 LEUKEMIA CUP**    **JUNE 13**  
**ELLIOTT BAY YACHT SALES**    **JUNE**  
**20 MONKEY FIST MARINE**    **JUNE 27**  
**CSR MARINE**    **JULY 11 FISHERIES**  
**SUPPLY**    **JULY 18 SEA HAWK PAINTS**  
**JULY 25 SPLASH N' DETAIL**  
**AUGUST 1 EMERALD HARBOR**  
**MARINE**    **AUGUST 8 PALISADE**  
**AUGUST 15 NORTHWEST YACHTING**  
**THE RUTTEN RACE**

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*Yachts*



**CUTWATER**

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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.



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Richard



Matt



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## Expect the Unexpected



Norris Comer

I love that kick when you first hop aboard, especially if you're bound for a trip with a fresh cast of characters. In rendezvousing with a boat in an unfamiliar port, we all turn into a bright-eyed Luke Skywalker jumping onto the *Millennium Falcon* and striking out into a galaxy far, far away.

I felt like this when I arrived in Newport, Oregon—a hard-working town on a hard-scrabble edge of America—to meet Captain Jackson Willet. We were to deliver hull #1 of the all-new Beneteau Swift Trawler 47 as part of a public relations cruise dubbed the Swift Pacific Adventure ([swiftpacificadventure.com/](http://swiftpacificadventure.com/)) from Seattle to San Diego. What better way to show that your new French-made performance trawler is as tough as she is fancy? If all went to plan, she'd debut at the San Diego Boat Show with bragging rights.

Naturally, I was the only journalist to join the captain on the "Heroes' Leg" from Newport, Oregon to San Francisco. Apparently, the national magazines think a proper sea trial and adventure story takes place off Newport Beach, California. Bah! That's not the *Northwest Yachting* way. We want to give you all the real story, the kind you find in wild northern Pacific waters.

"We'll introduce ourselves properly later," Captain Willet said after a quick handshake. The previous big-magazine writers were fast out of there, queasy and homesick for their native East Coast. "Bad weather is coming in and we're going to make a run for Coos Bay today. We'll wait for a weather window to continue. Slack

tide is at 1600 hours and we got to make it to cross the bar."

"Sounds like a plan," I said as I stowed the fenders and dock lines. Captain Willet rocketed out of there, bringing her to a sporting 17 knots. We dodged crab pots with glee, the following eight- to ten-foot swells adding bursts of speed that pushed us over 20 knots. A uniquely Oregon coast gray set in. If we kept this up, we'd have to slow down to hit the tides right for the Coos Bay bar crossing. We calmed, both on the bridge and eyes peeled for more crab pots. The two of us exchanged proper introductions and settled in. We had this in the bag—CLUNK! Va-ROOM-ROOM-ROOM!!!

We looked behind us, the scattered wood remains of a mid-sized, mostly submerged log in our wake. We slowed to near idle.

"Take the helm!" said Captain Willet as he dashed below. We were in a small patch of wood debris now and I dodged a big one. We'd later learn that the beautiful Umpqua River—one of my favorite rivers in the world—had spat these prop wreckers upon us due to the spring rains and glacial melt. Captain Willet returned.

"Port engine is out," he said. I pointed off our starboard.

"The starboard one is smoking for some reason." We exchanged a few expletives, the bar crossing suddenly not in the bag at all. If we didn't make it, we'd be a limp duck sitting outside of Coos Bay as the foul weather set in.

Expect the unexpected, my friends. Stay tuned for the full story this summer.

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

### Welcome!



We are thrilled to welcome Madelyne Rosenberg as our new Washington and Oregon salesperson. She brings years of experience in digital content, social media, and television to our crew, notably from her last job at KWVL Television in Waterloo, Iowa. Feel free to reach out to her about advertising with us at [madelyne@nwyachting.com](mailto:madelyne@nwyachting.com).

### This Month's Feature Contributors



Doug Hansen is a Seattle native and grew up cruising and racing in the Northwest. After spending several years taking care of boats and competing in regattas throughout North America and Europe, he has returned to Seattle to complete a degree in

Mechanical Engineering. He is an active participant in the Seattle racing community and enjoys sailing on all types of boats.



Evin Moore is an assistant editor at *Northwest Yachting*. He grew up in Redmond, Washington, graduated from UW, and looks to get on the water every chance he gets. Say hello at [evin@nwyachting.com](mailto:evin@nwyachting.com)



[facebook.com/northwestyachting](https://facebook.com/northwestyachting)  
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**Publisher**  
Michelle Zeasman-Gibbon  
[michelle@nwyachting.com](mailto:michelle@nwyachting.com)

**Managing Editor**  
Norris Comer  
[norris@nwyachting.com](mailto:norris@nwyachting.com)

**Creative Director**  
Alex Kwanten  
[alexk@nwyachting.com](mailto:alexk@nwyachting.com)

**Sales (Canada, Northern WA)**  
Katherine Kjaer  
[katherine@nwyachting.com](mailto:katherine@nwyachting.com)

**Sales (WA, OR)**  
Madelyne Rosenberg  
[madelyne@nwyachting.com](mailto:madelyne@nwyachting.com)

**Sales (AK)**  
Michelle Zeasman-Gibbon  
[michelle@nwyachting.com](mailto:michelle@nwyachting.com)

**Advertising Coordinator & Assistant Editor**  
Eva Seelye  
[eva@nwyachting.com](mailto:eva@nwyachting.com)

**Assistant Editor**  
Evin Moore  
[evin@nwyachting.com](mailto:evin@nwyachting.com)

**Contributing Writers**  
Bridget Charters    Kevin Klein  
Jeff Cote    Peter Schrappen  
Doug Hansen    Bill Shaw

### Contributing Artists & Photographers

Jan Anderson  
Mark Gillespie  
Dan King  
Jack Riley  
Suzanne Travis

**Copy Editor**  
Seanna Browder

**Design Assistant**  
William Dodson

**Facilities**  
Maurice McPherson

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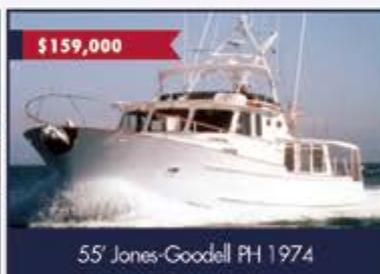
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**98' VERSILCRAFT 1987**  
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**80' BURGER 1959**  
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**75' VIKING SPORT CRUISERS 2005**  
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57' BAYLINER 2002

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49' MERIDIAN 490 PH 2005

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47' BAYLINER 2000

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



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46' WESTCOAST 2005

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28' JEANNEAU 2016

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46' OCEAN ALEXANDER 1987

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



38' LINDELL 1999

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



JUST REDUCED

61' NAVIGATOR 2000

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**46' SEA RAY 2000**  
CAT 3208s, great power, all-new RayMarine elects, touch-screen radar, very clean. Vic Parcels, Seattle.



NEW LISTING

LOCATED AT OUR DOCKS

**39' MERIDIAN 2006**  
380 Cummins, lower helm, like new, must-see. Vic Parcels, Seattle.



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Events

# Washington Distillers Festival Returns

By Eva Seelye

Seven years in the making, the PROOF Washington Distillers Festival will take place July 13 at Seattle's Fremont Studios, offering more than 40 craft distilleries' spirits for the public to explore and taste. The nation's largest guild of its kind — Washington Distillers Guild — will also present the opportunity to taste cocktails from local restaurants as well as meet the geniuses behind the spirits. But that's not all your taste buds have in store; last year more than 20 local restaurants joined the event for some tasty accompaniments during the evening event.

Produced jointly by Varsity Communications and the Washington Distillers Guild, PROOF ticket holders will have the opportunity to grow their own cocktail-creating knowledge with the many educational and entertaining sessions. Taste a locally made gin, bourbon, whiskey, vodka, or rum that you can't live without? Pick up a bottle straight from the distillery tables to take home with you that night (proceeds benefit Washington Distillers Guild).

Varsity Communications President and CEO Dick Stephens is excited to partner with the Guild and showcase these craft spirits. "The state of Washington is home to some of the fastest-growing craft distilleries in the nation," he explains. "This is a unique opportunity to sample a wide variety of locally made spirits and celebrate this fast-growing industry in our state."

Tickets (\$60-\$65) include more than three hours of tasting (1730-2100 hours) or snag a limited VIP ticket to get an extra hour of tasting along with a VIP Glencairn glass and two additional tasting tokens for \$85. Purchase yours

from proofwashington.org before July 2 to save \$5. Rumor has it they sell out quickly, so act fast! For more information, visit proofwashington.org or give Brian Beaky a call at (888) 367-6420 x103.



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<p><b>On Our Dock</b></p> <p>41' Beneteau 411 '16 .....\$119,900</p>	<p><b>By Appointment</b></p> <p>46' West Indies '77 .....\$84,999</p>	<p><b>On Our Dock</b></p> <p>48' J-145 '01 .....\$325,000</p>	<p><b>On Our Dock</b></p> <p>31' Camano '04 .....\$117,500</p>	<p><b>What's Happening</b></p> <p>25' Fisher Potter Ketch '97 .....\$25,000</p> <p>31' Beneteau 311 '01 ..... Arriving</p> <p>351 Beneteau '95 ..... SALE PENDING</p> <p>36' Hunter '04 ..... SALE PENDING</p> <p>38' Beneteau '15 ..... SOLD</p> <p>39' Lagoon '17 ..... SOLD</p> <p>55' Beneteau Oceanis 55... Arriving SOLD</p> <p>62' Beneteau OCY ..... Just Arrived</p>

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## Department of Corrections

### RENDEZVOUS REDEMPTION

Our Rendezvous Round-Up erroneously stated that the Emerald Pacific Rendezvous is scheduled for June 14 to 17. It is actually June 7 to 8. We've made the correction to our digital edition and nwyachting.com. We apologize for the confusion.

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Environment

## Cleanse for Portland Harbor Superfund Site?

By Eva Seelye

The State of Oregon, the City of Portland, and the U.S. Environmental Protection Agency (EPA) agreed to provide \$24 million to help fund the detailed cleanup plans for the Portland Harbor Superfund site.

If you're unfamiliar with it, the Superfund site is a 10-mile stretch of the Lower Willamette River between the Columbia Slough and Broadway Bridge that has an extensive history of shipping, industrial, and commercial activity because of its prime location for industry. The EPA placed it on the Superfund National Priorities List in 2000 and is now working with over 100 Responsible Parties, coordinating with federal, state, local, and tribal partners to implement the Record of Decision.

The \$24 million in funding aims to encourage responsible parties to step up quickly and complete the detailed cleanup designs across the Superfund site before the joint offer expires at the end of the year.

EPA Administrator Andrew Wheeler remarks on the offer, stating, "We hope all respon-

sible parties will step up to take advantage of this unique funding opportunity."

"This agreement with the City of Portland and the State of Oregon," says Wheeler, "represents another important milestone in our progress toward cleaning up the Lower Willamette River... The City and State are showing strong leadership and commitment to moving the cleanup forward."

Chris Hladick, the EPA Region 10 Regional Administrator, chimes in, noting the collaborative work between the state, city, tribal, and federal partners, and the community this project will affect in the future. "The cleanup will reduce health risks to people, fish, and wildlife in the Lower Willamette River," he states, "and set the state for commercial and industrial redevelopment and revitalization of the river and waterfront in the economic heart of Portland."

The active cleanup construction work of the Lower Willamette River 10-mile stretch is expected to take approximately 13 years and cost about \$1 billion. 



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Environment

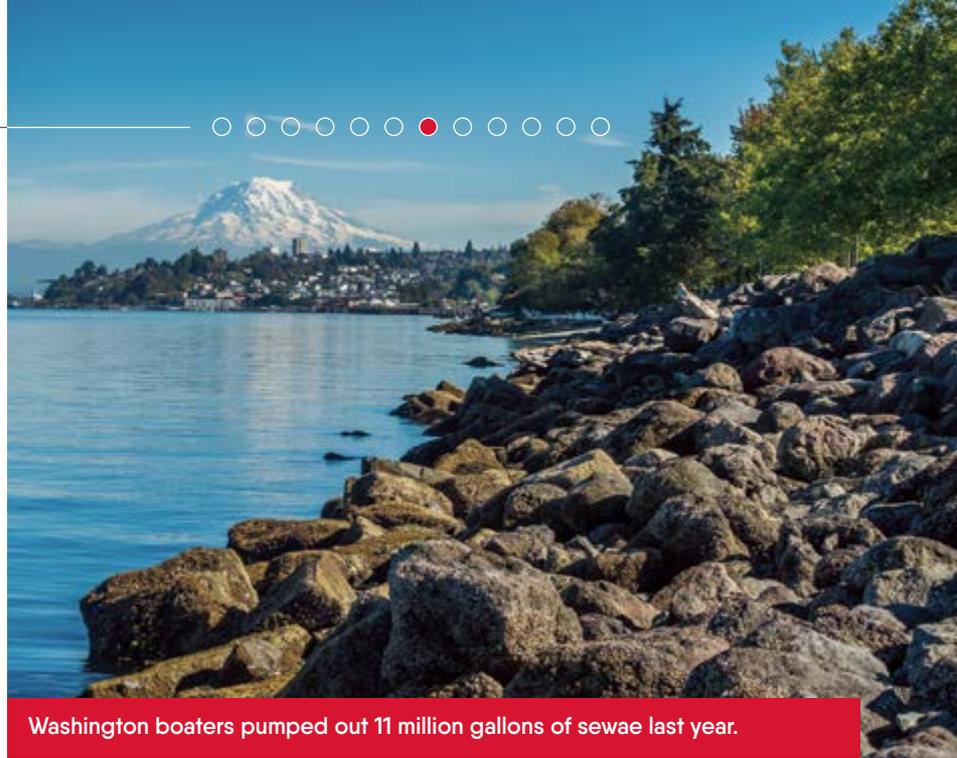
# Boaters Divert Sewage from Washington Waters

By Evin Moore

Last year, Washington boaters prevented over 11 million gallons of sewage from entering inland waters by emptying their tanks at one of 144 of the state's pump-out stations. The network of free pump-out stations is operated by the Washington State Parks and Washington Sea Grant (WSG) as part of The Washington Clean Vessel Act program. The number of stations is constantly increasing to meet demand, with a new station just placed on West Beach Resort's docks on Orcas Island. A solar-powered, mobile pump-out boat, created by the Northwest School of Wooden Boat Building and based at the Port Ludlow Marina, is currently in the planning phase.

In addition to pump-out stations, the WSG provides free pump-out adapter kits. The kits are available at many marinas and yacht clubs and make it easier to create a secure connection between the boat and the pump. The pump-out service is meant to simplify and streamline the process to encourage boaters to comply with the new No Discharge Zone rulings passed last year. The WSG would also like to remind boaters that small oil spills make up 75 percent of the total oil spilled in local waters. As part of their Clean Bilge Project, the WSG offers free absorbent pillows to be placed around the bilge pump and an oil bib that

fits around the nozzle. Good work boaters on doing your part to keep our waters clean! For more information about pump-out or spill kits, contact Aaron Barnett at aaronb5@uw.edu.



Washington boaters pumped out 11 million gallons of sewage last year.



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**Sea Pilot**  
2003 Cabo Rico 42PH  
\$349,000

The Cabo Rico 42PH **Sea Pilot** is a rare find. She blends the classic looks of a strong sheerline and proud clipper bow with an elegant and unobtrusive pilothouse. All in all, designer Chuck Paine managed to do what few designers can, create a practical yet beautiful pilothouse. And because he started with his proven Cabo Rico 42 hull, its full keel passagemaker qualities were already well proven. Combine this with Cabo Rico's uncompromising attention to hull integrity and interior joinery, and the feel is a combination of strength and class. Belowdecks, **Sea Pilot** offers the cruising couple a 360-degree view no matter what the weather, with a spacious galley and luxurious walk-around queen sized bed forward. With three headsails on furlers and in-boom furling for the main, cruisers can easily tailor the sailplan to changing conditions without leaving the cockpit. The equipment list is extensive and the yacht has been well maintained since its launch in 2003.

- KURT HOEHNE



Frers 64 • 1978 • \$377,000



Shannon 43 • 1988 • \$189,000



PRICE REDUCED

Catana 472 • 2001 • \$420,000



Waterline 48 • 1997 • \$395,000



Garcia Passoa 47 • 2005 • \$375,000



Hallberg-Rassy 34 • 2000 • \$149,000



Back Cove 33 • 2008 • \$259,000



Island Packet 420 • 2000 • \$259,000



Stanley (Lobster Boat) 36 • 1967 • \$45,000

59 Outremer 5X	2012	€1,190,000	43 Hans Christian (Chris)	1986	\$99,000
56 Custom Morgan	1981	\$185,000	41 Hunter 410	2000	\$99,500
53 Oyster	1999	\$410,000	40 Perry Bella	1994	\$120,000
51 Able Apogee	2000	\$499,000	40 Panda	1981	\$109,000
50 Baltic	1999	\$499,000	39 Cal 39	1971	\$30,000
50 Lavranos	1990	\$169,900	36 Vancouver	1981	\$59,999
48 Chris White Atlantic	2010	\$625,000	34 Red Wing	2008	\$115,000
47 Chris White Atlantic	2013	\$799,000	33 J/100	2007	\$76,500
46 Hallberg-Rassy	2001	\$299,500	30 Sabre 30 MKIII	1988	\$35,000
45 Passport 456	2004	\$345,000	30 Mainship	2000	\$64,500
44 Morris	1995	\$375,000	27 Pacific Seacraft Orion	1979	\$35,000
44 Nordic	1983	\$107,000	25 Ranger Tug	2012	\$115,000
43 Hallberg-Rassy	2004	\$415,000			

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Coast Guard Corner

# New U.S. Coast Guard Foundation Board Members

By Eva Seelye

The Coast Guard Foundation recently announced the addition of six new members to their Board of Directors and Trustees and a new vice-chair and secretary. The Coast Guard Foundation is a non-profit dedicated to the well-being of all Coast Guard members and their families. The foundation



Duncan Smith

was started in 1969 by Coast Guard veterans who served during World War II. Seeing that the Coast Guard Academy's budget wasn't covering all its operating costs, they started the foundation to make up the difference.

Today, the foundation assists Coast Guard service members in the form of education programs, scholarships, and morale-boosting programs. They also provide financial assistance to the families of Coast Guard members

who are killed in the line of duty or who are displaced through natural disasters like floods and hurricanes. Tribute ceremonies are frequently organized to recognize outstanding service.



Chris Johnsen

The six newmembers include Scott Cooper, John Doherty, John Parrott, Cory E. Quarles, Jeffrey R. Scholz, and

Richard M. Symons. The new board members represent a wide range of backgrounds in the Coast Guard Reserves, the commercial world, and the merchant marines.

R. Christian Johnsen was named vice-chair of the board and Duncan C. Smith III was named secretary. Johnsen has been on the board since 1998 and is a managing partner of Jones Walker LLP, and Smith is a retired Rear Admiral in the Coast Guard Reserves.



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73' Northcoast "Gal Sal"



42' Grand Banks



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39' Meridian



50' Riviera "Serena"



34' Boston Whaler



32' MDI



29' Ranger Tug



27' Ranger Tug



49' Transpacific "Flying Cloud"



47' Beneteau



44' Worldcruiser



43' Beneteau



40' Beneteau



40' Hinckley



36' C&C



34' Gemini

## POWERBOATS

- 73' NorthCoast MY '98.....\$889,000
- 72' Ferretti 731 '98 ..... \$595,000
- 50' Riviera Sport Yacht '12.....\$739,500
- 42' Grand Banks Classic '89 ..... \$205,000
- 39' Meridian 391 '11 .....\$329,000
- 36' Egg Harbor '78..... \$44,950
- 34' Boston Whaler 340 Defiance.. \$149,900
- 32' Custom MDI Downeast '97 .... \$109,500
- 32' Grand Banks Sedan ..... \$37,500
- 29' Ranger Tugs R29 '13 .....\$155,000
- 28' Albin TE '01 ..... \$69,000
- 27' Ranger Tugs R27 '15 .....\$150,000

## SAILBOATS

- 49' Transpacific '80.....\$119,000
- 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
- 36' C & C 110 '04.....\$110,000
- 34' Beneteau 343 '07.....NEW LISTING
- 34' C & C 34 '89.....\$29,900
- 34' Gemini 105Mc '05.....\$115,000

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Nautical Nook

Alaska's Inside Passage

By Evin Moore

Exploring the wild coastline and islands of Southeast Alaska's archipelago is practically a rite of passage for local boaters, who tackle the challenge in vessels of all sizes. Somewhere on board these boats there will always be a printed guide pointing to the nearest marinas and detailing local currents—useful information for all the practical decisions that need to be made between here and Ketchikan. What some boaters miss is additional reading material, a guide to expand on the other characteristics that make Southeast Alaska such a worthy trip.

*Alaska's Inside Passage* by Dale Pihlman is an encyclopedia of

all things Alaska Panhandle, offering insights only an insider could muster up; Pihlman grew up in a commercial fishing family north of Ketchikan and has spent his whole life in the area. The 400-page book is broken down into sections that cover topics like rainforests, wildlife, marine environments, Native American groups, and historical industries of Alaska.

Pihlman worked for years as a fisheries biologist for the Alaskan Department of Fish and Game, making him extremely familiar with the flora and fauna of the region. Photos of the indigenous large mammals, accompanied by description of their lifecycles and

diets, make for quick and easy identification. Birdwatchers will find similarly useful photos and descriptions of the avian population of the area, highlighting the stars out of a group of 360 species known to visit the region.

A large portion of the book is devoted to human activity in Alaska. Pihlman goes into great detail on the native groups who lived in the area for centuries. Sections describe the origins of the Native Americans and the social structures that governed their day-to-day lives; the differences

Curious about Alaska's Inside Passage? Author Dale Pihlman's book is loaded with useful and interesting information for boaters and landlubbers alike.

and unique lifestyles of Native American groups and sub-groups are vividly portrayed. The segments on the complex social nature of the clans is especially enjoyable reading for fans of history or anthropology.

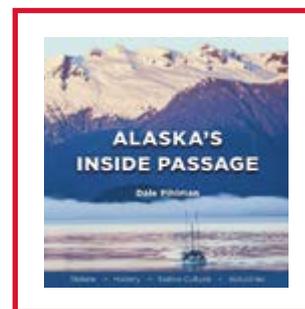
The traditional industries of the region are covered; the expected industries of logging, fishing, and mining are featured along with some unexpected ones like aviation and fish pirates. The penultimate section on the area's communities will likely prove the most valuable to boaters making

their way through the island chain for the first time. Any cruiser mooring at a new village will enjoy reading about its history and main source of income.

Pihlman has lived his whole life in

Southeast Alaska, holding a series of jobs as a professional fisherman, art teacher, pilot and biologist as well as operating a sightseeing vessel for 23 years. This variety of employment and decades spent in the area allow him to provide a personal touch not often seen in guide books. Many historical anecdotes on prominent figures conclude with Pihlman relaying a story about meeting them when he was a child or interviewing a direct descendent.

*Alaska's Inside Passage* does an excellent job of capturing the finer details and interesting facts that tend to get overlooked when planning the logistics of an extended trip. It would make a worthy addition to the collection of any boater thinking of venturing to Alaska, whether it's the first or fifteenth time. You can learn more and get yours online at [alaskainsidepassagebook.com](http://alaskainsidepassagebook.com).



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Community

# Summer Camps at Northwest Maritime Center

By Evin Moore

Summer sailing camps at the Northwest Maritime Center (NWMC) in Port Townsend, Washington, are beginning in late June. Camps at the center cover everything in the maritime world from sailing to shipbuilding to sea creatures. Campers ages 5 to 10 can participate in the "Messing About in Boats," program while kids 8 to 16 can join the "Learn to Sail" summer camps.

Junior skippers in the "Messing About in Boats" program can experience the water in a variety of different camps. As Junior Discoverers, they get hands-on time with sea life; Junior Mariners sail large sailboats, and Junior Pirates learn the history of pirates and captain their own vessel. No matter the camp, kids will have the chance to get on the water every day.

Older kids can join the "Learn to Sail" program where they'll get to test and build their sailing skills. Campers will spend their time learning on Optimist dinghies and Vanguard 15s, some of the most popular learning dinghies in the world. The waters of Port Townsend Bay offer the perfect wind and water conditions to teach beginner, intermediate, and advanced boating skills.

"Sailing camp was one of the best camps I did last summer, not just because it was on the water, but also because of how much I learned and how nice everyone was," said 10-year-old camper Winnie in an essay posted to the NWMC's site. "I was scared to take the capsized test, but afterwards it made me feel capable. I loved it and signed up for another week later that summer!"



The NWMC camps help young skippers grow their on-water skills and confidence.

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Potion of the Ocean

# A Gardener's Affair: Beet Gin and Tonic and Carrot Margarita

By Bridget Charters

It's summer, and many of us are enjoying the boat on the water and the garden on land. Why not enjoy the two together?! I was lucky enough to enjoy some R&R in Baja recently and had versions of these drinks at the lovely Flora Farms in San Jose del Cabo. So delicious! Your favorite standards for gin and tonics (G&Ts) and margaritas are made even more delicious with some type of fresh juice. You can riff on the idea with all types of variations of the carrot, beet, pineapple, or watermelon juices to name a few. Sometimes we just want the standard, but adding juices brings the garden to the boat, steps up your game with

your fellow boaters, and imparts a bit of nutrition to our pastime.

For your garden G&T, you will need your favorite gin (I love Hendrick's), a fairly neutral tonic (Schwepps is nice), and limes of course. Ideally, you have some type of home vegetable juicer aboard, as it is a great way to make incredibly tasty, fresh juices. If not, many grocery stores now sell fresh juices on ice, or they can be found in the deli section. The margarita is nice with a white tequila (Jimador is delicious). Fresh fruit and vegetables are key, as are fresh limes and oranges for garnishes. The natural oils in the skin add to the flavor of the drink. 



## Beet Gin and Tonic

- 2 ounces Hendrick's Gin
- 2 ounces Schwepps Tonic
- 2 ounces freshly juiced beet juice from red beets (of the smaller size), scrubbed
- 1-2 lime wedges
- Tall Collins glass or large rocks glass
- Very thin slice of beet for garnish

**Directions:** Fill the glass with ice to the top of the rim. Add the gin and beet juice, then top with the tonic. Squeeze in one lime wedge and garnish with one wedge. Use a spoon to push in the beet slice garnish.



## Garden Carrot-Rita

- 2 ounces white tequila
- 4 ounces fresh carrot juice, peeled
- Juice of 1/2 an orange
- Juice of one lime
- Lime wedges
- Tall pint glass and lots of ice!

**Directions:** Add some ice to a shaker, then add the tequila, orange juice, and lime juice. Cover and shake well. Pour over a glass full of fresh ice and strain tequila mixture. Top with the fresh carrot juice. Garnish with lime wedges.



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Education

## Deception Pass SPS Crabbing Seminar

By Evin Moore

The Deception Pass Sail and Power Squadron (SPS) is now offering a free seminar for anyone who wants to try crabbing for themselves but doesn't know where to start. The seminar will cover all the crabbing basics including equipment, optimal bait, licenses and regulations, the best locations to find crabs, time and tides, and crab life cycles. Presenters will also cover the best way to rig pots so they stay put and the different methods of catching crabs.

The seminar is a joint presentation by the Deception Pass SPS and the Oak Harbor Yacht Club. The talk will be held at the Oak Harbor Yacht Club on June 15 at 1000 hours. A \$5 donation to the Power Squadron Education Fund is encouraged. Reservations are not required; any questions can be answered by John Hudson at (360) 240-2517. 

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Community

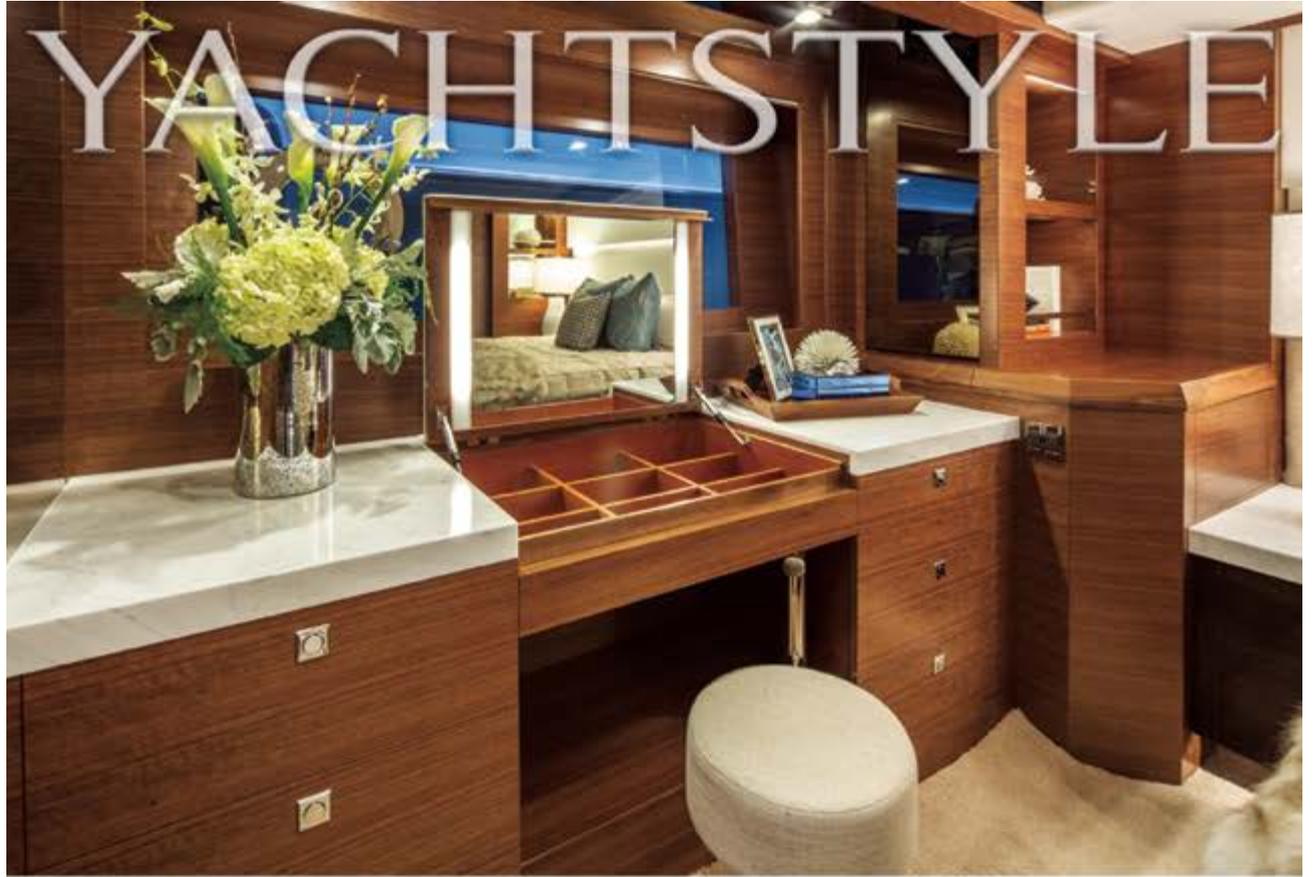
# Lady Washington Heads Home

By Eva Seelye

The beloved tall ship *Lady Washington* returns to her home state this month and will be docked at Tacoma's Foss Waterway Seaport Museum from June 13 to June 24 before departing for Westport on June 25. Visitors can hop aboard for educational programs, vessel tours, and sailing trips; dates and times vary, so be sure to check up on her schedule before making the journey.

This wood-hulled replica of the first ship to make West Coast landfall in the 18th century was built in 1989 in Aberdeen, Washington, to commemorate the centennial of Washington's statehood. She's somewhat of a celebrity, with screen time in *Pirates of the Caribbean*, *Star Trek: Generations*, ABC's *Once Upon a Time*, and many more.

During weekends when the *Lady Washington* is at port, visitors can hop aboard the tall ship for ticketed Adventure Sails and Evening Sails, with occasional special events. Vessel tours take place Friday through Sunday for a \$5 suggested donation. She's also available for private charters. Tickets, information, crewing and membership opportunities, and more can be found at [historicalseaport.org](http://historicalseaport.org).



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## Brunswick Acquires Freedom Boat Club

By Evin Moore

It was announced on May 17 that Brunswick Corp. would purchase the boat sharing service Freedom Boat Club (FBC), expanding their presence in the growing boat club market. FBC is the largest boat sharing business in the U.S. with 20,000 members, a fleet of 2,200 boats, and 170 business and franchise-owned locations.

“As the leader in the boat club segment, Freedom offers both immediate scale and an established marketplace presence

and expertise,” said Brunswick CEO David M. Foulkes. “FBC’s profitable and cycle-resistant business model is an excellent fit within our marine portfolio.”

After completion of the deal, FBC will become a member of Brunswick’s Business Acceleration group, which also includes Brunswick’s Boating Service Network (BSN). Brunswick has participated in the boat sharing and rental market since 2014 through the BSN.

Current FBC CEO John Giglio and his management team will continue to lead Freedom, which has demonstrated continued growth for the last five years while tripling its membership and doubling its locations. “We’re very excited to join Brunswick,” Giglio said. “Our knowledge and experience of the growing boat club industry, combined with Brunswick’s leading marine resources, will provide FBC and its franchise partners with many

Freedom Boat Club’s 2,200 boats are located all over the country, allowing you to rent a boat in Seattle, Miami, or Chicago if you choose. (Photo: Alex Kwanten)

new opportunities to accelerate growth and create value, while enhancing the best-in-class boating experience we aim to provide our members.”

The deal is expected to close during the second quarter of 2019. “Freedom Boat Club is an exciting addition to our portfolio for many reasons,” stated Foulkes. “It establishes a leadership position in a growing marketplace, provides an entry point for the next generation of boaters, takes advantage of our existing marine assets, and creates a new cycle-resistant profit stream.” **BN**



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## New NMMA President Named

By Evin Moore

The National Marine Manufacturers Association (NMMA) announced its new president Frank Hugelmeyer. He replaces Thom Dammrich, the NMMA's leader for 20 years before retiring in 2018.

Hugelmeyer previously served as president of the RV Industry Association (RVIA) since 2015. RVIA represents the \$50 billion RV industry with over 400 member businesses made up of manufacturers and aftermarket suppliers. While president, Hugelmeyer led an industrywide consumer campaign

and strengthened ties between other outdoor-focused industries. Before the RVIA, Hugelmeyer was president and CEO of the Outdoor Industry Association for 14 years.

"Frank brings extensive experience and expertise in outdoor recreation and association management to NMMA, making him the ideal growth-minded leader for the recreational boating industry," said NMMA Chairman Ben Speciale in a recent press release. "We look forward to his leadership and strategic vision as

he guides our industry through ever-changing economic and political landscapes."

The NMMA is a trade organization focused on promoting and protecting recreational boating through advocacy and market expansion. Hugelmeyer is joining the organization in the middle of a three-year strategic plan focused on research, industry promotion, recruiting new boat owners, and workforce development.

"We conducted a thorough search over the last year to find



Frank Hugelmeyer.

the right person for this important leadership role for the marine industry, and Frank's tenure in outdoor recreation-related industry associations was unparalleled," said Bill Watters, former NMMA chairman and leader of the search committee for the next president. "He is a tremendous addition to the NMMA team and the recreational boating industry, and we welcome him aboard."

After a transition period, Hugelmeyer will officially take over as president on October 1, 2019. "I am honored and grateful to the NMMA board for the appointment to lead this remarkable organization of dedicated and talented professionals working to advocate for recreational boating," said Hugelmeyer. "Boating and fishing are vital economic drivers and treasured American pastimes, so this is a special opportunity to combine my professional expertise with a lifestyle that personally means so much to me." *BN*

*Business Notes continues on page 92*

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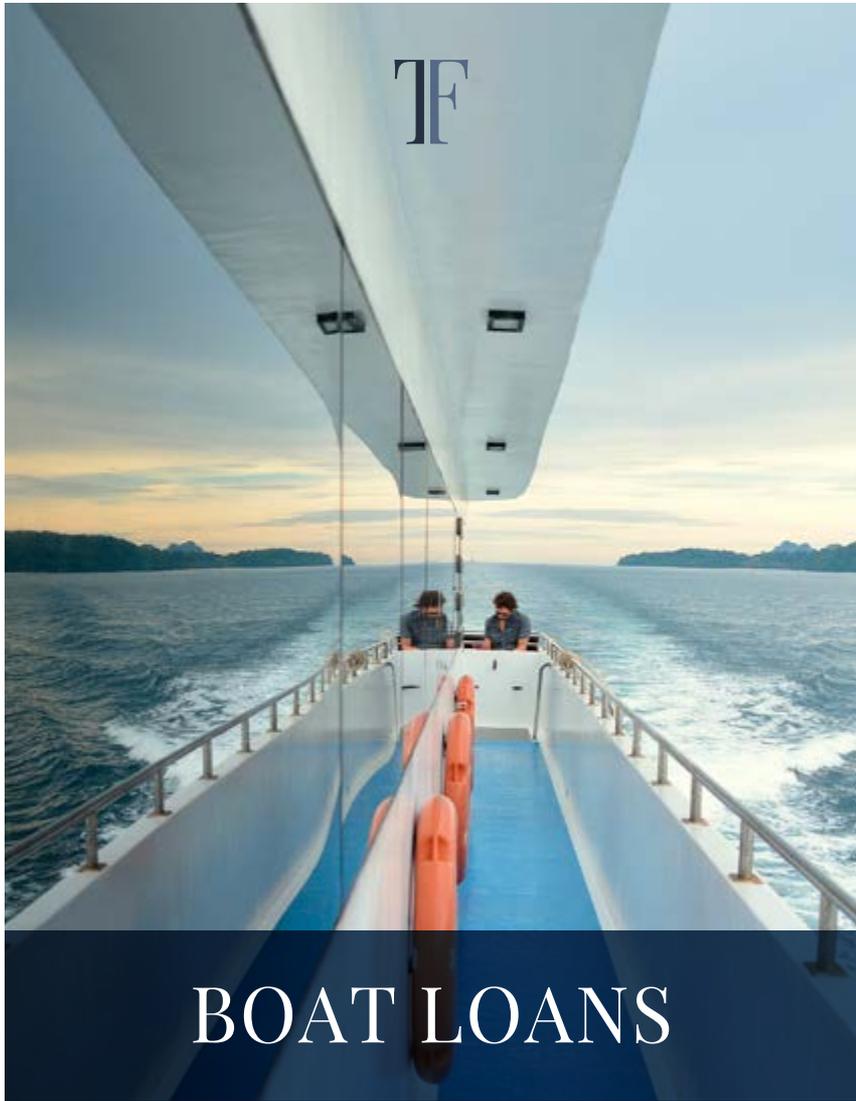


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## Letters

The following are responses from local boaters and marine industry professionals to the letter Boat Show Blues published in the April 2019 issue about the Seattle Boat Show. It's worth reviewing that letter to understand the context of these responses. We offer them response-free in the spirit of constructive dialogue. As always, share your thoughts (on any subject) with us at [editorial@nwyachting.com](mailto:editorial@nwyachting.com).

### Rallying Rendezvous

Norris,

Nice that you list rendezvous' in your May issue, but you left out the C&C rendezvous. It will be held at Telegraph Harbor Marina on Thetis Island, August 9-11. Details at <https://www.cncrdv.org/>. Make slip reservations before they're all filled.

— Alan Bergen

*NC: We knew a few rendezvous would slip past us! You did the right thing by reaching out. If anybody else has a rendezvous they'd like to get in the annual roundup, send the info to [editorial@nwyachting.com](mailto:editorial@nwyachting.com).*

### Sweet Home Swinomish

[This letter is in response to April 2019's issue feature, **Riding the Rip** by Greg Van Belle. The sidebar talks about the Swinomish Channel as a "challenge in the best conditions." The Port of Skagit has this to say, no response from us necessary.]

Dear Norris,

We would like to invite your readers to check out the Swinomish Channel, an important waterway nestled between picturesque Skagit Valley farmland, the Swinomish Indian Tribal Community, and the town of La Conner. A recent article published in your magazine portrayed the Swinomish Channel as a route to be avoided, or only for the most skilled of navigators. Being here on the channel every day and meeting people who use the channel, both recreationally and commercially, I couldn't disagree more with that representation. While the Channel has its idiosyncrasies, boaters who are familiar with the area know that the Channel follows predictable patterns that can easily be navigated with information and planning.

Each day, a population as diverse as you can imagine are out enjoying the trip through the channel: retired folks with their grandchildren; yacht club members from both the Swinomish Yacht Club and Shelter Bay Yacht Club; those utilizing the many boat servicing businesses at the marina; weekenders travelling to the enchanting San Juan Islands; even boaters travelling through the channel to hit some of the prime crabbing locations in the area.

The US Army Corps of Engineers just completed a nearly \$2-million dollar dredging project of the Swinomish Channel in December 2018—something they routinely complete every three years—to maintain safe navigable depths for everyone. The Swinomish Channel also provides the shortest route for vessels traveling between inner Puget Sound and the Straits of Georgia and Juan de Fuca, and offers safe passage to vessels needing to avoid the challenging currents through Deception Pass.

Perhaps the most important thing to point out is that boaters who bypass the Swinomish Channel completely miss the charming town of La Conner — it's a can't-miss experience!

Everyone has their own experiences to draw from, and I certainly respect that. Guests of the marina find that planning and paying attention to charts and channel markers make the experience through the Swinomish Channel safe, enjoyable, popular and straightforward to navigate. If your readers are interested in exploring the Swinomish Channel, I encourage them to give the La Conner Marina a call. We'd love to help them navigate this lovely passage.

—Sincerely, Darla Pyke, Harbormaster, Port of Skagit

## BULLET PROOF CONSTRUCTION, KEVLAR REINFORCED BOWS

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From lamination materials to interior components, Aspen chooses the highest quality materials, such as solid handcrafted Burmese Teak cabinetry, and tables. All cross beams, bulkheads, transoms, and stringers are constructed from CNC cut Coosa composite ranging in thickness from  $\frac{3}{4}$ " to  $2\frac{1}{2}$ ", guaranteed for life. Coosa is a polyurethane and fiberglass reinforced panel that is 45% lighter than plywood, it is waterproof and cannot decay. The uniquely engineered integrated rib, stinger, bulkhead system is solidly glassed in place to carry a catamaran's unique loads. A hand lay-up process utilizes a combination of premium knit fiberglass materials yielding the maximum strength with the least amount weight.

Hull lamination starts with 22 mils of the best UV stabilized gelcoat. CCP's, Armorcote 991 Isophthalic NPG gelcoat, it provides superior UV resistance that displays the high gloss quality seen in our boats. Higher gloss combined with a deeper, richer



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color, provides an enhanced cosmetic appearance, while being resistant to water blistering. This is followed by a skin of 2 oz. mat with pure vinyl ester resin. This resin is 20% stronger, and is a complete water barrier. It eliminates any possible blistering above or below the waterline. The following lamination is done with high strength Isothalic polyester resin and includes layers of 18 oz. roving (long fibers that go the entire length of hull), and: 1.5 oz. mat, in specific areas 3mil or 6mil Coremat, knitted bi-axial fiberglass fabric,  $\frac{3}{4}$ " PVC Divinycell foam, and Kevlar. This is used to develop strength and structure as needed. The bottom of the hull is reinforced by 3 additional layers of mat and roving, along with a double layer of Divinycell. Total thickness of the double bottom is just over  $2\frac{1}{2}$ ". The entire hull and deck are bonded with aircraft grade cross linked urethane adhesive, then fastened with 316 SS fasteners every 6". Finally, the inside of the deck-hull joint is fiber glassed with 1708 Nytex; where accessible.

Aspen is proudly NMMA certified, but clearly their build quality goes above and beyond the minimum of industry standards. Great pride is taken in the system installations, using Cobra wiring, class K tinned copper wire, manufactured in Michigan, USA. Electrical systems are paired with industry leading Blue Seas systems, from Bellingham, WA. All plumbing and wiring runs are clearly labeled, installation is done with pride, to perfection; as if works of art.

Aspen's incredible Proa hull design is the result of the accumulative knowledge from Larry Graf's experience with Glacier Bay Catamarans (founder/president 1987-2007). Aspen's patented hull has 78% more roll stability, 70% more fuel efficiency, and has the softest ride known in the boating world. When other boaters are taking a pounding, Aspen owners are smiling. If you appreciate quality at every level, as well as, the performance and resale payoff from investing in the very best, there is only one place to look; Aspen Power Catamarans!

## Elan Impression 50

Slovenia-based Elan Yachts has been around since 1949, but for whatever reason, the brand isn't very common in the Pacific Northwest. Perhaps local dealer Seattle Yachts will change that with the offering of the Impression cruising line from Elan. The largest of them, the Elan Impression 50, looks like it could make itself at home in our local waters.

From the outset, you realize you're firmly in the modern Euro-cruiser family. The plumb bow, low profile, and big transom with massive deployable swim platform may remind you of a Hanse or Beneteau. Interestingly, the transom is largely open in the back with a few stanchions and lifelines between the deck and the water.

This is probably great for ocean access, but it is less enclosed than the old-school conventions espoused by canoe-style builds

that have done well around here. Many of the Impression 50's features emphasize easy sailing and comfort. Sailors may appreciate modern, trendy touches like the dual helms, dual rudders, self-tacking jib, a gennaker, and bow and stern thrusters.

The keel is a L-shaped fin. Those off the watch will likely be hanging out on the forward padded sun lounge or in the huge cockpit that has cushioned seating galore, a large foldout dining table, and a deployable Bimini cover to keep everyone dry.

Everything about the Impression 50 feels supersized and spacious, including the interior. There are four optional layouts. The standard has two cabins and two enclosed heads, but you can get up to five cabins (with two heads) or three heads (with four cabins). The layouts keep the cabins to the fore and aft, with all that space in the

middle entirely devoted to the galley and entertaining accommodations. Like the rest of the yacht, the interior has a light and airy, chic European feel.

For most of us, sailing is about fun. Elan Yachts appears to have kept that foremost in their thoughts with the design of the Impression 50. If interested in more information or pricing, contact local dealer Seattle Yachts.

### Specs

LOA: 49' 10" • Beam: 15' 4" • Draft: 7' 4"

Displacement: 28,400 lbs.

Tankage (Fuel/Fresh):

78 gals./160 gals.

Local Dealer: Seattle Yachts, (844) 962-2487

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



# Cutwater C-242 Coupe



Washington-based Cutwater Boats, a division of Fluid Motion LLC that also manufactures Ranger Tugs, are a part of the Pacific Northwest boating tapestry. These quality hybrid sportboat-cruisers have a reputation for versatility, low maintenance, and reliability. Among their new boats in production this year is the fresh-off-the-line Cutwater C-242 Coupe.

The details of the hull design may perk up the ears of the engineers among us. The hull form at a glance is deceptively simple, yet incorporates a combination of a 24-degree, deep-V hull and a 11-degree keel pad for planing stability. The hull also features reversed chines to get the boat on a plane quickly and reduce cornering roll. Also related to performance is the engine, often a single 250- or 300-horsepower Yamaha outboard engine.

Once aboard, there's plenty going on to make this an ideal family cruiser or fishing derby machine. The cockpit is deep set, like a good working deck, and there are numerous rod holder or pot puller mounting options. You don't have much in the way of sidedecks; there are no guarded walkways to speak of, but that's more of a larger trawler kind of thing anyway.

The interior is quite spacious feeling for a boat this size, in part thanks to the large windows that offer great views and good line of sight for the skipper. You've got what you need and not a whole lot more, with berths for four in the forward V-berth cabin and where the dining table converts. The forward berth also economically converts into an enclosed head complete with shower.

The C-242 Coupe looks very comfortable among its sister ships, which are so popular in this area, they are basically ubiquitous. If you're interested, you can inquire for more info at Portland-, Blaine-, and Seattle-area Cutwater dealer Sundance Yachts Sales. Price listed at \$113,933.

## Specs

LOA: 28' 10" • Beam: 8' 6" • Draft: 2' 6"

Displacement: 4,900 lbs.

Tankage (Fuel/Fresh/Black):  
116 gals./30 gals./11 gals.

Local Dealer: Sundance Yacht Sales,  
(360) 312-4057 (Blaine), (503) 283-1119 (Portland),  
(206) 633-2850 (Seattle)

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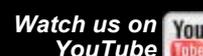
  
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**2006 36' EagleCraft Cruiser** - Powered by Twin Volvo Penta 310 hp diesel stern drives. Boat is stored indoors since new., Head, Raymarine electronics, Galley, Kicker, Bow thruster, Windlass, Inverter, Dickenson stove, Davit. Shows at a high level of maintenance.

**\$316,900 US\***

\*Based upon USD/CAD exchange



New & Notable Boats



# MJM 35z

Rhode Island-based MJM Yachts are all about fast, shoal-draft outboard yachts with a luxury emphasis. With its low profile and narrow, arrow-like shape, the MJM 35z express cruiser may be the most diminutive model of the Z Series, but punches above its weight class.

First impressions will pick up on that vaguely Down-east style with a large, narrow, and uncluttered foredeck. The sleek cabin is almost completely glass, with both roll-up Strataglass or sliding safety glass sides. The cockpit is modest and open, with plenty of places to sit near the transom. Rod holders, 35-gallon live bait well, outriggers, twin fish boxes, and more fishing-oriented goodies make the 35z a potential derby boat.

The transom is home to the twin 300-horsepower Mercury Verado outboard engines. Performance and efficiency are two

features of the 35z, and the builder proudly touts an impressive 30-knot cruising speed (35 miles per hour) with a fuel efficiency of 1.2 miles per gallon with the standard engine setup. Joystick piloting should give the skipper a fighter jet-like experience.

The interior, thanks to the big windows, has great views of the outside. With plenty of headroom and places to sit, many report

feeling like they're on a much larger yacht. The galley, enclosed head, and stateroom are all forward.

The MJM 35z could be the perfect boat for those who want to go fast, be comfortable, go fishing, play with outboards, and roll right up onto the beach. If interested in more information or pricing, check out local dealer Sail Northwest.

### Specs

- LOA: 37' 11" • Beam: 11'
- Draft(drives up/down): 1' 11"/2' 8"
- Displacement (dry weight): 13,279 lbs.
- Tankage (Fuel/Fresh): 250 gals./58 gals.
- Local Dealer: Sail Northwest, (206) 286-1004
- Web: sailnorthwest.com



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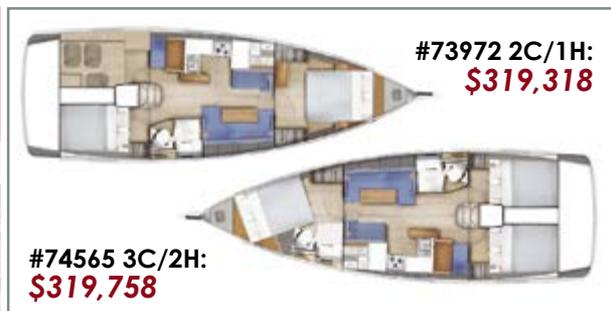
2019 LAGOON 40 #39: **SAVE \$27,448**



2018 FOUR WINNS VISTA 355: **SAVE \$161,648**



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



2020 SUN ODYSSEY 410 (2 arriving): **SAVE \$10,000**



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



2020 SUN ODYSSEY 349 #74513: **SAVE \$12,358**



2020 SUN ODYSSEY 410 #73972 & #74565



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



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

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- 61' C&C '72 ..... **Reduced** 164,000
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- 50' GERMAN FRERS '81 ..... **Sale Pending**
- 50' JEANNEAU 50 DS '11 ..... **Sale Pending**
- 49' JEANNEAU 49P '07 ..... 349,500
- 47' VAGABOND KETCH '83 ..... 249,900
- 46' BENETEAU 46 '09 ..... **SOLD**
- 44' BRUCE ROBERTS 44 PH '93 ..... 49,500
- 44' BRUCE ROBERTS 44 OFFSHORE '80 ..... **New Listing** 95,000
- 44' NAUTICAT 44 MS '80 ..... **Reduced** 185,000
- 44' SPENCER 44 '73 ..... 40,000
- 43' WAUQUIEZ AMPHITRITE '84 ..... **New Listing** 132,500
- 42' CATALINA MKI '94 ..... **SOLD**
- 42' CATALINA MKI '92 ..... **Reduced** 110,000
- 41' CHEOY LEE OFFSHORE 41 '80 ..... **New Listing** 45,000
- 41' ISLAND PACKET SP CRUISER PH '07 ..... **Reduced** 299,000
- 41' ISLAND PACKET SP CRUISER PH '09 ..... **New Listing** 319,000
- 41' JEANNEAU VOYAGE 12.5 '89 ..... **New Listing** 55,000
- 41' PASSPORT 41 '89 ..... **Reduced** 149,900
- 41' HUNTER 410 '98 ..... **SOLD**
- 40' JEANNEAU 409 '13 ..... **New Listing** 239,500
- 40' J/40 '90 ..... **Reduced** 89,500
- 40' NAUTICAT 40 PH '85 ..... 149,900
- 40' SCHUCKER 436 PH '72 ..... **Reduced** 59,900
- 39' JEANNEAU 39i '08 ..... **Sale Pending**
- 39' JEANNEAU 39i '07 ..... **Sale Pending**

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- 36' COLVIN PINKY SCHOONER '03 ..... **Reduced** 79,000
- 36' HUNTER '05 ..... **SOLD**
- 36' PEARSON 36 '75 ..... **New Listing** 22,900
- 36' TANTON 36 '81 ..... **Reduced** 27,000
- 36' UNION 36 '82 ..... **Reduced** 59,000
- 35' JASON BREWER 35 '76 ..... **Sale Pending**
- 35' NAUTICAT 35 PH '00 ..... **Reduced** 179,500
- 35' TRIDENT VOYAGER PH '78 ..... **New Listing** 59,500
- 34' COLUMBIA 34 '72 ..... **Reduced** 27,000
- 34' GAMBLING 34 '74 ..... 29,000
- 34' PACIFIC SEACRAFT 34 '88 ..... **SOLD**
- 33' NAUTICAT 33 MS '85 ..... **Reduced** 89,900
- 33' NAUTICAT 33 MS '87/'88 ..... **2 SOLD**
- 32' EVELYN '85 ..... **Reduced** 17,500
- 32' ISLANDER 32 '78 ..... **Reduced** 17,900
- 30' CATALINA 30 '81 ..... **Reduced** 14,500

- 29' ISLAND PACKET 29 '91 ..... **Reduced** 59,900
- 27' ISLAND PACKET 27 '89 ..... **SOLD**
- 29' KIRIE FEELING 850 '84 ..... **New Listing** 12,999
- 20' LASER SB3 W/TRAILER '08 ..... **CLEARANCE!** 19,500

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- 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** 349,807
- 29' FOUR WINNS Horizon 290 '19 ..... **SALE - In Stock** 225,572
- 27' FOUR WINNS Vista 275 '18 ..... **SOLD**
- 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 410 '20 ..... **Arriving SOLD**
- 41' JEANNEAU 410 2C/1H '20 ..... **Arrives August** 319,318
- 41' JEANNEAU 410 3C/2H '20 ..... **Arrives August** 319,758
- 34' JEANNEAU 349 '19/'20 ..... **2 Sold**
- 34' JEANNEAU 349 '20 ..... **Arrives August** 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 ..... **Arriving SOLD**
- 44' LAGOON 46 '20 ..... **Arriving SOLD**
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- 38' LAGOON 380 '19 ..... **Ready Now** 439,755



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# Beneteau Oceanis Yacht 62

## New & Notable Boats



The prolific Beneteau family of sailboats, ranging in size from the diminutive First 14 to the stately Oceanis 51.1, ventures into the 60-plus-foot realm with the new Beneteau Oceanis Yacht 62. The product of a partnership between Berret Racoupeau Yacht Design and Italian stylist Pierrangelo Andreani, the Oceanis Yacht 62 has modern European racer/cruiser written all over it. Now available in the Pacific Northwest, odds are more than a few of these will be sighted on our waters.

Firstly, you're going to recognize the familiar Oceanis look: sloop rig, plumb bow, fin keel with bulb, sleek above-water profile, wide beam, tricked out transom, etc. On the ultra-modern score, a window ribbon integrated into the hull almost completely encircles the whole yacht, letting in the light below and looking great in the process.

The flat, beamy deck also maximizes the fun factor with a forward padded sun lounge, a

massive cushy cockpit (near the dual helms), and even more padded seating at the transom. The transom is pretty slick, for it not only features a fold-down swim platform, but also a complete tender garage, which is very impressive for a 62-footer. Easy sailing and good times are clearly the aim here.

The interior keeps up that quality of life emphasis with two staterooms aft, bunk berths, and master stateroom forward. Options play with differing numbers of bunk berths and

enclosed heads. The salon is simply huge, in part thanks to the innovative, completely concealable, fitted galley to starboard. This ninja kitchen has it all: large sink, refrigerator, ice maker, microwave, oven, dishwasher, wine cellar, stowage, and more.

Love the Beneteau Oceanis family and looking for a 60-footer? This build should do the trick. If interested, you can contact local dealer Signature Yachts for more information and pricing.

### Specs

LOA: 62' 7" • Beam: 17' 6" • Draft: 9' 6"  
 Displacement: 53,286 lbs.  
 Tankage (Fuel/Fresh): 264 gals./280 gals.  
 Local Dealer: Signature Yachts,  
 (206) 284-9004 (Seattle)  
 Web: signature-yachts.com



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39' Bayliner 3988 1998



38' Ocean Alexander 1987



38' Golden Star Trawler Sundeck 1985



36' Monk 1988



34' PDQ Power Catamaran 2003



34' Tollycraft Sport Sedan 1992



33' Sea Ray 330 2008



25' Devlin Surf Scoter 2000



25' Shearwater Cabin Cruiser 2005



25' Devlin Surf Runner 2004



22' Devlin Surf Scoter 1992



46' CAL 2-46 1973



41' Ericson 1968



38' Catalina 380 2000



37' Tayana Cutter 1983



37' Nautor Swan 1980



36' Cascade 1972



35' CAL 1983



33' Wauquiez Gladiateur 1983



32' Laurin Koster 1965



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31' Cape George Cutter 1981



30' Catalina 30 1985



20' Pacific Seacraft Flicka 1983



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## Four Winns Vista 255



Do we live in the age of the so-called express cruiser? While the less traditional, hybrid boat family, which blends the sportiness of a runabout with accommodations for overnighting, isn't particularly new, it does seem increasingly in demand. In many ways, it makes sense. Why not have all you need for a week of island hopping and the zip needed for all your boating kicks? Four Winns has been hitting this boating segment hard with the many models of their Vista series, including the new Vista 255.

True to the Four Winns philosophy, no two Vista 255s will likely be entirely the same due to the many customization options: inboard vs. outboard motors, several hull and interior colors, extended swim platform or not, underwater light or none, fiberglass arch or not, bow thruster or not, etc. Two packages are offered. The Convenience

Package includes a camper canvas, snap-in carpet, and sun pads for the deck. The Dockside Power Package includes an electric cooking plate in the cockpit, dockside power with battery charger, a microwave, cabin refrigerator, and a water heater for a transom shower. Ultimately, you'll tailor your Vista 255 to meet your individual boating goals.

All Vista 255 models have the same fundamental layout: an open transom and an open cockpit with plenty of padded seating and entertaining space. There's also an integrated day galley on-deck that includes a sink. You can also step up past the helm and through the windshield to the open foredeck. Below, there's quite a bit of space for a boat that's just a hair over 25 feet with an enclosed head to starboard and the galley to port. Padded seating around

a table converts to a double berth for those weekend getaways.

Versatility and customization remain key points of the Four Winns Vista models, and the 255 fits right in. You really do get a lot of boat in a relatively small package. For more information, you can contact local dealer Marine Servicer. A model at their docks is currently priced at \$139,564.

### Specs

LOA: 25' 2" • Beam: 8' 5"

Draft (up/down): 1' 10"/3'

Displacement (boat and engine): 6,175 lbs.

Tankage (Fuel/Fresh/Black):

70 gals./21 gals./13 gals.

Local Dealer: Marine Servicer, (206) 323-2405 (Seattle), (360) 293-9521 (Anacortes)

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



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between legs. It is as tough as old boots yet it has the agility and performance of Nike running spikes. In the Blackline trim it even looks more modern, while still retaining the timeless Targa appeal. **This is a boat that has to be driven to be believed, preferably in a gale with sheets of water slapping off the impenetrable hull.** Even by Botnia's own lofty standards, the 27.2 is exceptional."

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## Explorer's Best Friend

### Venture 14 "Explorer" Sport RIB

The Venture 14 is a dinghy with a twist. Part of the new Sport RIB line by Walker Bay, this adventure vessel was built for versatility and is ideal for anyone looking to take the next step in pleasure craft. Its upright console protects captains from the wind, and it can accommodate a 9-inch chart plotter, two gauges, and a stereo and VHF, amping up your boating game from dinghy to full on Explorer. A flip-up bolster seat allows additional standing or elevated seating room during adverse conditions for a total of three different driving positions, and the tilt steering and top-mount throttle are vital to making each position ergonomic.

Pack in a total of eight passengers and fill up the built-in cooler with snacks and drinks for a full day on the water, thanks to the large capacity, built-in fuel system that can take the V14 farther than any other RIB in its class. The enhanced dinghy weighs 633 pounds with a 70 HP engine and a 17-gallon fuel tank for an estimated mileage of 140 miles per tank. When you're ready for a cold one, plop it in one of the five stainless steel cup holders for the ride. And, there's no need to worry about a bruised torso when crossing those ferry wakes; Walker Bay's composite micro stringer system bonds the hull and deck together for a strong, lightweight hull

that puts chop to shame. That, combined with thick cushioning on the seats and plush backrests on the console and bow, makes for a truly comfortable ride.

Non-slip steps aft, port, starboard, and on the bow make boarding a breeze, and if you choose to add an integrated folding ladder, it gets even easier. More customizable options include a fresh water shower off the stern, flush-mount stainless steel rod holders, and/or a telescopic ski pole. The V14 is the first of the new Sport RIB line and comes in three colors. Price starts at \$18,715 MSRP for the boat, excluding the engine. Visit [walkerbay.com](http://walkerbay.com) to find a dealer near you.

## Wear the Pants

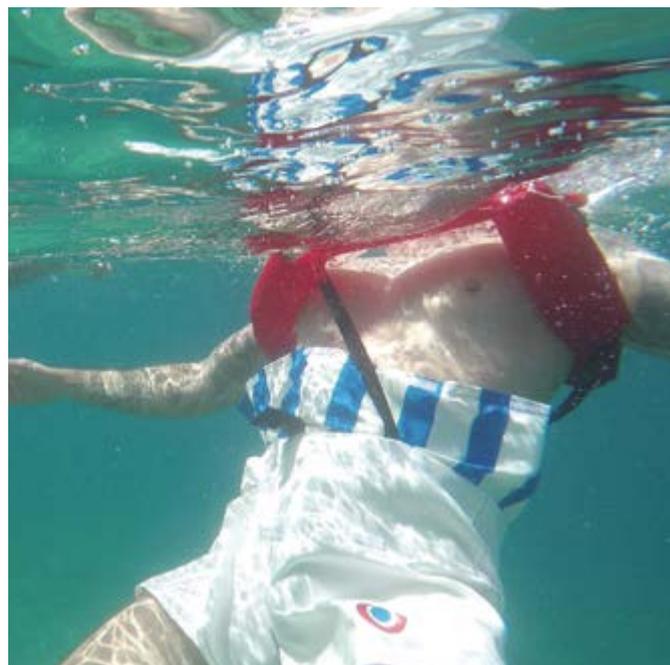
### Arken Inflatable Shorts

Personal Flotation Devices (PFD), while necessary, can be a bit of a burden if you're just lounging around. When you decide to go swimming, you shed them, leaving you with no flotation whatsoever. Arken came up with a safety device that could follow you in and out of the water without the bulky burden of your typical flotation device. How? By building it right into a pair of board shorts.

The flotation device is hidden in the swim shorts' waistband, and if an emergency arises, wearers simply pull a cord to activate the CO2 cartridge and inflate the belt in seconds. A pair

of these shorts can keep a person up to 265 pounds afloat for over 72 hours, and your arms won't be constricted, making swimming to shore or a nearby vessel that much easier. The inflatable belt can also be removed, if needed.

Each pair of Arken shorts and Bermudas are 100 percent polyester and unisex, coming in sizes small, medium, large, and extra-large. These new-age products aren't quite for sale yet, so make sure to sign up for their newsletter to receive release updates. Expected completion date is late 2019. Colors and prints vary.





## The Chair That'll Outlive You

### Hondo Base Camp Chair

What's worse than having a chair pulled out from under you? One that collapses as soon as you make contact. Boaters on the move need a chair that's just as durable as we are. Cue the Yeti Hondo Base Camp Chair. This folding chair is the real deal; Yeti claims it's the most durable and comfortable piece of outdoor furniture on the market.

Its 100 percent breathable fabric is built to support up to 500 pounds without sagging or losing its shape, and is locked in with a custom ever-mold for comfort and seams that won't tear. The chair's Diehard™ joints are solid and feature cast joints just like the ones found on a pickup truck's door hinges. Combined with the Doublebarrel™ frame, this chair is as sturdy as it gets.

Additional bonus features, if you will, include a Hauler™ handle built into the frame for easy carrying and a Hondo cup holder

that stays upright even when the chair is folded – never spill that beer again! It can accommodate everything from longneck bottles and cans to tumblers. This piece of furniture is even UV-rated. No paint chipping or disintegrating fabric here!

Pick up a Hondo Base Camp Chair for your next inter-island sail, camping trip, beach BBQ, or the like, online only at yeti.com for \$299.99.

Whether you're enjoying a beach bonfire on a park island in the San Juan's, cheering on your kid at their soccer game, or swaying to Ziggy Marley's reggae hits at a summer concert, a sturdy, durable, and comfortable chair like the Hondo Base Campe chair can go a long way. Boat owner or not, this chair is a summer mainstay and a comfortable one at that!

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## Roger That

### RS90S VHF Radio with AIS

Every vessel should have some sort of AIS in place, and if you're unsure how to go about it, the RS90S VHF Radio with AIS is a place to start. This modular VHF system is extremely customizable to accommodate a wide variety of on-water communication needs for boats of all sizes. The system features a built-in AIS receiver that monitors nearby AIS-equipped vessels to avoid collisions in tight spaces, with the data output over an industry standard NMEA 2000® connection. The information can be delivered via the multifunctional display or the handset. To make things even simpler, both VHF and AIS use the same antenna for easy installation and reduced wiring.

The RS90S can send and receive digital selective calling (DSC) distress signals that include position data, even if the vessel's electronics are powered down thanks to its integrated GPS receiver and Class D DSC rating. Direct calling is another feature of the radio to other DSC-equipped radios, and a dual-channel watch allows channel monitoring. One can even choose to record your desired channel to ensure no important call is missed.



Built-in AIS and vessel-wide communication are just a few vital and notable components of the RS90S. What's on your boat?

For those with larger vessels, communicating from cabin to cabin and bow to stern is just as important. The RS90S can accommodate up to six separate headsets (four wired and two wireless) aboard for vessel-wide communication (one HS90 wired headset is included), and the external speaker helps bridge the gap in communication for crews larger than six; the speaker also features outputs for up

to three additional speakers and one optional loudhailer/foghorn.

The RS90S requires a VHF antenna that's sold separately and all DSC functions require a local authority-granted MMSI number, so additional charges may apply. Pick a RS90S VHF Radio with AIS system up at [simrad-yachting.com](http://simrad-yachting.com) for \$1,039 or find a dealer near you.



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## Combing Couture

### The Beachcomber Bucket Bag

Beachcombing is a sport. Think about it, you're straining your eyes, battling against your rivals to find the most unique shells, stones, fossils, and glacial-scarred fragments on rocky beaches of the Pacific Northwest. It's not easy! There may be some tackling, elbow-throwing, and more questionable beachcombing fouls but there's no referee to call them out. And what goes hand in hand with sports? Gear. Where are you going to put all those treasures you picked up on the battlefield?

The Marine Life Beachcomber Bucket Bag is made to hold all

those sandy beach finds. The four printed designs made from reclaimed sails make it much more attractive (and appropriate) than that plastic grocery bag you found on board, and its hemp rope handles make for easy carrying. It features a mesh bottom and interior pockets to let the sand and water seep through and is machine washable. It can even double as a shower caddy during the off season.



Choose between the Multicolor Marine Life bucket bag, the Sea Glass Print bucket bag, the Aquamarine Sea Turtle bucket bag, or the Marine Life bucket bag at seabags.com for \$75.

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its sturdy, compact, and portable frame, you can build a campfire or grill out practically anywhere, anytime.

The stainlesssteel fireplace comes in three sizes and folds completely flat for easy transportation and cleanup. The small size is the one we'll focus on here, great for storing in tight spaces like aboard your boat or the trunk of your car, measuring 10.6 x 10.6 x 8.25 inches when set up and 16 x 13.75 x 1 inches when stowed. At just 4 pounds, this adventure companion's extra weight is barely noticeable, and combined with the included nylon case, carrying this mobile fireplace to and from shore gets that much easier.

Purchase Snow Peak's grill tools or Fire Tool Set for the full summer-lovin' package of fire-roasted fun. All items are available online at [snowpeak.com](http://snowpeak.com); the small Pack & Carry Fireplace is \$109.95.



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Ever find yourself out in the great unknown with the dark of the night slowly creeping in, and you're in need of a little light? Instead of going with the bright and often annoying flashlights or headlamps that often accompany camping trips, try the Mini Flame Constellation Edition that provides natural light that seemingly meshes with nature.

This product produces a flame from its portable propane tank, which is encased by a glass tube complete with dreamy

constellations. It's made of aluminum alloy, glass, stainless steel, brass, and rubber and weighs 3.88 ounces, measures 1.5 x 1.8 x 4.7 inches, and can burn for up to 15 hours with 110 grams of fuel, or 25 hours with 250 grams of fuel.

Now when we're graced with our infamous overcast skies, we can create a starscape of our own. The Mini Flame Constellation Edition is unique to Snow Peak USA; pick one up at [snowpeak.com](http://snowpeak.com) for \$49.50.



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## Next Level Kite Boarding

### Slingshot Dwarfcraft 3'6" Micro Foilboard

With its minimal drag and lightweight, low-profile design, the 2019 Slingshot Micro 3'6" Board is a kiteboarding game changer. Instead of plowing through white caps that can be damaging to your knees, the Slingshot lets you ride above them for a smooth, clean ride.

Made for experienced foilers, this minimalist setup (measuring just 3' 6" long x 17.5" wide x 1.2" thick) is thin and compact for easy traveling and features a concaved deck for agile handling with subtle movements for a responsive feel on the water. The full-length deck pad adds cushion and grip for strapless, foot hooks, or two-strap riding options, and a wide, scooped nose helps water rebound when touching down.

Below the water's surface, Kite Riders describes the board's bot-

tom as "aggressively beveled" for ideal performance on edge, and thanks to the Slingshot's signature sliding track system, riders can adjust the foil's position to fit everyone's ability and preference.

Last but not least, the Slingshot's fins measure 9 centimeters by 25.4 centimeters. The package includes the Dwarf Craft Micro Board and the Foil Pedestal Mountain Hardware. Visit [kiteridersllc.com](http://kiteridersllc.com) to

snatch a 2019 Slingshot Dwarfcraft 3'6" Micro Foilboard for all your kite riding adventures or to learn more about this new wave foiling technology. Starting price is \$776. Straps and pads sold separately.



Kite boarding just got foiled. Elevate your kite boarding experience with the Slingshot.

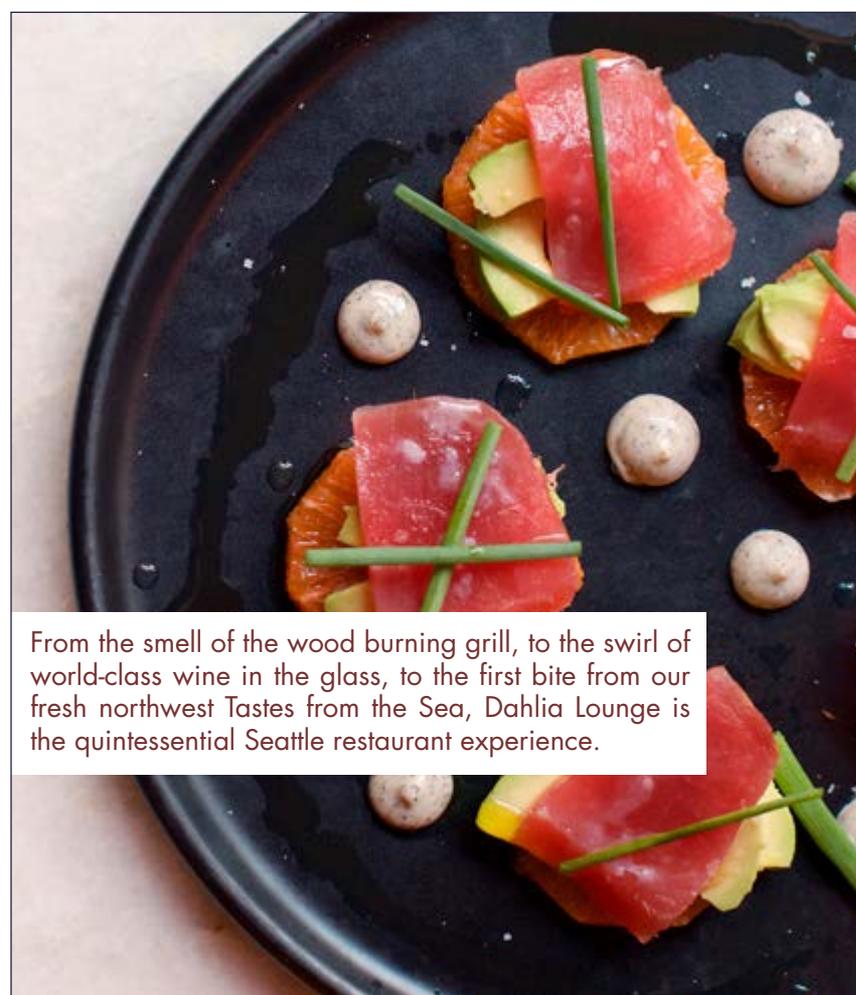
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## It's the Little Things in Life

### Patagonia Black Hole Cube Bag

Compact, efficient, and waterproof—what more could you want in a toiletry kit? The small Patagonia Black Hole Cube Bag is small enough to stow in any backpack or duffle bag but big enough to carry your essentials in an organized way, so your nail clippers won't ever get lost again! Its single compartment houses a dopp kit or small partitions for interior organization.

Heavy-duty, 450-denier polyester ripstop is combined with highly weatherproof thermoplastic urethane laminate, and a durable water repellent (DWR) finish for the ultimate adventure bag. Carry the bag around with its

large, glove-friendly grab handle or attach it to your pack with its exterior daisy chain if you wish.

Did we mention it's bluesign® certified? That means this is a product of sustainable textile production that eliminates harmful substances and materials from the get-go of the manufacturing process.

The toiletry bag measures 8 x 5.5 x 4 inches and weighs just about 4.3 ounces and comes in four colors: Smolder Blue, Folios Green, Black/Fitz Trout, or Black. Pick up a durable pouch for your durable lifestyle at rei.com for \$29.



## Short Take

### The Boozy Keychain

Collapsible Shot Glass

There's nothing to wake you up from your winter hibernation quite like an ice-cold beverage or a quick shot of rum as you rock with the waves under the Pacific Northwest sun. Keep your JUJOR Collapsible Shot Glass handy for those spontaneous cocktails or celebratory shots by tethering it securely to your backpack for desperate times of need.

This stainless steel, 2-ounce shot glass extends to be 65mm (a little over 2 inches) tall out of its compact casing, and can be clipped onto any zipper, strap, or the like to accompany you on your wildest, most remote adventures. It weighs approximately 60g and when collapsed, it has a 20mm (about 1/4 inch) diameter. You can purchase a pack of two for yourself or your boozy buddy from amazon.com for \$7.99.



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# Digital Delivery



## Podcast Preview // Maritime History Podcast

Here's a treat for all you history enthusiasts: the Maritime History Podcast, hosted by Brandon Huebner, is an attempt to catalog the development of sea travel and its effects on human development from the beginning of recorded history. The podcast is organized chronologically, covering all the major milestones in maritime history and how the ocean played a role in the human story.

Episodes range in length from about 30 minutes to an hour and are released once a month. The first episode kicks off with the story of the first people to settle Mesopotamia and the reed boats they used to navigate a complex irrigation system, while the latest episodes focus on ancient Greek warships and everything in between. Host Brandon Huebner has a bachelor's degree in history as well as a J.D. and personally researches every episode. If you're a history buff looking for your next favorite podcast, head over to [maritimehistorypodcast.com](http://maritimehistorypodcast.com) and take a listen.

### App: OvitalMap

Free for iOS and Android



Google Maps is a staple in our everyday lives, but what happens when you venture beyond your service coverage? Well, that's where OvitalMap comes in. It's based on

Google application programming interfaces and supports offline views of the generic Google map, satellite map, and terrain map. Those who download OvitalMap can easily switch between map views and each map is downloadable for offline applications.

Search for the best route driving, walking, or bussing, just like you would on your typical Google Maps app with audible directions if you choose. The app can also locate friends and track their unique routes in varying colors; a chat feature similar to MSN messenger can be employed for sharing locations, routes, etc. Users can even search for information regarding hotels, entertainment, parking lots, and more through the app. And if that wasn't enough, OvitalMap measures elevation data around the world, which can be viewed with its 3D map to get a good feel for the terrain. This map does it all, both online and off.

### App: OpenCPN Chart Plotter

Free for iOS and Android



OpenCPN is a free chartplotter and GPS navigation software program to be used as your ultimate planning tool while underway. The app supports worldwide

standard S57 charts and encrypted S63 vector charts as well as BsB version 3 and earlier raster charts with MBTiles chart sets and up to date electronic charts (ENCs) for a select number of worldwide regions. Open this app to plan routes with tidal support and check up on weather reports with its integrated weather routing plugin (one of 40 available plugins).

GPS tracking is another feature of OpenCPN, and one can view such information in various displays. AIS input is available with full target-tracking and collision alerting as well as AIS support for search and rescue transponders (SART), digital selective calling (DSC), and GPSTalk buddies. Employ anchor watch/alarm functions and man overboard alarm with tracking and easily transfer data. Needless to say, this high-tech app is packed full of features; it's hard to believe it's free for iOS and Android!

### App: SailGrib

\$59.99 for Android & iOS



All things marine, all in one place. SailGrib is an easily navigable app designed to accommodate boaters of all skill levels. The app comes with tons of features,

including the free download of all NOAA marine raster charts, a Wi-Fi NMEA interface, an AIS module, navigational panel, instrument panel, a tide module that calculates and displays tides level predications around the world, and with optional in-app purchases of marine raster charts and atlases derived from IKHO, SHOM, and NOAA marine charts.

The high-tech weather routing module allows you to specify your weather route amongst many parameters, including, but not limited to, the wind GRIB file; the start, destination points, and intermediary waypoints; departure date and time, and more. It's important to note that GRIB files are computer-generated forecast files sent without review and offered on an as-is basis, which means there's no assurance the data are always correct. Available for iOS or Android for \$59.99.

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# No Helm, No Problem

By Eva Seelye

## Catching Sea Kayak Fever

**I**f boats are the cars of the water, then kayaks are the bicycles. Their easy-to-use, human-powered design make them perfect adventure companions. They require no permits or licenses, and are easier on your savings than a fuel-guzzling craft, and owning one can open doors to many wild spaces and epic places. Almost anyone can hop right in and have the basics figured out in a day, and it's a skill you'll likely never forget (like riding a bike). Whether you're a boater without a boat or are simply curious about life on the water, kayaks are the perfect bridge from landlubber to sea salt for those looking to dip their fins in the watery scene.

When it comes to your ideal kayaking playground, the Pacific Northwest is the place to be. Sure, I might be a little biased, but with stunning alpine and city lakes, the lively Puget Sound, and the wild ocean all within paddles' reach, it's easy to find a spot for kayakers of every skill level. Why take a kayak instead of a bigger boat? The shallow nature of these personal watercraft offer a front row seat to experience nature's wild ways firsthand in small coves and hidden inlets that larger boats can't access.

Learning from an expert is always your safest, most reliable bet, which is why I'd recommend signing up for a class for your first kayaking experience. There are classes that focus on safety and communication, touring, racing, and more. Seattle Adventure Sports, for example, offers an intuitive Intro to Kayaking course for first-timers, but Director Don Cheyette tells me skill level isn't a factor when it comes to booking one of their excursions. Sure, you can sign up for one of their intro courses, but you can also give them a call, express your adventurous itch, and Don and his team will work with you to create a custom trip that you'll be stoked about.

Alki Kayak Tours is another option for kayakers of all levels. No experience is needed to paddle out on one of their sea kayaking tours. Explore the Alki Lighthouse, Elliott Bay,

the Duwamish River, and the Olympic Mountains, or embark on the West Seattle Sunset Tour on one of our legendary summer evenings, or embark on an overnight camping tour to Blake Island, which includes gear and two meals.

To take it to an entirely new level, Pygmy Kayaks offer hands-on, week-long kayak building classes that'll get you on the water in vessels you've built with your own two hands, but the on-water learning part is up to you.

Taking a class is a fantastic way to learn the basics quickly and forget about the logistics; i.e., you won't have to worry about finding the right kayak for your desired activity or the necessary safety gear for your on-water adventure because the instructors have it covered. However, if you're a learn-by-doing kind of person who likes to suss things out on your own, kayaking is one of those sports where it's totally feasible.

If you decide to take the sport on yourself, invest in a comfortable PFD that doesn't restrict arm movement while you're paddling. There are specially made PFDs for kayaking, and many pros will advocate for standard (noninflatable) versions. Bring along a water bottle, a communication device like a VHF radio, strobe light, a paddle float, an EPIRB (emergency position-indicating radio beacon), and extra layers in a dry bag. We all know how quickly the temperature drops when the sun dips behind a cloud. For longer trips, bring along your favorite snack!

Before you paddle out, check the conditions including tides and wind direction, and prepare for the worst. Dress in bright colors to make yourself seen by other boaters. and if you're out at night, NC Kayaks' Susan Anderson likes to tie a lightweight, inflatable, solar-powered lantern like the Luci Outdoor lights to each end of her kayak to both be seen and to light her path. And lastly, tell your friend what you'll be up to. These are called informal float plans and they act as a little safety net in worst-case scenarios. Kayaks are boats too, so remember those good boating habits.

The U.S. Coast Guard also requests that you label your kayak with contact info, just in case it gets away from you. An unidentified kayak floating by itself triggers a full-scale man overboard emergency response. You don't want to explain that it was all an innocent misunderstanding to a helicopter pilot who spent all day looking for you.

Next time you find yourself with a glorious sunny day and could use a little vitamin sea, do yourself a favor and meander on down to one of our many waterfronts, rent yourself a kayak, and find a little on-water adventure on your own terms. **NWY**

Portable, user-friendly, and a heck-of-a-lot of fun, kayaks are great exploration buddies, especially in shallow or tight coves.



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).

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# Hotwire

By Jeff Cote

## In-Depth Look at Transducers

**A**

A marine transducer sends sound waves through the water and then receives echoes that the fish finder or multifunction display can interpret and display on a screen. They come in a lot of shapes and sizes, so let's take a look at the most popular options available for your boat. Transom mount transducers are installed on the boat's transom, directly in the water and slightly below the hull. They are recommended for planing hulls less than 30 feet in length, such as powerboats with an outboard. They are not recommended for boats that operate at high speeds or larger twin engine inboards because the bubbles from the propellers reduce the performance.

In-hull or shoot-through transducers are glued to the inside of the hull, and the signal is transmitted and received through the hull. As a result, they will only work with solid fiberglass hulls (i.e., no foam core) and not aluminum, steel or wood hulls. They are much easier to install but there is a significant loss of sonar performance and reduced fish detection. The advantage is that they work well at high speeds and you don't have to drill a hole in your boat.

Through-hull transducers, as a rule, provide the best performance and are mounted through a hole drilled into the hull of the boat. You have two options for through-hull transducer: with fairing blocks or with tilted elements. A through-hull with fairing blocks must be installed with angled fairing blocks, both inside and outside the hull, to ensure proper vertical alignment and a secure fit. Many boat builders mold in recessed transducer pockets to protect the transducer from damage.

Tilted element transducers are also installed with a hole drilled in the hull of the boat. However, a tilted element transducer has an internal element that acts as an offset to ensure the sonar beam is directed straight down and does not require a fairing block.

On a recent installation, we recommended the Garmin GSD25 Premium Sonar Module, which includes true dual-

channel 1-kW CHIRP plus SideVü and ClearVü scanning sonar for amazing images below the water. We paired this with an Airmar SS164 transducer with a 20-degree tilt. This low-profile, through-hull transducer is designed for fast boats because the ceramic arrays are tilted inside the housing, giving the perfect vertical beam with maximum energy to see what is below.

Two popular transducers right now are also from Airmar. The P75M is a good solution for solid fiberglass hulled boats. It is a 600-watt, single frequency CHIRP in-hull transducer working on the medium frequency band (80-130kHz). This frequency is good for inshore, with target definition out to 700 feet, and is the perfect solution for trailered or lifted boats. The P95 is a 300-watt, single-frequency CHIRP in-hull transducer working on the medium frequency band (95-155kHz) for target definition out to 500 feet. This transducer is designed for smaller boats up to 26 feet with solid fiberglass hulls.

Also note that to take full advantage of your CHIRP fish finder, you will need a CHIRP transducer. Companies like Raymarine offer transducers engineered with ceramics to operate over a broad range of frequencies along with the ability to not only look down but to the side or all around. Many multifunction displays or fish finders require multiple transducers. As a result, manufacturers like Simrad have incorporated broadband, CHIRP, structure scan, and down scan in one transducer. This is a great way to save money.

When you are installing a transducer, location is critical, and different for sailboats and powerboats. The goal of selecting a transducer location is to minimize nearby obstructions and through-hulls that will create turbulence and bubbles, and to ensure the transducer will always be in the water. For example, one typical location on sailboats is in front of the keel, while for powerboats you want it aft and center, so it stays in the water when you're planing. A poor location will result in very poor performance, so do some research, read the instructions thoroughly, and make sure it's right for your boat.

Next, it's a good idea to test your transducer before you permanently install it to make sure there aren't any issues. Once the bedding compound is set, it's going to take a lot of work to repair or move it to a better location. Installation will most likely require a haul-out unless you select an in-hull transducer model. And of course follow the manufacturer's instructions to maintain your warranty and get the best out of your transducer.

**NWY**



**Tip:** Here we have an Airmar through-hull transducer (left) with accompanying echosounder hub. A winning combination!



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).



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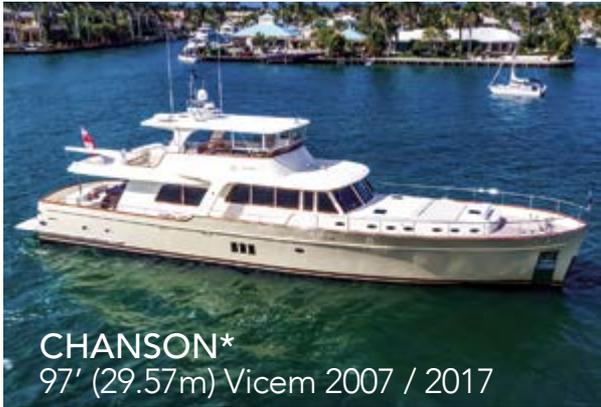
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135' (41.15m) Alloy 2013



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**CASTLEFINN**  
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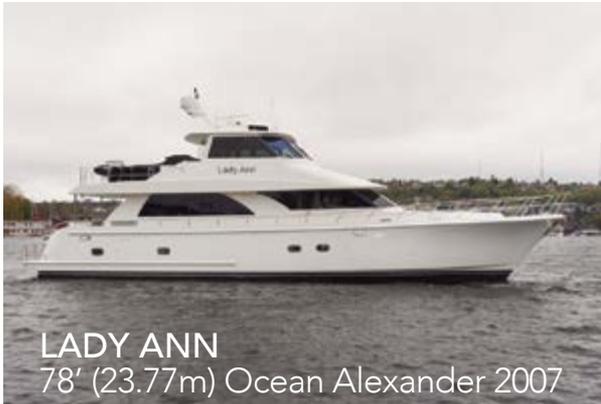
**CHANSON\***  
97' (29.57m) Vicem 2007 / 2017



**92 PARAGON COCKPIT**  
92' 3" (28.12m) Paragon 2015



**MS. MONICA**  
80' (24.38m) Outer Reef 2007



**LADY ANN**  
78' (23.77m) Ocean Alexander 2007



**MARGARITA**  
78' (23.77m) Ocean Alexander 2010



**BLUE EYES**  
76' (23.16m) Alaskan 2008



**ALII**  
65' (19.81m) Pacific Mariner 2004



**44 TIARA**  
44' (13.41m) Tiara 2016



**DOUBLE EXPRESSO**  
36' (10.97m) Tiara 2005



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# PERFECT LINES

Words & Photo: Alex Kwanten

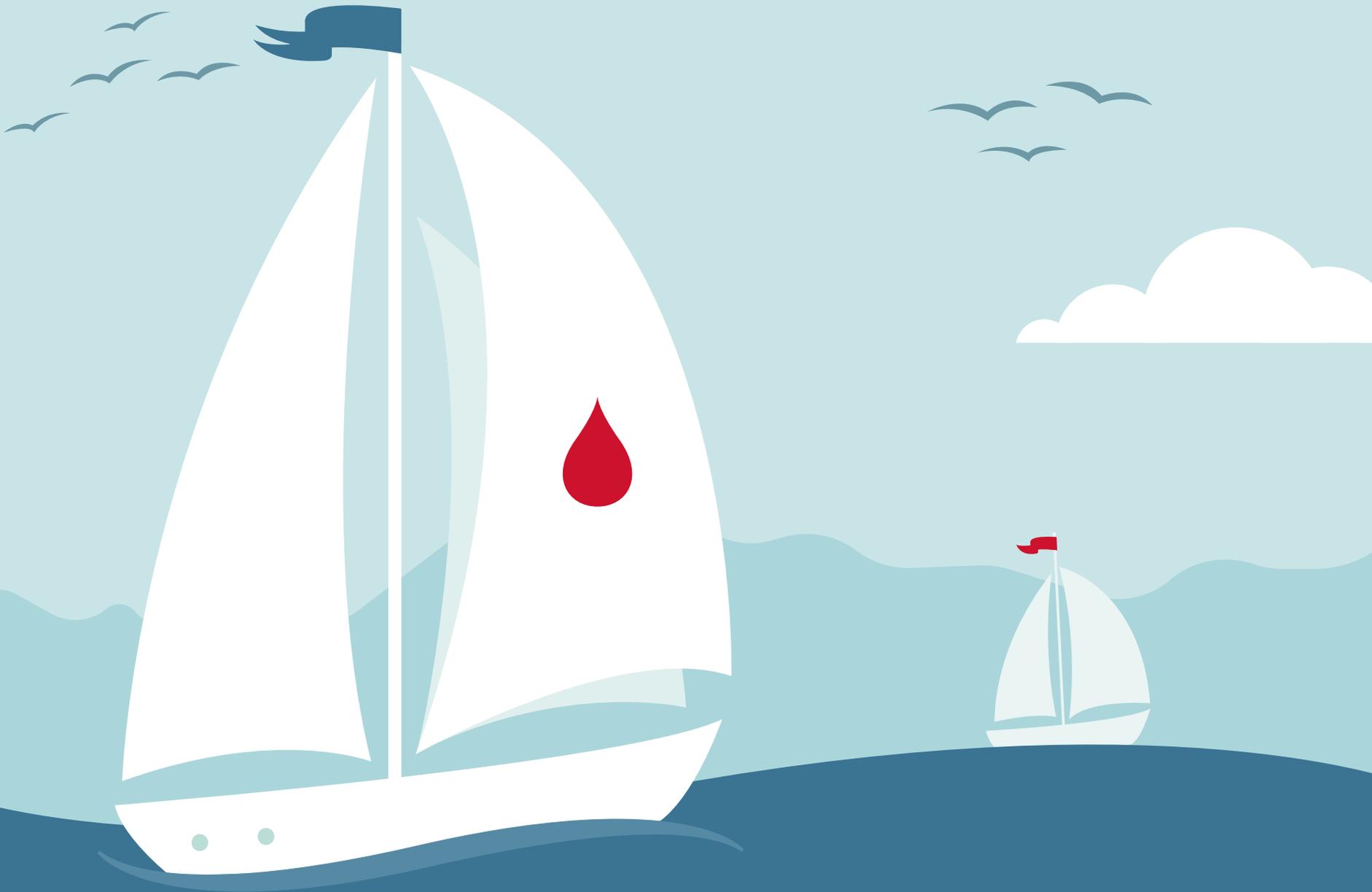
## Canadian Colors

Harbour Air flies to Victoria's Inner Harbour from Vancouver International Airport's seaplane terminal and Vancouver, B.C.'s downtown dozens of times a day, but most of its planes don't look quite this unique. Two of the airline's DeHavilland Canada DHC-3 Turbine Otters were painted this special maple leaf scheme for Canada's 150<sup>th</sup> anniversary in 2017. The patriotic design is appropriate because the plane itself is uniquely Canadian. The *DeHavilland Canada* DHC-3, as the name implies, was designed and built in Canada between 1951 and 1967. The extremely versatile plane is often used for unpaved runways and floatplane service. Most if not all of them have been rebuilt many times and modernized with modern turboprop engines—Pratt & Whitney Canada PT6A's packing between 715 and 780 horsepower.



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# Kevin's Catch

By Kevin Klein

## Summer Starts with Seafood Smorgasbord

**W** We can all agree that this is a great time to be out on the water, feeling alive and pursuing a passion! Whether that passion means a little or a lot of fishing is really secondary. Getting out there is what it's all about. June is usually the month when many anglers head north to British Columbia and Alaska. Salmon, halibut, ling cod, and rockfish are all available for the taking. We'll have some opportunities here in the Lower 48 as well. Let's dig into what may not be the busiest fishing month, but still a good time to appreciate being on the water... hopefully in some good weather!

I'll play Captain Obvious here and say there are many awesome destinations in British Columbia and Southeast Alaska. Whether you're headed to the inside or outside of Northern Vancouver Island, Desolation Sound, Haida Gwaii, Prince of Wales Island, or up to Sitka and beyond, the fishing and scenery just keep getting better the more

you explore. If you've got a week to spare, fly into one of the great lodges and fish with a guide. Some of these outfits also have smaller center console boats you can take out for the day and captain yourself. Or, if you have a couple weeks to a couple months, take your own vessel for a real (reel) adventure. Getting there and back is half the fun.

Right here in Washington, we'll be able to do some salmon fishing towards the end of the month. Rockfish will also be open in several areas off the coast. It's also a very good time to get out for some ling cod in the Northwest. Whether you're inshore at places like the San Juan Islands, or offshore from Neah Bay to Westport, ling cod provides a long season to catch some delicious, white-fleshed fish.

Before seizing this great opportunity, make sure your vessel is ready for an offshore trip. Breakdowns can often be avoided by regularly inspecting and maintaining your boat. Losing power makes for a long day of waiting for a tow, or a very dangerous situation in the wrong circumstances.

In Oregon's waters, there will be chances to fish for salmon and halibut in June. Check out the regulations at [dfw.state.or.us](http://dfw.state.or.us). As with any body of water you intend to navigate and fish, check the weather reports. Swell, tides, and wind can make the difference between a safe, fun trip and a situation you don't want to be in. The water off the Oregon coast is exposed, with river bars you must cross. Not much in the way of protected water there. Conditions dictate whether to go or not.

There is a chance that albacore tuna could show up in late June off the coasts of Oregon and Washington. These past few years it has been a bit later that the longfins show in good numbers. It mostly depends on the water temperature and if the warm current comes close enough for us to go get them. These pelagic predators swim very fast and can show up quickly when the conditions are right. I know a lot of offshore aficionados are just waiting for the first ping that "the tuna are here" from one of the adventurous souls who make that first prospect run when the SST (Satellite Surface Temperature) shots are correct. Then, "The boys are back in (tuna) town" and the chaos kicks off once again for the fleet of albacore-addicted anglers.

Continued on Page 90

**Above:** Captain Rob Endsley hoists up a monster Chinook caught out of Craig on Prince of Wales Island, Alaska.

**Below:** The fight is at a critical point as a big king comes to the net in Southeast Alaska. Many anglers will be heading north in their own boats or to a guided lodge this month to chase fish.



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

## Flashy Wins for Boating and Fishing

**B**oating played a major role in the 2019 legislative session. From the start, new gains by the Democrats and the end of Speaker Frank Chopp's (D-Seattle) tenure brought extra attention to this year's legislature. Let's not forget the sweet hum of the economy and the added urgency of saving the whales. Until the last possible moment (and even before the official start), all hands were on deck.

Let's follow our wake as to see what all happened this year. From the "heck, yes" file, Core Plus (you may remember that this is the two-year program that trains young people in a variety of hands-on soft and hard skills) received a whopping \$2.1 million in the operating budget. This achievement would not have happened without the leadership of Rep. Gael Tarleton, who is no stranger to this column. If there's one boating and maritime champion, it is she. Even better, she is in the running to become the next Speaker, which will be announced on July 1, 2019.

Funding to remove derelict vessels came through in 2019. For over ten years, boaters have raised their hands with a "please, tax us" request to the legislature. Lawmakers have responded by adding \$3 per registration. Unfortunately, the need is great, and lawmakers granted \$2.5 million for derelict-vessel removal. While noteworthy (this program is not usually part of the final operating budget), it is less than the \$5 million that was included in the state Senate draft budget, but much greater than the \$1 million in the House budget.

Take note boaters, there is a new law on the books to protect the Southern Resident Killer Whales. Senate Bill XX was signed into law on May 8, 2019. This new law provides a bubble around whales of 300 yards on the sides and 400 yards in front and back of the orcas. Plus, boaters are restricted to 7 knots when whales are present.

Now would be a good time to put on your business hat. It was a tough year for business interests with new tax increases and tightening of tax exemptions that boat owners and business owners rely on. First, the out-of-state tax exemption is no longer automatic when a visitor flashes their ID from a state that does not have a sales tax (like Montana or Oregon). If you have traveled to a boating-border town like Ilwaco and gazed across the river to Astoria, you know it doesn't take much to find a better deal close by. Tax increases also made it through in the waning hours of session (like the real-estate excise tax and a business and occupation tax on a large segment of four-year-degreed workers). Time will tell what it

will mean for consumers to have less money in their pockets to use on their discretionary passions like boating.

It is at this point that I would like to draw your attention to what the recreational fishing community (i.e., Northwest Marine Trade Association, Northwest Sportfishing Association, and the Puget Sound Anglers, along with the last-second help of the Recreational Boating Association of Washington) did. Staring down a gaggle of well-heeled lobbyists representing tribal interests, the recreational fishing community stood with senate champions (most notably, Senators Jesse Salomon, Christine Rolfes, Kevin Van De Wege, and Ann Rivers) to ward off the Washington Department of Fish & Wildlife's fee increase and renewal of the Columbia River endorsement.

At this point, you might be asking yourself, "Wait, why would boaters want to not fund a department that does so much important work like funding salmon hatcheries and cracking down on illegal fishing?" It's a fair question, but given the continual eroding away of recreational fishing opportunity each year coupled with the continual request for boaters to pay more, boaters and marine-trades associations finally said, "Enough is enough." Especially in the last couple of years, the recreational fishing days on the water have fallen by 70 percent. That's 7-0. Meanwhile, there has not been a commensurate reduction in tribal and commercial activity

(you may remember that commercial gillnets even came back this year). Also, bear in mind that that recreational anglers are the largest contributor to WDFW's budget (about 38 percent).

By standing with key legislators, taking on common sense, and embracing science, boaters

stood tall, but what a roller coaster it was. Every ten minutes, my phone would blow up to the point where I just told my family at 2100 hours on the final Saturday of session, "I'm going to kiss you good night and head down to Olympia to support our efforts."

NMTA's lobbyist Carl Burke, who's been working the legislative halls for decades, said he has never seen a session where boating and fishing interests prevailed like this year. The fee increase died at 2340 hours, and the gavel came down at 2351 hours. Whew, close one! **NWY**

**“Wait, why would boaters want to not fund a department that does so much important work like funding salmon hatcheries and cracking down on illegal fishing?”**



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



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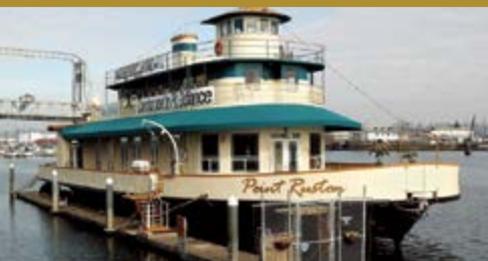
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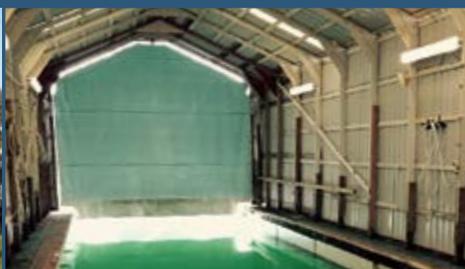
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# Galley Gourmet

By Bill Shaw

## Onboard Improvisation Ideas

**L** Last month, Roche Harbor was honored to host the Puget Sound Grand Banks Owners Association annual rendezvous. Among the many activities planned was a cooking demonstration featuring yours truly. This year's demonstration focused on entertaining aboard with great-tasting, simple appetizers. After sharing recipes, stories, drinking wine, and eating too many appetizers, the discussion moved to, "What can I do if I don't have all the ingredients?"

The short answer I gave is to just keep going. If you're anchored out, one or two missing ingredients may change the recipe, but it won't ruin your party. This got me thinking of the countless times when I have decided to make a few appetizers, then opened the kitchen refrigerator and realized that I am missing half the ingredients. Don't let this stop you! Some of my favorite recipes have been created after midnight, with a boat full of friends and an empty galley. All of us have followed a few hundred recipes in our lifetime, and from those experiences

we have learned some basic formulas of what we like. A good dish is a contrast of sour vs. sweet, crunchy vs. creamy, and bold vs. beautiful. Have fun with it and if it doesn't turn out, toss it overboard and pour another glass of wine.

This month's recipes were created in less than 40 minutes and without a shopping list. They can be made with a handful of impromptu substitutions. I will give a few examples of ingredients that can be swapped back and forth, but the real test will come late one night, when motivated by hunger and the dim light of the refrigerator bulb, you get creative and your culinary accomplishment makes you feel like an overstuffed burrito. Have fun and share your late-night inspired creation with your friends.



Bill Shaw is the head chef of Roche Harbor Resort and Marina of San Juan Island. Shaw has worked at Roche since 1993. He loves utilizing local ingredients and takes full advantage of the area's seasonal goods.



### Chef's Notes:

Halibut is a lean fish and has less than 10 percent fat, which means it will cook quickly. Don't dry it out by leaving it on the grill too long.

## Grilled Halibut with Sun-dried Tomato and Roasted Garlic Olive Oil

The inspiration for this dish was a good bruschetta appetizer. If it tastes good on top a crunchy slice of bread, just think how it will taste on a fresh piece of grilled fish. Substitute this recipe with marinated tomatoes, olive tapenade, roasted mushrooms, mango chutney, or fresh fruit with a dash of balsamic vinegar. The list goes on and on. The halibut can be substituted for salmon, ling cod, rockfish, black cod, sole, shrimp, or scallops.

Makes 4 Servings

Four 5- to 6-ounce halibut filets, block cut (cut into a block that is at least 1" thick)  
¼ cup pure olive oil  
1 teaspoon kosher salt  
2 teaspoons black pepper, ground  
½ cup extra virgin olive oil

12 cloves garlic  
3 Tablespoons sun-dried tomatoes, in oil, finely diced  
1 Tablespoon basil, finely chopped  
1 teaspoon lemon zest

**Directions:** Pre-heat your grill to medium-high or about 400°F. Season the fish filets with olive oil, salt, black pepper and any other spices you like. In a small skillet on medium heat, add extra virgin olive oil and peeled garlic cloves. Cook garlic slowly until it is tender, about 12 minutes. Cooking the garlic at a high temperature will brown the garlic and make it bitter. Pour the softened garlic into a bowl and allow it to cool, then add sun dried tomatoes, basil and lemon zest.

When the grill is hot, season it by dipping cotton cloth in oil and rubbing over the grilling surface. Place the seasoned filets on the grill for 3 minutes, then turn over and cook for an additional 3 minutes or until the filet has an internal temperature of 130°F using a 220° probe-type thermometer.

Remove from the grill immediately and place on four warm plates. Spoon the garlic-olive oil mixture over the top of each filet and serve with a fresh salad dressed with a bold vinaigrette.



## Salt & Vinegar Potato Chip-Crusted Ling Cod with Sour Cream Dill Sauce

I love crusting fish with all sorts of fun ingredients hanging out in the pantry, but it wasn't until my friend Russ told me about his potato chip and egg omelet story that I saw the potential of chips. Russ was making breakfast for a small group of friends that turned into a larger group quickly, with only a dozen eggs and 12 hungry mouths to feed, and he was panicking to find a quick way to double the size of his egg dish. As he scrambled through his limited ingredients, he discovered a family-sized bag of potato chips and without any hesitation, the bag of chips soon found their way into a large skillet of scrambled eggs. The meager amount of eggs had now doubled in size as he proudly scraped every last crumb from the skillet onto a giant-sized serving platter. Russ grinned as the breakfast crowd filled their paper plates with his potato chip scramble. To his surprise, the uninvited guests began raving about his eggs and begged him to share his recipe.

### Chef's Notes:

Potato chips are an amazing breading, not only because they taste great, but they stay crispy and crunchy. I used salt and vinegar, but use any chip you like. Other breadings that you might try are cereals (Chex corn or rice is really good), Betty Crocker potato buds, Cream of Wheat cereal, Chicken and Biscuit crackers, Cheez-It crackers (too good), saltines, and more.

Makes 6 Servings

¾ cup salt and vinegar potato chips, crushed (any crispy chip or cracker)  
 2 eggs yolks, whisked to a froth  
 Four 5- to 6-ounce, ling cod filets (any fresh fish)  
 ½ cup vegetable oil or olive oil  
 ½ cup sour cream (or yogurt)  
 ½ cup Best Foods Mayonnaise (no pantry should be without it)

¼ cup red onion, diced ¼ inch (olives, red pepper, shallots)  
 1 Tablespoon fresh dill, finely chopped  
 1 teaspoon kosher salt  
 ½ teaspoon white pepper  
 4 fresh dill sprigs as garnish

**Directions:** Place salt and vinegar chips in a sealed bag and crush the chips to cornflake-sized pieces. Using a paper towel, pat dry each filet, then dip the filet in egg, covering all sides. Dip the egg-coated filets in the crushed chips until well coated. Set aside. In a medium bowl, add sour cream, mayonnaise, red onion, chopped dill, salt, and pepper. Mix to combine.

In a large skillet over medium heat, add oil. Pan-sear potato chip-crusted filet until golden brown on both sides. Rest filets on a baking sheet. Top each filet with ¼ cup of the sour cream dill sauce and spread evenly across the filet, leaving some exposed chips. Place in a 350° F oven until the sour cream mixture begins to brown, about 15 minutes. Serve immediately and garnish with lemon and fresh dill.

## Kanaka Joe's Island Rockfish

Serves 6

Six 5- or 6-ounce rockfish filets, pin bones removed with a V-cut	1 cup vegetable oil
1 jar Kona Coast pineapple teriyaki sauce (any sweet and salty sauce – e.g. Durkee's Red Hot)	1 Tablespoon sesame seeds, toasted (nuts of any kind)
1 cup all-purpose flour	3 each green onion, sliced ¼ inch
½ teaspoon kosher salt	
1 teaspoon black pepper, ground	

**Directions:** Rockfish is a smaller fish that is sold in 6- to 7-ounce filets and 3 to 5-ounce filets. The pin bones can often be removed when the rockfish is fileted by cutting them out of the filet with a V-shaped cut. Inspect the filets and remove any unwanted tissue, skin, and missed bones. Rinse the filets in cold water and pat dry with a paper cloth.

In a medium-sized bowl, combine fish with ¾ cup of the pineapple teriyaki sauce and marinate in the refrigerator for 1 hour. Meanwhile, combine flour, salt, and pepper in a shallow bowl or pie tin. Pre-heat oven to 350°F.

After the filets have marinated for 1 hour, remove from marinade and dredge each filet into the seasoned flour mixture, coating all sides. In a large skillet over medium-high heat, add vegetable oil. When hot, gently add breaded filets to oil. When filet is golden brown, about 2 minutes, turn over and repeat.

Top each filet with the remaining pineapple teriyaki sauce, then place in oven for 15 minutes with sauce beginning to caramelize around fish. Remove from oven and garnish with sesame seeds and green onion.



### Chef's Notes:

Don't be concerned about undercooking the filets since they are going into the oven for the final step. Place browned filets in a shallow baking dish.

# VISION



HORIZON'S CASCADIAN DREAM YACHT



*The new Horizon Vision 68 is a no-expenses-spared, modern luxury production motoryacht made to go toe-to-toe with even larger vessels.*

BY **NORRIS COMER**



I appreciate sneaking out of our Ballard office to hop on a boat during work hours, and the quick drive to the docks of Emerald Pacific Yachts on South Lake Union is always a pleasure. I'll never take for granted the perpetual boat show Seattleites enjoy when making the hop across the ship canal, an appreciation that's only deepened over the years.

This day was particularly auspicious, for I had a date with hull #2 of the brand-new Horizon Vision 68. Also known as the V68, the build is the newest and most diminutive of Horizon's Vision series and a radical departure from the more traditional lines of its larger sisters. My research revealed a vaguely spaceship-looking yacht with that ultra-modern plumb bow and massive entertainment-



conceptually cool ideas can be a bit overbearing. You can only cram in so many mini bars and add so many sun lounges before you feel less like you're boating and more like you've isolated yourself in a floating corporate lobby. Bottom line, the V68 looked like it could go either way for me, and I was eager—and anxious—to get the real experience.

I shook hands with Brett Aggen, an owner and yacht broker of Emerald Pacific Yachts, and we hurried to the boat. A hired skipper was on the clock.

"We're very excited about this yacht," Aggen says. "Not only have we (of Emerald Pacific Yachts) been collaborating on the design with Horizon for years, but also primarily with the design firm here in Seattle, JQB Design."

Call me slow, but I had not connected the dots of local talent that made the V68 a reality. Between the team at Emerald Pacific Yachts and the yacht's designers at JQB Design, there are plenty of fingerprints from local talent on this build. Granted, Horizon yachts are built in Kaohsiung, Taiwan, but the various add-ons and commissioning goodies that complete the build are mostly by Pacific Northwest professionals giving their all. From inception to today, the V68's development covers a span of around a decade.

This newfound appreciation of local expertise takes a hold of me as I approached hull #2, the Emerald Edition, waiting patiently for us at the dock.

#### HOPPING ABOARD

The skipper fired up the engines and Aggen cast off in earnest as I explored. Simply put, that inner pearl-clutching traditionalist started *oohing* and *ahhing*. Right

away, the combination of the large swim platform (calling it a step isn't fair) and the dual stairs up to the covered cockpit with seated dining area drew me in. The beach club, a trending feature still relatively uncommon in the industry, is admittedly impressive. I'm not sure if it's designed to open slowly for dramatic effect or not, but the day galley, seating, and stowage below melds very well with the goings on outside.

The engine access is behind the beach bar, where the twin Caterpillar C18 ACERT (1,136 bhp each) engines and two 20 kW-Northern Lights generators live. The sound insulation was about as good as it gets as we made our way through the Montlake Cut and into the open waters of Lake Washington. The head turns from kayakers and other passersby were not lost on me.

From the cockpit, there's more exterior to explore. Two wide, deep-set walkways lead forward to a truly massive entertainment-focused foredeck, complete with padded seating around a dining table and large, padded sun lounge space. It's not hard to imagine guests spending most of the boat trip in this space.

If you want to go up to the flybridge, a set of stairs with a port bias leads up from the cockpit. Once up there, you again find yourself in another hangout space with more of an elevated, al dente dining vibe. An integrated BBQ grill is just outside the enclosed flybridge to port, and a fully enclosed day head is on the port side aft. Under the cover of the bridge hardtop is a day head and bar to port, large dinette to starboard, and where the only helm sits. Opting for a single helm on the bridge is another modern feature that's becoming more common, freeing up space in the

**Left:** The new Horizon Vision 68 (V68) underway on Lake Washington. This semi-displacement hull can get on-step with relative ease. (photo: Alex Kwanten)

**Below:** The view from the V68 flybridge. Note the helm, as it is the only one aboard. The seating directly behind the captain's chair can be adjusted to face either forward or aft toward the dining table. (Photo: Dan King)



focused foredeck combination, a sleek cabin almost entirely encased in glass windows, and a hydraulic garage door that opens to a beach club in the transom.

My inner traditionalist was clutching his pearls. When done well, these forward-looking, innovative features are the vanguard of marine technology, real tributes to the best of what this industry can produce. When done poorly, these



**Top Left, Clockwise:** The airy, open-feeling single helm in the flybridge has great line of sight; The salon is massive, with a modest partition from the forward galley and dining area; The full-beam stateroom amidships; View from the foredeck seating area; The aft cockpit serves as a central crossroads of sorts where one can hop off the swim platform, step up to the flybridge, walk into the salon, or venture forward along the walkways to the foredeck; A full profile shot, what a beauty! (photos: Dan King & Alex Kwanten).

main cabin for more goodies. And goodies there are. A walk-through of the cabin reveals one continuous, well-lit, modern space for relaxing, partying, cooking, dining, and whatever else one could possibly want short of a jacuzzi.

With all that navigation business staying up in the flybridge with the single helm, the V68 could be categorized as a desirable charter candidate. Access to the staterooms and berths are forward and below. The VIP stateroom, in particular, enjoys more space thanks to the plumb bow design choice, making it similarly desirable to the full beam master stateroom farther aft.

#### PERFORMANCE

As we entered the lake, I joined Aggen and the skipper in the flybridge as the

skipper let the V68 run. You may or may not guess by looking at her, but the V68 is a semi-displacement hull, meaning she'll be lighter on her feet than her full displacement hull contemporaries. All of this was evident as soon as we hit the throttle.

On our various runs about Lake Washington on a calm day, we often went full throttle at 2,370 RPM and reached an impressive 23.4 knots. A rounder, high-performance number was a 2,200 RPM with 21.5 knots of speed. We hopped on- and off-step with minimal effort as the V68 showed off its planing abilities. Speed should be slightly higher in salt water.

A more casual cruising speed at around 1,800 RPM yielded 15.5 knots. Handling was very smooth as well, and the V68 took circles and sudden turns over our wake eas-

ily. The wind kicked up a bit at our return, and the bow and stern thrusters were put to good use to get the yacht back safely. A wireless remote yacht control system was used to great effect, allowing the skipper to roam the boat as needed in order to dock.

#### THE SOURCE: JQB DESIGN

I left the dock thoroughly impressed with the V68. But the story of this yacht seemed incomplete without a visit to JQB Design. I only knew the basics about JQB Design, such as they worked out of an office in the Belltown neighborhood. They started in 1995 and have been swinging high ever since, scoring high profile contracts like the interior design of Paul Allen's famous superyacht *Octopus*. I reached out shortly after my boat ride, eager for insight. They were gracious enough to open their doors for a tour and talk.

Surely, with accolades like these, I was in store for a big corporate office with dozens of worker bees diligently buzzing between phones ringing off their hooks. What I found instead was an elegant, but decidedly quaint, brick building on Vine Street. Upon entry, robust wooden beams and more brickwork spoke of a building with decades of history. Scale models of yachts of all shapes and sizes, both sail and motor-powered, adorned work desks and display cases like a maritime history museum. Massive line drawings of boats—of a glorious past and of a future in progress—individually rested on stands like works of art.

## EMERALD PACIFIC YACHTS

Emerald Pacific Yachts is a yacht brokerage on South Lake Union in Seattle that was founded in 1997. Among their professional team is Brett Aggen, one of the owners of Emerald Pacific Yachts and a broker who was part of realizing the Horizon V68 project with JQB Design. Credit is also due to company partner Randy Buckell as well as their entire veteran staff. Aggen started as a yacht broker after graduating from the University of Washington in 1990 and hasn't looked back. He loves boating with his wife and two daughters.

**Address:** 901 Fairview Ave. N. C170, Seattle, WA 98109

**Phone:** (206) 587-0660

**Website:** emeraldpacifyachts.com

# JQB YACHT DESIGN

I shook hands with the three-man team: Jonathan Barnett (principal designer, firm's namesake), Chris Barnett (general manager and Jonathan's brother), and Michael Givens (lead designer, digital focus). The two Barnetts also own and operate Yacht Style, the marine supply company where JQB finds the talent needed to pull off their contracts.

"It's nice to be able to talk about what we do," joked Chris. "You see, we generally have to keep our projects a little hush-hush for our clients. As a result, not everyone knows about all the work we've done. A yacht designer is a lot like a ghost writer in that respect."

Jonathan leaned in to give me the full JQB story.

"I moved here in 1994 after working in yacht design in England and started JQB in '95. My brother Chris joined the company as the general manager, and it was just us in my small apartment on Lake Sammamish. Our first big project was a conversion of a 1902 car ferry called the *Kirkland*." The owner, Don Stabbert, had a dream of turning it into a floating coffee shop and passenger ferry between Kirkland and the University of Washington that would circumvent SR520 traffic across the lake. The *Kirkland* ultimately lived its new life as an Argosy tour boat, but the job was a great jumping off point. Jonathan continued.

"Another important early project was a custom teak diving board for none other than Bill Gates." The budding JQB Design was contacted by Thierry Despont, a well-known New York-based designer, to create something special for the pool area. To work on the important internal core, JQB even teamed up with sailboat design legend Paul Bieker, Admiral Marine (before they were Westport Yachts), and Platypus Marine in Port Angeles. "I like to say that diving board was the springboard of our career," Jonathan adds. I had a hunch Chris had heard that one a few times.

As the years passed by, JQB Design kept knocking high profile projects out of the park. Of course, they designed the interior of *Octopus*. They were pivotal in the design of superyacht *Aerie*, create from a modernized Delta Marine hull mold that won a ShowBoats Design Award (*Aerie* is 124 feet) in 2002. To date, they've worked on six large Delta Marine projects.

"We could talk about our different projects all day," Chris interjected. "Basically, we've had about 18 major yacht projects over the last 24 years."

To the big question of what defines a JQB yacht, the answer is simple.

JQB Design is the Seattle-based design firm that designed the Horizon V68. The three-man shop has an award-winning portfolio that has steadily grown since the firm's opening in 1995. Projects include the interior design of the late Paul Allen's famous *Octopus* superyacht and dozens of 100-foot-plus superyachts. The Horizon V68 is one of their few production designs as they successfully break new ground into that realm.

**Address:** 116 Vine Street, Seattle, WWA 98121

**Phone:** (206) 322-2152

**Website:** jqbdesign.com



**Clockwise from Above:** Michael Gibbons at his desk; JQB's 2018 International Yacht & Aviation Award, earned for deck design on Crescent Custom Yachts' 145-foot *Mucho Mas*; Jonathan Quinn Barnett at work (photos: Alex Kwanten).

"Quality," says Chris. "There isn't a JQB look per se, because we want to make exactly what the client wants. No two projects or clients are the same, so why should we limit ourselves to one particular look?" The Barnetts picked up Michael Givens along the way, who worked at Delta Marine before making the switch to JQB Design. He knocked on the door himself, showed off what he could do, and was hired.

"I'm a local who grew up boating with my family in our Bayliner," said Givens.

"Boats are my passion." The meat and potatoes of what he does is on the computer, often mixing ideas from clients and line drawings from Jonathan and digitizing them into cutting-edge 3D representations. I'm handed a simple to-scale replica of their most recent superyacht project, the *MLR*. The 175-foot *MLR* was launched from the Delta Marine shipyard on the Duwamish River on January 2019 and was even the subject of *Northwest*

Continued on Page 69

**Below:** The V68 underway. The twin Caterpillar C18 ACERT engines provide 2,272 horsepower to push this semi-displacement hull to a maximum speed into the mid-20 knot range (photo: Alex Kwanten).





# The Best Boating Properties

ON BAINBRIDGE ISLAND



## Once in a Lifetime on Manzanita Bay



This magnificent, custom designed home sits on the shores of Manzanita Bay with hundreds of feet of no-bank waterfront and a deep water dock. Simply magical. Classically inviting. The perfect place to get away from it all.

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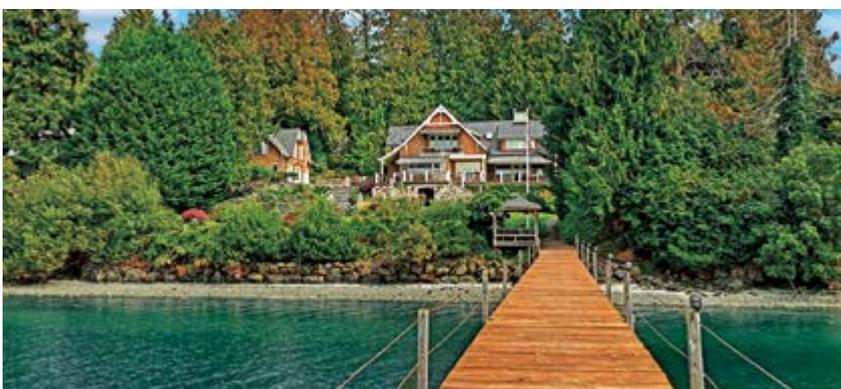
  
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## Discover Life on Port Madison



Magnificent estate with 217 feet of low-bank waterfront. This home enjoys one of the longest deepwater docks on the island with boat lift; why not commute to work by boat? Nestled on more than an acre of landscaped gardens.

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**Left:** The beach club and giant swim platform combo is one of the V68's big draws. **Right:** The cockpit is mostly covered by the extended flybridge above. (Photos: Dan King)

Yachting's April 2019 issue *Perfect Lines* centerfold image.

"We may be the only yacht design firm that has a 3D printer," continued Givens. "We can go into a meeting with a client with a basic, 3D-printed model of their dream boat."

"Nothing brings out the kid in a client like giving them one of these," Jonathan chuckled. Talk shifts to the V68. "Essentially, we wanted to bring our superyacht knowledge to the production line," said Jonathan. The V68 was originally envisioned as a 62- or 64-foot range yacht. It originally started as a modernized West Bay SonShip, a successful luxury yacht built in British Columbia.

"A huge part of the job is proportions," said Jonathan. "It's often trick-of-the-eye stuff. Also, some yachts these days are opting to overcome their crappy hull designs simply by adding more horsepower. That's why you see these things going past and moving a wall of water while doing it. That's just wasted energy, the boat can never get on step. There's a lot of junk out there." To meet the design brief, JQB extended the length to 68 feet. "It's been very rewarding and we're already working on other Horizon builds."

#### A NORTHWEST ORIGINAL

My analysis is that the V68 is an excellent design that punches above its weight. A yacht with similar design elements is the Ocean Alexander 90R, and even though

### Specs

#### Horizon V68

**LOA:** 67' 6" • **LWL:** 19' 6" • **Draft:** 4' 4"

**Ballast:** 18,735 lbs.

**Displacement:** 110,451 lbs.

**Tankage (Fuel/Fresh/Black):**  
1,200 gals./300 gals./160 gals.

**Engine:** Twin Caterpillar C18 ACERT (1,136 bhp)

**Learn More:** More information with regards to specs of the Horizon Vison 68 can be found online at <https://bit.ly/2vYRFmK>.

it has a good 20 feet on the V68, I bet potential clients of this budget tier will give both an equally hard look.

Probably the big crossroads for an owner is whether to hire crew or operate alone, as the 68-foot length does sit at that gray area for being a lot of boat to handle solo yet small for a hired crew. But at this

level of quality and price point, the conversation is less about design merits and more about client preferences.

As I left the JQB shop on Vine Street, I took a moment to appreciate the grand sum of the V68 parts.

While there are plenty of reasons to be both optimistic and pessimistic about the future of Seattle's and the greater Pacific Northwest's maritime industry, the fact that three professionals at a design firm down the street can creatively collaborate with an innovative brokerage just a mile or two the other way and homebrew a world-class production yacht like the V68 demonstrates the kind of talent fire-power our community has at its disposal.

Even my inner traditionalist, whose heart yearns for Bob Perry-style double ender sailboats and converted wooden trawlers with stories to tell, can appreciate that. Feel free to slap an "Organically Grown in the Pacific Northwest" label on 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@nwyachting.com](mailto:norris@nwyachting.com).

**Below:** The well-insulated engine room also provides great access for maintenance or inspections, a perk of the yacht's size. Access is through the beach club. (photo: Alex Kwanten)



# BRITISH COLUMBIA

## MARINE PARK GUIDE 2019

June is upon us, and so begins the unofficial, official start to the 2019 Pacific Northwest boating season. An annual tradition, we offer this guide for boaters itching for an adventure north. British Columbia, Canada, hosts breathtaking glaciers, jaw-dropping fjords, and world-class wildlife. If you've never been to our neighbor's waters, point your bow north and stop missing out. Even if you're a veteran, chances are you haven't been everywhere and are eager to pick a new target.

This updated B.C. Parks Guide offers information on locations, moorage, facilities, and activities available in over 50 marine parks. Use this guide to plan the perfect cruise in conjunction with navigation equipment, official maps, and the B.C. Parks website found at [env.gov.bc.ca/bcparks](http://env.gov.bc.ca/bcparks). If you've got insider information or a correction for us, don't hesitate to reach out via email at [editorial@nwyothing.com](mailto:editorial@nwyothing.com). Get out, enjoy the summer, and we'll see you on the water!

## VANCOUVER ISLAND & LOWER BRITISH COLUMBIA

### ACTIVITIES & AMENITIES

- |             |                       |                     |              |
|-------------|-----------------------|---------------------|--------------|
| Camping     | Windsurfing           | Snow Activities     | Campfires    |
| Picknicking | Wildlife Watching     | Hiking              | Pets Allowed |
| Fishing     | Waterskiing           | Personal Watercraft |              |
| Beaches     | Bike Trails           | Scuba               |              |
| Swimming    | Additional Facilities | Hunting             |              |

### 1. Discovery Island



48°25'29.43" N | 123°14'21.13" W

Excellent kayaking opportunities abound in Discovery Island Marine Provincial Park, a popular paddling destination. The area is accessible from Victoria, where paddlers can launch from Cattle Point, just north of the Oak Bay Marina. The lighthouse, built in 1886 at Sea Bird Point on the eastern end of the island, marks the junction of Haro and Juan de Fuca straits.

**Bathrooms:** Pit toilets

**Moorage:** No safe anchorage in the park, the closest harbor is Oak Bay.

#### ACTIVITIES/AMENITIES:



### 2. D'Arcy Island



48°34'02.01" N | 123°16'44.74" W

D'Arcy Island (now a part of Gulf Islands National Park Reserve) is a small island park in Haro Strait, east of the Saanich Peninsula, Vancouver Island. Several cougar sightings on neighboring Sidney Island have prompted Parks Canada to issue a rare cougar advisory for the area. Once a leper colony for Chinese immigrants in the late 1800s and early 1900s, the island has a rich history.

**Bathrooms:** Pit toilets

**Moorage:** Public wharf in Saanichton Bay, and anchorage in the park.

#### ACTIVITIES/AMENITIES:



### 3. Cabbage Island

48°47'54.24" N | 123°5'12.88" W

Known for its sandy shoreline and lovely views, Cabbage Island Marine Park is located on the eastside of Tumbo Island, which perches on the northeast shore of Saturna Island. To get to Cabbage Island, you'll need a powerboat, sailboat or kayak. The closest boat launch is Winter Cove on Saturna Island. No potable water available.

**Bathrooms:** Pit toilets

**Moorage:** Ten mooring buoys in Reef Harbor nearby available May 15 to September 30.

#### ACTIVITIES/AMENITIES:



### 5. Sidney Spit

48°36'01.10" N | 123°17'26.99" W

The tidal flats and salt marshes of Sidney Spit, part of the Gulf Islands National Park and located on the edge of the Pacific Flyway, are often populated by shorebirds during fall and spring migrations. The spit itself is a narrow strip of land that visitors may explore or use for a sunbathing or picnicking. The spit is accessible by boat or kayak year-round.

**Bathrooms:** Pit toilets

**Moorage:** A sheltered anchorage on the west side of the spit, and one dock in park.

#### ACTIVITIES/AMENITIES:



### 7. Winter Cove

48°48'24.97" N | 123°11'27.49" W

Part of the Gulf Islands parks, this sheltered cove framed by a Douglas fir forest, open meadows, and a salt marsh is a popular day use area. Spring wildflowers and walking trails, as well as strong tidal currents for kayakers are attractions. Access by water or land via a B.C. ferry or a road.

**Bathrooms:** Pit toilets

**Moorage:** Available in the cove itself

#### ACTIVITIES/AMENITIES:



### 6. Wallace Island

48°56'32.84" N | 123°33'02.53" W

Accessible only by boat. Located in Trincomali Channel between Salt Spring Island and Galiano Island, the park's beaches, coves, and offshore islets provide visitors with many sheltered paddling opportunities. The Conover Cove entrance is shallow at low tide; boaters take caution.

**Bathrooms:** Pit toilets

**Moorage:** Anchorage and a small dock are available at Princess Bay and Conover Cove.

#### ACTIVITIES/AMENITIES:



### 8. Montague Harbor

48°53'32.80" N | 123°23'21.89" W

Open meadows, white shell beaches, tidal lagoons, towering forests, rocky headlands and abundant bird life are just a few of Galiano Island park's attractions. Located in the southern Gulf Islands, Montague Harbor has a boat launch at the north end of the park and is open all year to visitors.

**Bathrooms:** Pit toilets

**Moorage:** A dock with maximum vessel length of 36' (for a fee), and 35 sheltered moorage buoys are available.

#### ACTIVITIES/AMENITIES:



#### HUNTING NOTE:

Hunting is allowed by permit in several B.C. parks, but visitors are advised to obtain all permits and make contact with authorities prior to hunting.

### 9. Pirates Cove



49°54.10" N | 123°43.30.95" W

Located off Nanaimo, Pirates Cove on De Courcy Island protects a natural environment where visitors can enjoy a variety of recreational activities. The shore is lined by sandstone rock formations, and visitors are cautioned that poison oak can be found along the steep rock outcroppings. Keep an eye out for Steller and California sea lions; orcas, gray and humpback whales; and river otters.

**Bathrooms:** Two composting toilets

**Moorage:** The park offers a sheltered anchorage for boaters, as well as two dinghy docks – one on either side of the cove.

#### ACTIVITIES/AMENITIES:



### 10. Whaleboat Island

49°04'27.04" N | 123°41'34.36" W  
Formerly Eagle Island, Whaleboat Island is a small, rocky island with interesting geological formations and sheltered intertidal shore, popular for paddling, boating, and wildlife viewing. The island is accessible only by boat and is an important wildlife habitat for many bird species, harbor seals, killer whales, and California and Steller sea lions. The closest boat launch is at Mere Point in Brunswick.

**Bathrooms:** Pit toilets  
**Moorage:** Anchorage in the park, nearby communities include Naniamo and Ladysmith.

**ACTIVITIES/AMENITIES:**

### 14. Halkett Bay



49°26'55.68" N | 123°19'44.93" W  
Boasting a glaciated coastline with steep mountains and rugged terrain, Halkett Bay is a popular destination for pleasure boaters. Boaters are advised to avoid the series of drying rocks and reefs in the bay's northwest corner. Beware of floating logs.

**Bathrooms:** Pit toilet  
**Moorage:** One buoy and one dinghy float.

**ACTIVITIES/AMENITIES:**

### 15. Squitty Bay

49°26'59.02" N | 124°10'29.19" W  
A small bay near the southeast tip of Lasqueti Island, Squitty Bay Provincial Park invites visitors to enjoy the rocky headlands and arid terrain with views of distant Mount Baker to the southeast and the Comox Valley to the west. There is no camping allowed in the park and no potable water is available. Boaters are advised to hug the south shore when entering to avoid rocks.

**Bathrooms:** Pit toilets  
**Moorage:** A public dock is available for tie-up, but often crowded

**ACTIVITIES/AMENITIES:**

### 18. Smuggler Cove

49°30'41.23" N | 123°57'40.98" W  
A small all-weather anchorage on the south side of Sechelt Peninsula, Smuggler Cove Marine Provincial Park is home to many bird, wildlife, and plant species, particularly beavers who build their homes throughout the park. Boaters should enter from Welcome Passage at low tide when reef and rocks are visible.

**Bathrooms:** One pit toilet  
**Moorage:** Safe anchorage in the cove.

**ACTIVITIES/AMENITIES:**

### 19. Garden Bay

49°38'17.40" N | 124°0'26.42" W  
Part of Pender Harbor, Garden Bay Marine Provincial Park is a popular boating area with opportunities for fishing, picnicking, and swimming. It is open all year, with no fees, and has many marinas, stores, resorts, restaurants, and fuel outlets located in the vicinity. Potable water available.

**Bathrooms:** Pit toilets  
**Moorage:** Safe anchorage in the bay, as well as a dinghy dock.

**ACTIVITIES/AMENITIES:**

### 16. Buccaneer Bay

49°29'26.78" N | 123°59'01.54" W  
Located on the southern tip of North Thormanby Island, Buccaneer Bay offers broad sandy beaches and warm waters. The park is only accessible by boat and provides safe anchorage in the sheltered bay. An additional 44 hectares of foreshore and upland areas have been added to this park.

**Bathrooms:** Pit toilets  
**Moorage:** Anchorage allowed in the bay.

**ACTIVITIES/AMENITIES:**

### 20. Princess Louisa Marine Park

50°12'19.25" N | 123°46'14.86" W  
A glacier-carved gorge through snow-covered mountains, with more than sixty waterfalls, create a magnificent setting for this park. Princess Louisa Inlet has almost no currents except for the Malibu Rapids at the entrance and is almost entirely enclosed. Fishing is limited to the designated Rock Fish Conservation Area. Fishing is prohibited in the Inlet. There is also an airplane float at the end of the mooring float. Cold water taps are available but are non-potable.

**Bathrooms:** Three pit toilets  
**Moorage:** One dock with 500' of mooring space at Chatterbox Falls and five mooring buoys at Macdonald Island.

**ACTIVITIES/AMENITIES:**

### 11. Say Nuth Khaw Yum

49°27'04.93" N | 122°50'41.83" W  
Managed collaboratively by the Tsleil-Waututh Nation and the Province of British Columbia, the Say Nuth Khaw Yum (Indian Arm Park) conservation park features rugged, forested mountains, alpine lakes, waterfalls, and creeks—remnants of past glaciers. There is a pink salmon run from July to October.

**Bathrooms:** Eight pit toilets spread throughout the park.  
**Moorage:** No overnight moorage; boats can be anchored during day or beached at night. The nearest boat launch is at Cates Park.

**ACTIVITIES/AMENITIES:**

### 12. Plumper Cove



49°24'16.24" N | 123°27'54.42" W  
Accessible by passenger ferry from Langdale to Keats Landing, Plumper Cove offers views of Howe Sound and the town of Gibsons from Observatory Point. The park is open year-round and there is a water advisory in effect from May to September.

**Bathrooms:** Two pit toilets  
**Moorage:** Eight mooring buoys are in the cove with six slips at the dock (for a fee).

**ACTIVITIES/AMENITIES:**

### 13. Newcastle Island

49°11'23.50" N | 123°56'10.71" W  
Located just offshore from Vancouver Island and accessible via a passenger ferry from Nanaimo, Newcastle Island's shoreline is overhung by steep sandstone cliffs interspersed with sunny beaches. The interior of the island is peppered with mature Douglas fir, Garry oak, arbutus, and maple trees. The park is accessible by ferry from Nanaimo or by private vessel.

**Bathrooms:** Pit toilets placed throughout the park. A flush toilet building is near the entrance of the park by the dock.

**Moorage:** Buoys for 43 boats; buoys are for boats 30' or 40' in length or less. A park dock is also available for moorage, but portions are unsafe and temporarily closed until repairs are completed. Completion date is TBD.

**ACTIVITIES/AMENITIES:**

### 17. Sechelt Inlets

49°42'09.89" N | 123°47'11.23" W  
The inlets are accessible only by boat and are popular with canoeists and kayakers. Visitors can enjoy camping, swimming, fishing, and scuba diving from the sandy beaches of the Sechelt Inlet, or explore the other three protected inlets in the marine park: Sechelt's, Narrows and Salmon. The forested hills and landscape feature many small cascading creeks.

**Bathrooms:** Pit toilets  
**Moorage:** Protected anchorage at Kunechin Point and Tzoonie Narrows.

**ACTIVITIES/AMENITIES:**

### 21. Hardy Island

Lat: 49°43'35.91" N | 124°12'49.65" W  
Hardy Island Marine Park consists of Musket Island and Hardy Island, which is only an island at high tide. The park is popular for swimming, diving, and fishing, as the warm, clean waters of the area are reportedly reminiscent of more tropical locales. There are no developed trails, but wilderness or backcountry camping is permitted. No potable water.

**Bathrooms:** None  
**Moorage:** Protected anchorage area, but the bottom is rocky; boaters are advised to use caution.

**ACTIVITIES/AMENITIES:**

### 22. Jájiem and Kw'ulh

49°37'08.40" N | 124°51'07.99" W  
Renamed Jájiem and Kw'ulh (known locally as Tree Island) Marine Park, this marine park is popular for bird watching and nature appreciation, as it supports a sensitive ecosystem of rare and fragile plants and animals. Visitors are advised to be respectful and minimize damage to the park.

**Bathrooms:** One pit toilet  
**Moorage:** Anchorage available in the park, boats can launch from Union Bay.

**ACTIVITIES/AMENITIES:**

# BRITISH COLUMBIA

MARINE PARK GUIDE 2019

ST. JOSEF BAY

PORT HARDY

36

## VANCOUVER ISLAND & LOWER BRITISH COLUMBIA

### ACTIVITIES & AMENITIES

- |            |                       |                     |              |
|------------|-----------------------|---------------------|--------------|
| Camping    | Windsurfing           | Snow Activities     | Campfires    |
| Picnicking | Wildlife Watching     | Hiking              | Pets Allowed |
| Fishing    | Waterskiing           | Personal Watercraft |              |
| Beaches    | Bike Trails           | Scuba               |              |
| Swimming   | Additional Facilities | Hunting             |              |

KYUQUOT

37

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#### 23. Desolation Sound



50°00'00.00" N | 124°52'30.00" W

Located at the confluence of Malaspina Inlet and Homfray Channel, Desolation Sound boasts several islands, small bays, and snug coves for boaters to explore. The forested upland has trails, small lakes, and designated campsites for visitors, and there is a sewage pump-out station in nearby Lund. Visitors are advised that parcels of private land are scattered throughout the park.

**Bathrooms:** Pit toilets

**Moorage:** Anchorages are available in Prideaux Haven, Tenedo's Bay, and Grace Harbor, plus a public dock in Lund Harbour or Okeover Harbour Government Dock.

##### ACTIVITIES/AMENITIES:



#### 24. Copeland Islands

49°59'49.03" N | 124°48'06.65" W

Consisting of a small chain of islands, islets, and rocks in Thulin Passage, this area provides opportunities for scuba diving, wildlife viewing, wilderness camping, swimming, and fishing. It is a popular kayak stopover point between Lund and Desolation Sound.

**Bathrooms:** Pit toilets

**Moorage:** There are limited anchorages for small vessels.

##### ACTIVITIES/AMENITIES:



#### 25. Mansons Landing

50°03'49.34" N | 124°58'53.77" W

Mansons Landing Provincial Park fronts the water on both freshwater Hague Lake and Manson Bay. While camping is not permitted in the park, it is allowed at nearby Smelt Bay Provincial Park. Visitors are advised that there have been recent wolf sightings. Do not feed the wolves. There is a boat launch available, and the park is disabled-accessible.

**Bathrooms:** Pit toilets

**Moorage:** Available at the adjacent federal government wharf (space permitting).

##### ACTIVITIES/AMENITIES:



#### 26. Teakerne Arm Provincial Park



50°11'09.46" N | 124°48'58.27" W

Located midway up the west side of West Redonda Island in a cove, this marine park is accessible only by canoe or kayak. Visitors can stop at the trail near the top of Cassel Falls for a view of the waterfall cascading into the ocean or enjoy swimming or scuba diving in the ocean or Cassel Lake.

**Bathrooms:** None

**Moorage:** Anchorage available in the cove

##### ACTIVITIES/AMENITIES:



##### HUNTING NOTE:

Hunting is allowed by permit in several B.C. parks, but visitors are advised to obtain all permits and make contact with authorities prior to hunting.

#### 27. Roscoe Bay

50°09'35.33" N | 124°24'11.38" W

Known for its annual congregations of moon jellies (jelly fish), Roscoe Bay Provincial Park is a small fjord on the east side of West Redonda Island. Swimming is not recommended in the bay; however, swimming is available at the freshwater Black Lake. Scenic views of the lake can be seen from the Black Lake shoreline trail. Vessels are required to keep sewage contained in holding tanks while at anchor and to be advised of the drying shoal located at the entrance of the bay.

**Bathrooms:** Pit toilets

**Moorage:** Anchorage in Roscoe Bay.

##### ACTIVITIES/AMENITIES:



#### 28. Walsh Cove

50°16'07.47" N | 124°48'00.99" W

Located west of Gorges Islands on the east side of West Redonda Island, Walsh Cove Provincial Park provides safe anchorage with opportunities for diving, kayaking, swimming, and fishing. There are no developed trails, but coastal marine landscapes can be seen throughout the park. Visitors are urged to keep sewage contained in holding tanks while at anchor to preserve the natural values in this park.

**Bathrooms:** None

**Moorage:** Anchorage in the cove.

##### ACTIVITIES/AMENITIES:



#### 29. Rebecca Spit

50°05'59.65" N | 125°11'18.45" W

Rebecca Spit Marine Provincial Park is a narrow strip of land on the east side of Quadra Island, lined by sandy beaches on either side of the spit. The park is handicap-accessible and has a boat launch, located on the west side of the spit near the park entrance.

**Bathrooms:** Pit toilets

**Moorage:** Sheltered deep anchorage in Drew Harbor on the west side of the spit.

##### ACTIVITIES/AMENITIES:



#### 30. Octopus Islands

50°16'22.13" N | 125°13'03.14" W

Accessible by boat only, Octopus Islands Marine Provincial Park is a popular spot for boaters traveling the Inside Passage. Part of the B.C. Marine Trail Association, the park is one of various resting areas and safe havens along the marine trail, which will eventually extend from Vancouver to Prince Rupert.

**Bathrooms:** None

**Moorage:** Anchorages available throughout the park.

##### ACTIVITIES/AMENITIES:



#### 31. Von Donop Inlet (aka Hathayim Marine Park)

50°10'37.95" N | 124°57'37.54" W

An undeveloped marine wilderness including lakes, estuaries, a saltwater lagoon, and an old growth forest that Coast-Salish First Nations call "Ha'thayim." Recent wolf sightings have occurred in this park. Visitors are discouraged from interacting with or providing food to wolves.

**Bathrooms:** Pit toilet

**Moorage:** Secure anchorages available in the park.

##### ACTIVITIES/AMENITIES:



### 32. Thurston Bay

50°22'45.59" N | 125°19'10.03" W

Situated on the northwest side of Sonora Island in the Johnstone Strait, Thurston Bay Marine Park is made up of two portions: one bordering the bay and the other bordering Cameleon Harbor. An unmaintained trail in the park leads to Florence Lake, where visitors can swim, fish, or paddle.

**Bathrooms:** None

**Moorage:** Sheltered anchorage in the bay.

**ACTIVITIES/AMENITIES:**



### 33. Echo Bay Marine Park

50°45'01.94" N | 126°29'39.43" W

Accessible only by boat or floatplane, Echo Bay Marine Park is located on Gifford Island and provides a popular stop-over for a journey through the Broughton Archipelago. Please note: The wharf has been closed to visitors. Access by boat or float plane only. It is home to a Great Blue Heron rookery that visitors may view. Camping is allowed all year

**Bathrooms:** Pit toilet

**Moorage:** Anchorage in the bay.

**ACTIVITIES/AMENITIES:**



### 35. Cormorant Channel



50°35'09.7" N | 126°51'19.4" W

Accessible by boat only, Cormorant Channel Marine Park is part of the core habitat of the northern resident orca population, and one of the best places to view these animals in their natural habitat. These undeveloped islands are also popular for kayaking, as part of the popular Johnstone Strait sea kayaking circuit.

**Bathrooms:** None

**Moorage:** Overnight anchorage in the park.

**ACTIVITIES/AMENITIES:**



### 34. Broughton Archipelago

50°40'58.09" N | 126°41'42.39" W

British Columbia's largest marine park, this archipelago consists of dozens of undeveloped islands and islets at the mouth of Knight Inlet on the west side of Queen Charlotte Strait. Visitors may view the large clam and mussel shell deposits, trees modified by First Nation peoples, and the park's petroglyphs. The park is open year-round. Aggressive harbor seals are occasionally encountered.

**Bathrooms:** Pit toilets

**Moorage:** A number of good anchorages, but no moorage.

**ACTIVITIES/AMENITIES:**



### 36. Raft Cove

50°35'04.40" N | 128°13'59.25" W

This isolated park on the northwest coast of Vancouver Island features a sandy bay at the mouth of the Macjack River, rocky headlands, and a rugged coastal environment. Raft Cove is popular for wilderness camping on the beach, as well as for surfing and fishing. Capital Road will be closed for a week in early June 2019

**Bathrooms:** Two pit toilets

**Moorage:** The nearest anchorages are at Port Hardy, Holberg and Winter Harbor.

**ACTIVITIES/AMENITIES:**



# VANCOUVER ISLAND

YUQUOT

HOT SPRINGS COVE

CAMPBELL RIVER

COURTENAY

### 37. Brooks Peninsula/ Mquqwin



50°12'07.65" N | 127°37'55.07" W

Renamed Mquqwin/Brooks Peninsula Provincial Park, this marine park is located on northwest Vancouver Island, and nicknamed the "cape of storms" by Captain George Vancouver, who explored and charted the Pacific Northwest. The new dual name celebrates the First Nations' connection with the history and culture of the park. The park is home to a variety of rare plant species and intriguing geological formations.

**Bathrooms:** None

**Moorage:** Sheltered anchorages in Brooks Bay and Klaskish Inlet.

**ACTIVITIES/AMENITIES:**



### 38. Rugged Point

49°58'00.68" N | 127°14'57.12" W

With views of the open Pacific Ocean and Kyuquot Sound, Rugged Point Marine Park is a popular destination for boaters, with a variety of safe anchorages and opportunities for camping and picnicking. Old-growth forests of Douglas fir grow inland.

**Bathrooms:** Pit toilet

**Moorage:** Sheltered anchorage in Dixie Cove, five miles east.

**ACTIVITIES/AMENITIES:**



### 39. Gibson Marine Provincial Park

49°15'51.27" N | 126°04'22.49" W

Home to natural warm springs located on the shores of Matilda Inlet, Gibson Marine Park lies south of the Nuu-chah-nulth community of Ahousat and provides access to the "Walk the Wild Side" route which extends to Cow Bay.

**Bathrooms:** Pit toilet

**Moorage:** Sheltered anchorage in Matilda Inlet.

**ACTIVITIES/AMENITIES:**



### 40. Maquinna Marine Provincial Park



49°22'20.33" N | 126°18'36.97" W

Featuring natural geothermal hot spring waterfalls that cascade into rocky pools, Maquinna marine park is a popular destination. The park also encompasses a wilderness area known for coastal hiking, wilderness camping, sea kayaking, and wildlife viewing.

**Bathrooms:** Two composting toilets

**Moorage:** There is a dock for vessels up to 40' in length. Fees apply.

**ACTIVITIES/AMENITIES:**



# BRITISH COLUMBIA

MARINE PARK GUIDE 2019

PRINCE RUPERT

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## NORTHERN BRITISH COLUMBIA

### ACTIVITIES & AMENITIES

- |                     |                       |
|---------------------|-----------------------|
| Camping             | Windsurfing           |
| Picnicking          | Wildlife Watching     |
| Fishing             | Waterskiing           |
| Beaches             | Bike Trails           |
| Swimming            | Additional Facilities |
| Snow Activities     | Campfires             |
| Hiking              | Pets Allowed          |
| Personal Watercraft | Hunting               |
| Scuba               |                       |

#### 41. Codville Lagoon

52°03'39.72" N | 127°51'09.96" W

Codville Lagoon marine park offers an unmaintained hiking trail to a freshwater lake with opportunities for swimming and wildlife viewing. This park also features a red sand beach along Sagar Lake. Visitors are advised that the park is a significant place for the Heiltsuk People and should be respected as a heritage site.

**Bathrooms:** None

**Moorage:** Anchorage in the lagoon.

**ACTIVITIES/AMENITIES:**



#### 42. Fiordland Conservancy



52°49'26.98" N | 128°02'16.28" W

This park boasts examples of fjords gouged by glaciers, with sheer granite cliffs rising from the water. The conservancy can be accessed by boat or floatplane only, and visitors can view the waterfalls, rock formations, and granite walls from their vessels. No potable water is available in the park.

**Bathrooms:** None

**Moorage:** Anchorages available in Kynoch and Mussel Inlets.

**ACTIVITIES/AMENITIES:**



#### 43. Green Inlet

52°55'13.65" N | 128°28'59.26" W

Located on the east side of Tolmie Channel, Green Inlet is accessible only by boat, and encompasses the sheltered all-weather anchorage of Horsefly Cove. The tidal lagoon of Green Inlet is nearby but outside the park. Please note that the North Coast is closed to bivalve harvest.

**Bathrooms:** None

**Moorage:** Boaters are advised that lots of chain or rope is required for safe anchorage.

**ACTIVITIES/AMENITIES:**



#### 44. Hakai Lúxvbálís Conservancy

51°39'12.97" N | 128°07'48.40" W

Managed cooperatively by the Province of British Columbia and the Heiltsuk Nation, this park is part of the Hecate Lowland eco-section, boasting lagoons, tombolos, and white sand beaches. Visitors are advised that all archaeological sites are protected under the Heritage Conservation Act. No potable water is available. Triquet Island is currently closed to the public.

**Bathrooms:** None

**Moorage:** Anchorage at Pruth Bay

**ACTIVITIES/AMENITIES:**



BUTEDALE

43

42

KLEMTU

45

46

BELLA BELLA

41

NAMU

44

47

DUNCARBY LANDING

#### HUNTING NOTE:

Hunting is allowed by permit in several B.C. parks, but visitors are advised to obtain all permits and make contact with authorities prior to hunting.

#### 45. Jackson Narrows

52°31'29.36" N | 128°18'07.50" W

This marine park is situated in a little bay suitable for small boats and has a small beach where visitors can explore the intertidal zone at low tide. This park is in traditional First Nations' territory. Visitors are advised to be wary of the rocks and drying reefs at the east end of the passage when entering the bay.

**Bathrooms:** None

**Moorage:** Anchorage in the bay.

**ACTIVITIES/AMENITIES:**



#### 46. Oliver Cove

52°18'40.98" N | 128°21'17.79" W

Known also as Port Blackney, Oliver Cove offers excellent viewing of orcas, Pacific white-sided dolphins, sea lions, and more. Visitors may also view the intertidal zone when tide is low, where sea cucumbers, nudibranchs, chitons, sea stars, mollusks, urchins, and algae reside.

**Bathrooms:** None

**Moorage:** Anchorage in the cove, avoid the large rock in the south entrance.

**ACTIVITIES/AMENITIES:**



#### 47. Penrose Island

51°28'42.66" N | 127°44'16.57" W

An archipelago of small coves and narrow channels, this park is suited for kayak and dinghy exploration. A network of narrow channels and sand and white shell beaches spans the southwest shoreline, where visitors can kayak or fish. Penrose Island is used by the Owikeeno First Nations for traditional shellfish gathering.

**Bathrooms:** None

**Moorage:** Sheltered anchorage on the east side of the island.

**ACTIVITIES/AMENITIES:**



#### 48. Sir Alexander Mackenzie Provincial Park

52°22'48.34" N | 127°28'15.31" W

A small coastal park near Elcho Harbor, Sir Alexander Mackenzie Provincial Park is located at the westernmost point in the journey of Alexander Mackenzie, the first known white man to view the Pacific Ocean from Northwest shores. A rock near the water's edge still bears his words, "Alex Mackenzie from Canada by land 22nd July 1793," which were originally written in paint made of vermilion and bear grease but permanently inscribed in the rock later by surveyors.

**Bathrooms:** None

**Moorage:** Temporary anchorage located in the cove to the west of the point, or in Elcho Harbor two miles farther west. Harbor two miles farther west.

**ACTIVITIES/AMENITIES:**



#### 49. Kitson Island

54°10'47.97" N | 130°18'48.13" W

Popular with kayakers and other small craft users, both Kitson island and inlet are included in this marine park. There are no developed trails, but wilderness camping is permitted. Large herds of seals and sea lions can often be seen. No potable water is available, please bring your own.

**Bathrooms:** None

**Moorage:** Landing beaches only.

**ACTIVITIES/AMENITIES:**



#### 51. Lowe Inlet



53°33'19.09" N | 129°34'47.54" W

One of the busier marine parks, Lowe Inlet is a regular stop on the Inside Passage due to its waterfalls and views of migrating salmon. During the months of August and September, visitors can see spawning salmon leaping into Verney Falls. Seals, black bears, and eagles are often visible during this time as well. The park is accessible by boat or floatplane.

**Bathrooms:** None

**Moorage:** Anchorage allowed on either side of or in front of the falls.

**ACTIVITIES/AMENITIES:**





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L I V I N G

# HERITAGE

*Form, function, and history meet. A woodworking class at the Center for Wooden Boats is reviving a catboat design that defined recreational sailing in the Northwest decades ago.*

BY **EVIN MOORE**



On a clear January day, I stood with a dozen people in the boat shop of the Wagner Education Center, a newly opened facility of the Center for Wooden Boats (CWB) in Seattle. The shutters were raised on the huge glass windows that circled the room, filling the shop with winter sunlight.

We were all students in a woodworking

class, part of the Kitten Boatbuilding Project, here to learn how to construct a small sailboat using traditional tools and techniques. We gathered around a whiteboard as the instructor, shipwright Ben Kahn, explained the details of the day's project. I confess, I felt a little in over my head. Building the boat takes place over the course of many classes, and I'd joined in about halfway through. Many of the other students had been participating since the



designed in 1920 by John Winslow, a member of the Royal Vancouver Yacht Club. Winslow suggested the kitten as a one-design sailboat for racing and afternoon sailing to draw in new members. The yacht club agreed and ordered 15 of the boats.

The kitten-class boats were soon championed by other yacht clubs in British Columbia and Washington, becoming a permanent class in the Pacific International Yacht Association. In the July 1920 racing season, the kitten-class boats provided some of the best racing of the season. Two years later, Winslow moved to Seattle and brought a small fleet of kittens with him.

“Okay, does anyone have questions?” Kahn asks as we begin our work. “Who would like to work on creating a pattern for the shear?” We break off into pairs and I was partnered with a man named Scott. We decided to make the shear, the top plank farthest from the keel. As we started to get to work, I walked over to get a look at the kitten under construction.

The boat was being built upside down. Previous classes constructed a strongback and molds, on which the keel of the kitten rested. Thin wood beams called ribbands ran horizontal with the floor and attached to the molds. Pieces

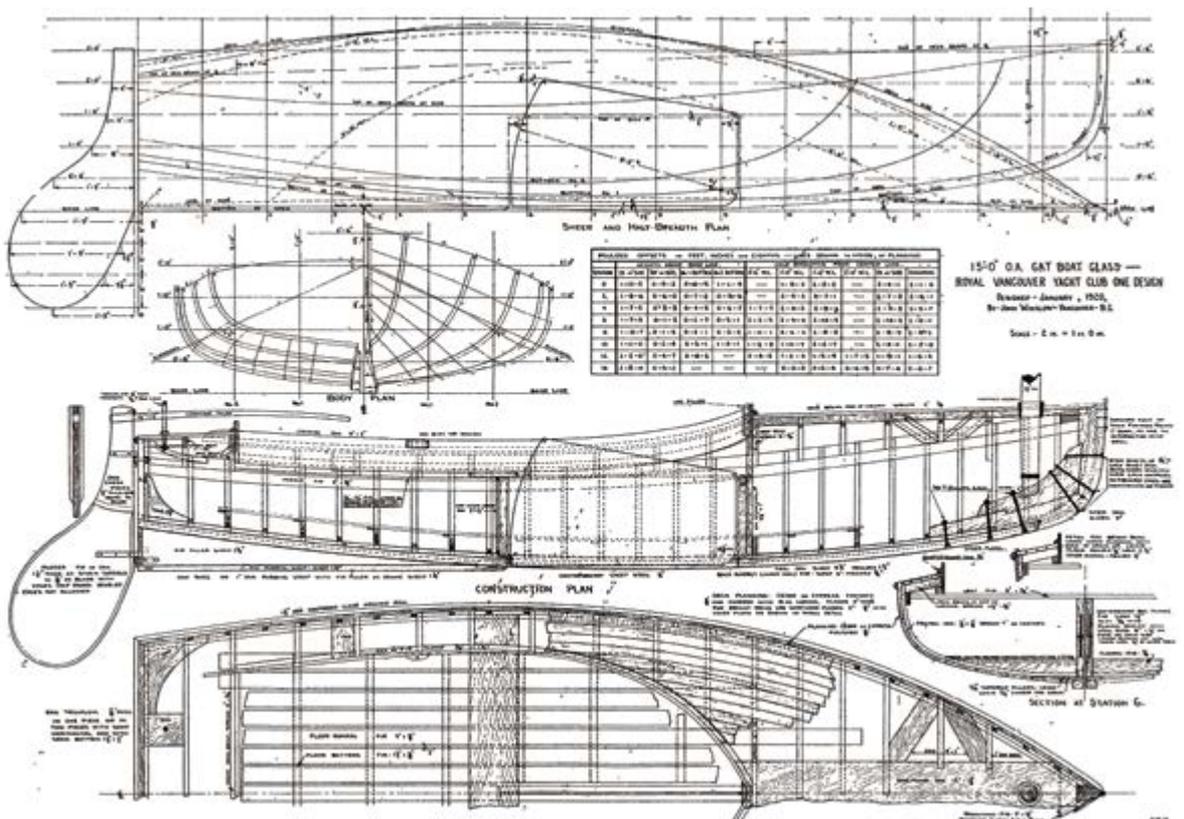
of white oak, that comprised the frame, were steam bent around the ribbands and attached perpendicular to the keel, like ribs attached to a backbone.

Before we began our work, I went to examine the original kitten the CWB had managed to save. The boat was nearing its centennial with a badly damaged hull, and it hadn’t been in the water for years. It could have been a member of the fleet Winslow brought with him to Seattle, or one built later. When he moved to the area, Winslow brought his fleet to the Seattle Yacht Club, where he quickly befriended local sailors. Shortly after, he teamed up with iconic Seattle boat builders Ted Geary and Norm Blanchard to create a new fleet of kitten-class boats.

These boats were used to teach sailors the fundamentals of sailing technique, their wide beam making them especially difficult to capsize and quite safe for novice sailors. Many members of the Seattle Yacht Club had their first sailing lessons in these well-loved boats.

Back in the boat shop, work on the new kitten was underway. Scott and I picked up a long, thin piece of flexible plywood called doorskin, and we used it to make a pattern for what would become the shear. We attached the piece of doorskin to the frames of the kitten, where pencil

**Left:** Kitten under construction; the 15-foot catboat rests upside down inside the Wagner Education Center; **Below:** The original kitten plans included in John Winslow’s 1920 *Pacific Motor Boat* article.



beginning. “Okay, today we’ll begin the planking work, which means we need to make some patterns,” Kahn says.

The last time I was in a woodshop was middle school, where the most complicated thing I made was a cutting board. Now I was in a class focused on building a historic catboat design, common in British Columbia and Puget Sound waters a century ago. The kitten-class boats were



Instructor Ben Kahn uses a hand plane on a piece of the kitten's hull. Traditional tools and techniques are a corner stone of the project, giving students a hands-on connection to historic boat building and the heritage of Northwest waterfronts.

marks dictating the shape of the shear had been made. We glued tabs, smaller pieces of wood, onto our pattern so the dimensions would perfectly match those of the imagined shear that had been sketched out. Several hours went by as we paid careful attention to details. I

started to realize how time-consuming building boats truly is and the skill required to work with wood. I looked around at the activity in the shop and began to imagine the Lake Union boatyards of a century ago working on the fleet of catboats.

## THE CENTER FOR WOODEN BOATS

The Center for Wooden Boats was founded by Dick and Colleen Wagner in the late 1970s. The Wagners lived on houseboats on South Lake Union at the time and began collecting wood boats that were abandoned around their home. They started renting and loaning the boats to friends and patrons.

As the popularity of their boats grew, the Wagners decided to hold the Wooden Boats Festival in 1977. More than 3,000 people showed up and the couple decided to open a living museum. Today, the center offers youth and adult sailing programs, exhibits, historic boats, festivals, and boat rentals. The center's mission remains the same as the Wagners'—to preserve the maritime history of the area while giving people of all backgrounds access to on-the-water experiences. The CWB is located at 1010 Valley Street, Seattle, and can be found online at [cwb.org](http://cwb.org).



Photo: Francis Zera/Zeraphoto for the Center for Wooden Boats

### THE KITTENS: CLUB FAVORITES

For many young sailors in Vancouver B.C. and Seattle, the kitten boats provided their first experience skippering their own boat in a race. A number of the boats purchased by the Seattle Yacht Club were used in the club's racing series. A 1920 article by Winslow, published in *Pacific Motor Boat*, describes the action: "While the Seattle Yacht Club only built five boats this year, these boats nevertheless provided some very interesting local races and aroused much enthusiasm in the new class..."

He also mentions that most of the sailors in the series were the junior members of the yacht club, with the 12-year-old Jack Graham Jr. winning the series and beating many of the adults. Winslow points out that the simple set-up of the kitten boats and the speed in which they can be prepped and launched tempted many of the old-timers, who couldn't resist the chance to get back out on the water.

Another article published a year later, again in *Pacific Motor Boat*, is the first-hand account of 13-year-old Billy Freeman, his friend, and his father, Miller Freeman of the Seattle Yacht Club, cruising the San Juan Islands in a kitten boat, showing the versatility of the design. The editor's note at the beginning of the article states: "No one feature has accomplished so much in enlisting the interest of the junior members of the yacht clubs of British Columbia and Puget Sound as the development of the Kitten Class."

As Scott and I worked to finish the pattern for the shear, other students made progress on their own assignments for the day. Two others had cut a plank using a pattern made in a previous class and were heating up a steamer to warm the plank. The plank would need to be carefully bent to fit the lines of the boat and warm enough so not to crack as it was being put in place.

Other students worked on side projects, sanding old boats in the shop for a restoration. Kahn stood by the new kitten and explained how a water-tight seal was made. "In the past, shipwrights would take long strands of cotton or spun oakum and drive them into the seams between the planks," he says. "Then the gap was filled with a layer of pitch or anything

# THE CONSTRUCTOR

Instructor Ben Kahn has been interested in woodworking his whole life. He received a bachelor's degree in industrial technology with a focus on wood from Berea College in Kentucky. After graduating, he completed a course in boatbuilding at the Northwest School for Wooden Boatbuilding. A few years later, he was hired as an instructor at the school, a job he's held for 10 years.

Recently, Kahn has been taking on more private projects and teaching jobs outside of the school, like the kitten workshop at the Center for Wooden Boats. In 2014, he was featured in the BBC documentary *Operation Grand Canyon*, a re-creation of the first surveying expedition of the Grand Canyon undertaken by John Wesley Powell in 1869. Kahn, along with his students, created historically accurate wooden boats for the recreated trip down the Colorado River. He then joined the expedition as a carpenter, where his skills were put to good use maintaining the boat throughout the expedition.

that stayed flexible when exposed to water. Today we use a modern seam compound." He added that even the best sealed wood hull still leaked and needed to be constantly monitored.

We finished making our pattern, then moved it over to a board that would eventually become the shear, after our pattern was traced onto the board. I was starting to see the bigger picture and the many steps that went into making just a single piece of the boat. The sounds of antique tools at work and the smell of sawdust hung in the air as the day slowly began to wind down.

## KITTENS PAST AND PRESENT

Scott and I continued our work on the shear; the correct shape was marked off in pencil on the board and nails hammered into the marks. A long, thin piece of wood called a batten was run along these nails, and a second set of nails were hammered in above the batten, holding it in place. Pencil was used to trace along the batten, finally giving us the shape of the shear that would be cut from the board. That,



however, would have to wait for another day, as the sun was beginning to set.

As I walked over to the original kitten once again to take a picture, I was struck for the first time that day how much it and the kitten under construction were starting to look alike. I began to see the symmetry in both boats, knowing the process the builders of the first boat had undertaken, because I had just done a few of them myself. I wondered if the builders of that boat knew that it would last for 100 years and become the focus of admiration for a group of boat lovers and history enthusiasts?

My thoughts turned to the boat-to-be behind me. How long would it last, and will people of the 22nd century look at it? This sense of continuity was exactly the point of

this class and others like it, the reason living museums have such a draw, and why so many people spend their free time to return a missing piece of local boating history back to the water.

As we wrapped up for the day, Scott observed a small knot in the wood we had been working with. He called Kahn over, who made the judgement that the knot would likely interfere with the bending of the shear after steaming. We would likely have to start over and flip the pattern in order to dodge the knot. I laughed to myself as hours of work were cancelled out in a final, fitting hiccup that perfectly illustrated the frustrations and satisfaction involved in anything worth doing.

The sun was setting now and the shop lights turning off as I took one last look at the piece of boating heritage slowly being brought back to life. **NWY**



Evin Moore is an assistant editor at Northwest Yachting. He grew up in Redmond, Washington, graduated from UW, and looks to get on the water every chance he gets. Say hello at [evin@nwyachting.com](mailto:evin@nwyachting.com)

## WOODEN BOAT

### GLOSSARY

**Plank:** Wood that makes up the hull

**Shear:** Plank farthest from the keel

**Keel:** The chief structure that runs longitudinally along the base of the boat

**Doorskin:** A thin piece of flexible plywood

**Pattern:** A piece of doorskin or other material that is used to create the outline of a boat piece that needs to be cut.

**Batten:** Long thin strips of wood

**Molds:** Cross sectional shapes cut out of wood to bend planks around to create the exact shape of the hull.

**Ribands:** Horizontal pieces of wood that frames are bent around after being steam heated

**Frames:** Internal ribs of the boat; planks are attached to the frames

**Left to Right:** The kitten is built using carvel planking, meaning planks are laid edge to edge and fastened to a frame to create a watertight seal; the kitten on a return visit, clamps hold the plank's shape after steam heating.



# VANISLE

# 360

TWO DECADES OF RACING

*Now two decades old and counting, the Van Isle 360 sailboat race solidified its place as a Pacific Northwest classic. When you ask anyone who has taken part, it's not hard to see why.*

By Doug Hansen



Whether it's timing the current through the Seymour Narrows, short tacking along the beach in Johnstone Strait while bears flip boulders for food on shore, or humpback whales guide the fleet into the mouth of the Strait of Juan De Fuca, sailing in the waters around Vancouver Island is a bucket-list experience. While being blown away by the setting, it can be

easy to forget that the scenery is just the backdrop for some of the highest level of racing on the West Coast. Some come for the racing, others for the adventure, but what makes Van Isle 360 so special is that it is a sum greater than its parts. This race keeps boat owners and crews coming back year after year.

This summer, I will be racing with Steve Travis onboard his Transpac 52 (TP52)



since the team's first Van Isle in 2005, and we've added some great recent additions to round out the crew.

### 360° VIEW AT VAN ISLE

Van Isle 360 began in 1999 with a race around Vancouver Island, partly for the competition, but mostly to see if it could be done. No one knew if a scheduled multi-stage event was even possible with the shifting winds and currents through the Inside Passage and the potentially dangerous offshore conditions down the outside.

An additional challenge was managing the logistical nightmare of the traveling circus of road crews and crew swapping in and out. Understandably, it had never been tried before.

The first race, nicknamed the Ambassador Race, was made possible by generous sponsorship; it was an instant success. The following two races were held back-to-back in 2000 and 2001, but after three years on the trot, many involved wondered if perhaps a biannual format was a better way to run the race going forward.

Blast Performance Sailing stepped in after 2001 and shifted it to the alternating-year schedule to give racing teams a break and keep sailors from burning out.

Now 20 years old, the race's attendance ebbs and flows, but the level of competition is as high as ever. Thanks to the constant drive to increase the level of both competition and safety, Van Isle shows no sign of slowing down.

### THE COURSE

The general theme of the racecourse has remained the same for the past 20 years, i.e., keep Vancouver Island to port. The

fun kicks off this year with the official skipper's meeting in Nanaimo, with the start on June 1 in the harbor. From here, the fleet heads north through the Strait of Georgia to Comox, one of the longest inside legs, but the first so crews are fresh and ready to go. The next morning, the fleet heads for Campbell River, often fighting heavy current, to arrive at the finish line off the pier in town. Next the fleet motors north through the infamous Seymour Narrows, with favorable current to the start line set in Deepwater Bay at the north end of the channel.

The leg from Deepwater Bay to the fish farm at Hardwick Island is closer to a bobsled run than a boat race, with the current pushing the boats towards the finish line. That night the fleet roughs it while rafted to a commercial fish farm. No provisioning is available, so crews deal with what they brought.

Leaving the fish farm, the fleet races to the historic town of Telegraph Cove and some much-needed showers and clean clothes. The marathon of racing continues with a sprint leg to Port Hardy, where racers finally get a break with a full lay day. This is both an opportunity to make repairs and swap out crew members before the infamous "outside" legs.

As the fleet begins to head south, the race takes on a different tempo. Longer legs and lay days bring on the endurance half of the race. The first of the outside legs takes the fleet over the top, rounding Cape Scott and beginning the run south in the Pacific Ocean to Winter Harbor.

Another lay day in Winter Harbor gives crews a chance to fully understand just how far off the beaten path they are, whether it's waiting in line for the town phone or going for walks in groups to

**Left:** The 65-foot Sled /con enjoys ripping downwind in champagne conditions of the "outside legs." (photo: Sean Trew)  
**Below:** Light air starts with close quarters, and flowing currents make working for clear air critical on the inside legs.

*Smoke*, romping our way around the island one more time. This will be my fourth Van Isle 360, having done two onboard Steve's previous boat *Flash* and sailed on *Smoke* the last time the bi-annual race was held.

We're ready to come out swinging this year in a close-knit fleet of very similar boats, all gunning for the line honors win. It is exactly what we have been working towards. Our core group has been together





scare off bears. This remote fishing village always does its part to provide a bit of contrast to the frenzy of everyday life.

Back on the water, the race now turns into an endurance battle, with the long leg to Ucluelet clocking in at 140 miles. It's worth noting that this goes down as the longest race in the region, without sailing to Hawaii or Alaska. Another lay day in Ucluelet to dry out the boat and allow everyone to finish the long leg brings with it the rude awakening of more than one store in town; the availability of cell service quickly brings the real world back into focus. From here, the fleet enters the familiar waters of the Strait of Juan de Fuca on the way to Victoria and the official return to civilization.

After a well-deserved dinner hosted by Royal Victoria Yacht Club, the fleet dials up on start line for the final time. The last leg to Nanaimo can make or break the overall standings as the fleet splits around islands, choosing either an inside route through the Gulf Islands or staying outside through Haro Strait. Coming into the finish is bittersweet for those wrapping up a two-week endurance vacation. It is time to get home and get back to work for some, while for others it feels like things were just getting started.

## COMPETITIVE CREWS 2019

This year's entry list is headed up by an impressive ORC 0 fleet, pitting some of the fastest boats in the Salish Sea against one another. No fewer than four Transpac 52s, the Santa Cruz 50 *Surfrider*, the J/160 *Jam*, and a rather impressively crewed Riptide 41 named *Blue* are all looking to take on this year's course.

Steve Travis onboard his grey-hulled T-52 *Smoke* is no stranger to this race, with the team having taken part in every race since 2005. New to Van Isle 360 but far from inexperienced, John Buchan and his team onboard the dialed-in TP52 *Glory* are certainly going to be ones to watch, coming off last year's dominating season and looking to put their name on another trophy.

Newcomer TP52 *Sonic* hit the ground running, taking part in the full season of races and not shying away from the competition, pulling into the docks with a hard-fought win in the Seattle Yacht Club's Protection Island Race in boat-breaking conditions. Also in the 52-foot group and sporting a new mast, Steve Johnson's *MIST* is itching to stretch her legs after nearly a year off the water, awaiting her newly built mast. All in all, there is sure to be drama and close action on the water with such a competitive and evenly matched group battling around the island.



**Clockwise from Top Left:** The winners of the 2007 race, bask in the glory; Beautiful day underway aboard *Flash*; The TP52 *Smoke* will be a hot contender this year (Photo: Jan Anderson); The crew of *Flash* pose in Port Hardy; Mounties and First Nations representatives welcome the racers to Port Hardy; A view from the French Creek starting line; *Flash* at Telegraph Cove; *Raven* crew in 2011, geared up and ready to race.

Photos: Suzanne Travis, except *Smoke* (Jan Anderson)

## THE COMPETITION

### 40 VERY RAPID TEAMS WILL DUKE IT OUT THIS SUMMER:

On the other end of the size spectrum, but taking things no less seriously, is Ian Loyde on the Grand Prix 26. No, that's not a typo, a 26-foot boat is going to be racing around the island. Ian is no stranger to the race, having competed many times before on *Raven*, but this year he is taking things to another level with this pocket-sized racer.

Built as an offshore-capable sport boat, the GP26 may be the smallest boat in the fleet, but it's far from the slowest, regularly holding pace with boats half again larger, surely a boat to keep a close eye on.

Those following the fleet should wisely track Michael Schoendorf's Riptide 41 *Blue*, which is set to turn heads this summer. Sporting a water ballast and world-class crew of seriously experienced sailors, this team is a serious contender, especially in the second half with the longer offshore legs giving them a chance to stretch in the conditions the boat was born to sail. They are well situated to keep the big boats looking over their shoulders and the smaller boats working to keep up with the purpose-built offshore racing machine.

Meanwhile, there is a Canadian boat that is tough to ignore as well. The race-ready J/111 65 *Red Roses II* has a winning track record and a young but experienced crew looking to finish what they started two years ago. They are coming out with a bone to pick after losing their rudder in a high wind leg from Telegraph Cove to Port Hardy in the 2017 race. The team is fresh off a handicap win at Southern Straits, and it's tough not to put money on the young team from Vancouver.

Of course, I'd be remiss not to talk shop about life as part of the *Smoke* crew. Rounding out the roster and keeping us all in check, Steve's wife Suzanne manages the shoreside support and does a fine job of keeping the 13 crew in line and on schedule.

This race is a coming together of many things both on and off the water, from boat deliveries to safety gear checks, and hotel reservations. No one thing is any less important than another. It literally takes a village (and a fish farm) to get one of these boats around the island. Often it is up to the crew to figure out how to keep things moving forward throughout the two-week ordeal with minimal resources and never much time.

Over the years, we have rebuilt transmissions in woodsheds, steering quadrants on docks, and boom goosenecks overnight, just to name a few. To say that this race has been a cornerstone of my adventures would not go far enough.

BOAT	TYPE	SAIL NO.	SKIPPER/SKIPPERS
Red Roses II	J/111	CAN 38	A. Smyth, B. Chan
Alegria X	Dufour 45e	4501	E. Heinzemann
Back Bay	Cal 39	8939	P. Schoenburg
Blue	Riptide 41	USA 1717	M. Schoendorf
Blue Joy	J/120	GBR8416R	K. Treharne
Boomerang	Cal 40	9680	G. O'Byrne
Cheekee Monkee	Farrier F-45 RC	2	K. Alfreds
Discernment	Dufour 335	1036	M. Owen-Flood
Expresso	Express 37	18373	G. Bishop
Flow	Dehler 36 SQ	707	S. Horak
Fortuna	C&C 115	62	D. De Lanoy
Freja	Aerodyne 43	USA 2	J. Cruse
Galmegi	Ross 930	CAN 69307	J. Hale
Glory	TP52	USA 88008	J. Buchan
Gusto	Swan 441	44119	H. Albrecht, B. Miller
Hana Mari	Wylie 43	79026	G. McLean
HMCSTV Goldcrest	CS 36	KC2355	K. Greenwood
HMCSTV Tuna	CS 36	KC 2372	LCdr. Maier
Image	Catalina 38	79175	M-A. Klimaschewski
Iris	Jeanneau 51	75	J. Sheppard
JAM	J/160	18	Bill Fox
Lodos	J/109	171	Tolga Cezik
MIST	TP52	USA 52	Steve Johnson
Mojo	J/109	237	Mark Hansen
Nirvana	Beneteau First 40.7	47071	D. Minenko
Oxomoxo	Swan 391	39118	D. Frazer
Paragon	X-372 Sport	CAN 41674	K. Campbell
RIVA	J/121	237	S. Campbell
Rubato	Hanse 400e	74408	S. Blaine
Serendipity	J/109	CAN 258	T. Sitar
Serenite	Beneteau Oceanis 46	93	V. Mushkatin
Shearwater	J/120	USA 120	C. & J. Wolfe
Smoke	TP52	52005	S. Travis
Sonic	TP52	USA 52725	M. Omilian
Surfrider	Santa Cruz 50	CAN 1015	G. Johnson
Ultraman III	Naval Force 3 S-40	JPN 6288	J. Saunderson
Wraith	Grand Prix 26	18	I. Lloyd
Zulu	Jespersen 42	74391	F. Gibbons

Van Isle 360 has set the pace for much of my life and set the bar by which my experiences are measured against. As the days on the calendar get closer and the work list gets shorter, there is no doubt that this year's Van Isle 360 is going to be one to remember. **NWY**



Doug Hansen is a Seattle native and grew up cruising and racing in the Northwest. After spending several years taking care of boats and competing in regattas throughout North America and Europe, he has returned to Seattle to complete a degree in Mechanical Engineering. He is an active participant in the Seattle racing community and enjoys sailing on all types of boats.

**Below:** Purpose-built for distance racing and crewed by Americas cup veterans, the Riptide 41 *Blue* is be one to watch. (Photo: Mark Gillespie)



# RACING SHEET

## Races Galore: Tri-Island, The Straits, & More

Words: Doug Hansen // Photos: Jan Anderson

**T**he early summer racing calendar is busy, and if you happen to be a weeknight racer, the schedule is downright silly. With the Ballard Cup on Monday night, J/24s or Duck Dodge on Tuesday night, PHRF and one-design keel boat races on Wednesday night, and one-design dinghy racing on Thursdays, it is easy for people around the office to start asking questions about where you go at 1500 hours every day. On top of the weeknight racing going full throttle, nothing is slowing down racing on the weekends.

Spring didn't go down quietly. The 2019 Tri-Island Series felt like a long time coming this year, having already had a busy racing season before sunshine

broke through the bitterness of winter. Starting things off with the longest race first, the Protection Island course was one of the first times this season that boats would line up for a long distance race in Puget Sound.

Alternating between Smith Island and Protection Island, the first of the three-race series is one of the few events that take fleets north of Whidbey Island. The tricky current swirls and funneling breezes make this fairway a complicated race-course, full of passing lanes as well as the occasional trap where boats can get stuck as they watch the competition literally sail a circle around them.

There are always unknowns and variables in any long race, but this year's event had

one thing for sure—wind. Breeze had been heavy in Port Townsend, coming in from the Strait of Juan de Fuca for days, kicking up an unruly sea state throughout the waters north of Point No Point. This, combined with the boiling currents at Admiralty Inlet, made for a perfect storm of washing machine sailing conditions that would test even the most seasoned crews.

The start had an ominous tone with boats motoring out of the marina. Sails were raised and heavy air sails rigged as the wind began to swirl and shift. The ensuing confusion was downright maddening, with boats slating in the chop. While the start sequence ticked down, boats in the ORC class hoisted spinnakers to get moving to-

wards the north in the confused sea state and light breeze. Light air spinnakers went to jibs and back to spinnakers as the wind continued to swirl and refused to fill from the north.

As the fleet battled its way to Point No Point, the wind finally began to fill from the north and quickly began to show its teeth to the leaders. The wind steadily climbed into the low 30s by the time boats reached Admiralty Inlet, where the awaiting waves began to take their toll. Many of the long course boats began turning back and retiring in the face of the nasty conditions and the promise of things getting worse before they got better.

Only 9 of the 26 boats that headed out for the long course finished, battling through tough conditions for a hard-fought victory over those that turned back. In ORC, the new team onboard the TP52 *Sonic* came away with their first win, finishing the course in just under 10 hours, while Charles Hill's *Different Drummer* took home the short course line honors, beating the Ross 930T *Overtime* by just over one minute after seven and half hours of racing.

Following the Tri-Island fully crewed race to Port



Top: Single- and double-handed crews enjoy a light downwind ride during the Sloop Tavern-hosted Race to the Straits. Bottom, left to right: Kite dips in the water during Race to the Straits; *Wild Rumpus*, a Santa Cruz 27, makes the most out of a beautiful day on the water during Race to the Straits.

## Results: Race to the Straits 2019

Listed are selected results from all three 2019 Race to the Straits, double-handed division.

	Boat Name	Skipper	Sail No.	Boat Type	Class	Saturday Cor. Time	Sunday Cor. Time	Series Cor. Time
1 <sup>st</sup>	Secret Squirrel	Matt Pistay	51507	Sea Cock 40	18	7:13:28	3:57:24	11:10:52
2 <sup>nd</sup>	Ocelot	Jennifer Glass	28909	Sloop	18	7:12:59	4:03:24	11:16:23
3 <sup>rd</sup>	Nimbus	Mark Harang	77058	Evelyn 26	6	7:15:54	4:06:42	11:22:36
4 <sup>th</sup>	Madrona	Lindsay Bergan	79067	Custom 40	18	7:26:14	4:00:56	11:27:10
5 <sup>th</sup>	Square One	Brent Campbell & Simon Miles	630	Farr 30	17	7:23:12	4:13:46	11:36:58
6 <sup>th</sup>	Gray Wolf	Evgeniy Goussev	401	Custom 40	16	7:37:07	4:03:23	11:40:30
7 <sup>th</sup>	Shearwater	Chris & Justin Wolfe	USA 120	J/120	16	7:39:10	4:05:16	11:44:26
8 <sup>th</sup>	Maya	Alan Lubner	59	Dehler 46	16	7:41:41	4:06:34	11:48:15
9 <sup>th</sup>	Hinzite	Hinze / Butler	50005	J/120	16	7:41:47	4:10:16	11:52:03
10 <sup>th</sup>	Warcano	Michael A Goldfarb	57	Farr 30	17	7:54:25	4:05:03	11:59:28
11 <sup>th</sup>	Eclipse	Kirk Fraser	256	J/109-2	15	7:43:57	4:19:11	12:03:08
12 <sup>th</sup>	Wild Rumpus	Stephanie C Schwenk	83	Santa Cruz 27	9	8:02:43	4:05:00	12:07:43
13 <sup>th</sup>	Scoundrel	Andrew Nelson	18199	Olson 30	12	7:54:05	4:14:11	12:08:16
14 <sup>th</sup>	Nefarious	Daniel Randolph	USA 53	Farr 30	17	8:06:46	4:04:20	12:11:06
15 <sup>th</sup>	First Light	Dorr Anderson	59500	Beneteau 47.7	16	7:53:04	4:20:54	12:13:58
16 <sup>th</sup>	Lxiii (63)	Dennis Clark	63	J/27	9	8:04:01	4:10:43	12:14:44
17 <sup>th</sup>	Selah	Tad Fairbank	77	J/100	15	8:02:14	4:13:06	12:15:20
18 <sup>th</sup>	Morphine	Nick Farley	72	Moore 24	7	8:05:29	4:11:44	12:17:13
19 <sup>th</sup>	Bat Out Of Hell	Lance Staughton	USA 55	Farr 30	17	8:11:18	4:08:24	12:19:42
20 <sup>th</sup>	Solution	Tyson Varosyan	28335	J/35	15	7:57:43	4:22:50	12:20:33

Townsend, many skippers were again sailing north, but this time a change of pace and a change of crew were in store. Now in its 18<sup>th</sup> year, the Sloop Tavern Race to The Straits (RTTS) invites double-handed and single-handed sailors on a two-day race to Port Townsend and back, with a break in the middle for refreshments, of course. The race is a fan favorite, due in no small part to the pursuit scoring system that has boats starting per their handicap and whoever crosses the line first is the winner, instead of everyone starting at the same time and calculating who won after the fact.

This year's event was a light air affair, with many boats fighting it out for favorable current and taking multiple attempts at reaching the required gate mark midway through the race to save their halfway time for scoring. Of the 125 boats, only 46 completed the full course on Saturday as the ripping currents and light winds were forcing boats to set anchors so as not to go backwards.

The party that night was well worth the struggle, even for the boats coming into the finish with their motors on. It was all smiles at the Port Townsend Maritime Center as beer and wine enhanced the day's adventures and dinner was served to the group of hungry sailors.

Sunday looked again to be a light air battle, only this time the current was pushing the fleet in the right direction with the wind at their backs. Spinnakers kept boats moving as much as they could. Ninety-one boats completed the whole course in what felt like record time compared the previous day's adventure.

When the dust settled, Matt Pistay was on top of the heap

## Results: Protection Island 2019

Select finishers from the 2019 Protection Island Event.

### ORC

	Boat Name	Skipper	Sail No.	Boat Type	Elapsed Time	Corrected Time
1 <sup>st</sup>	Sonic	Marek Omilian	52725	TP52	9:43:52	18:08:03
2 <sup>nd</sup>	Dark Star	Jonathan McKee	9700	Bieker 44	10:52:04	13:26:52

### PHRF Long Course

	Boat Name	Skipper	Sail No.	Boat Type	Elapsed Time	Corrected Time
1 <sup>st</sup>	La Reve	Michael Breivik	159	Beneteau 45.75	13:42:09	12:02:08
2 <sup>nd</sup>	Constellation	RonHolbrook	52529	J133	12:45:03	12:13:03
3 <sup>rd</sup>	Lodos	TolgaCezik	171	J109	13:45:52	12:13:51
4 <sup>th</sup>	Freja	Jonathan Cruse	2	Aerodyne43	12:41:12	12:17:12
5 <sup>th</sup>	Iris	John Sheppard	75	Jeanneau51	14:04:48	12:56:47
6 <sup>th</sup>	Dark Side	Nicholas Leede	77707	Schock35	15:11:22	13:35:21
7 <sup>th</sup>	Dazed & Confused	Duncan Smith	129	Olson30	19:01:31	16:49:29

racing the Skiff Sailing Foundation's canting keel *Shock 40*, which just ate up the light air conditions both days.

With much of the traditionally cold and windy spring racing behind us, summer is looking bright on the horizon. As the weeknight summer series

move into warm weather and t-shirt sailing, it is finally feeling like summer after what was a tough winter.

Headed into the final races of the Tri-Island Series, Royal Victoria Yacht Club's Swiftsure, and the Van Isle 360, there is plenty going on to keep the racing

crowd busy for at least the first few weeks of summer. Be sure to check back here for updates on these events and more as we head into the warm season.

NWY

Left: Outrider leading *Taj Mahal* in the early morning sun.

Right: *True North*, a Pearson 28-2, with double-handed crew during Race to the Straits.



## Sidney, British Columbia

By Norris Comer

**Y** You may not realize it, but if you've travelled to Vancouver Island, British Columbia, you've probably been to Sidney. Positioned adjacent to the Victoria International Airport and the busy ferry terminal of Swartz Bay, the Sidney crossroad also serves as a boat-friendly nook with the gorgeous backdrop of Haro Strait and Mt. Baker. Here is a small coastal town that's made the sometimes tricky transition from a lumber and railroad hub to a tourist and residential community with grace.

The name may sound Anglo, but it actually originates from the WSÁNEĆ First Nation who inhabited the region before European colonization. They called the area SET, TINES that translates to "chest sticking out", perhaps a reference to the geography of the location.

A summer's afternoon spent casually exploring the public-centric waterfront is a slice of paradise. Kids and dogs chase each other on the green lawn of Beacon Park or along the rocky shore of Glass Beach, and laughing couples talk starry eyed on a date over coffee or, if it's going well, drinks. Here is a haven for independent bookstores, cute boutiques, and flower shops.

Thanks to the well-appointed Port Sidney Marina, boaters can enjoy that Sidney magic. Positioned between rustic Salt Spring Island and urban Victoria, Sidney has a foot in both worlds, making it an ideal place to refuel and provision. You're within striking distance from Campbell River to the north, Vancouver, B.C. to the east, and the San Juan Islands to the south, a strategic position for a boater on the loose. Enjoy the sights and make your next move, skipper.

NWY



### Wandering the Waterfront

Sidney deserves a world of credit for making its charming waterfront the public centerpiece of the town. A visiting boater who exits the Port Sidney Marina is plopped right on a pedestrian trail that winds south along the edge of the beautiful Haro Strait. Beyond the cluster of waterfront dining and drinking establishments is a large grassy expanse known as Beacon Park that has picnic written all over it. This area also has ready access to the Shaw Centre for the Salish Sea (essentially an aquarium and cultural center hybrid), Haven Spa and Salon, and a pier with great views and a seafood bistro at the end.

Keep up the southerly course on the path and you'll make it to Glass Beach and Diver's Point. These areas are popular in the summer months, with visiting families wading along the beach or wandering to the end of the southerly fishing pier to see what the recreational crabbers are pulling up in their pots. Scuba divers can be spied as they surface from exploring the local depths.

### Brain Food

A standout feature of Sidney is the menagerie of adorable, independent bookstores along Beacon Avenue. You'll find no fewer than four standouts between 1st and 5th streets: Galleon Books & Antiques, The Haunted Bookshop, Tanner's Books, and Beacon Books. Each has its own distinctive flavor, somehow coexisting peacefully. Perhaps this speaks to the high mindedness of the locals.

Other sources of brain food include the Sidney Museum, which focuses on local history (more online at [sidneymuseum.ca](http://sidneymuseum.ca)) and the Mary Winspear Centre, an event and theater facility ([marywinspear.ca](http://marywinspear.ca)). The Mary Winspear Centre is also across the street from the Visitor Information Booth, a smart stop for those wanting to stay in the know.



### Shopaholics Unite

Sidney is a jolly-feeling, boutique town, so of course there are plenty of fun shopping opportunities catered towards out-of-towners and those looking for an afternoon escape from Victoria. To idle away a few hours and pick up some gifts or souvenirs, a stroll up and down Beacon Avenue is highly recommended.

In addition to the pack of bookstores, Beacon Avenue is home to Brown's The Florist, Cameron Rose Gifts, Marmalade Tart Boutique, Baden-Baden Boutique, Buddies Toys, Dancing Orchid Gift Shop, and much more tucked among cafes and restaurants. Your exact path will

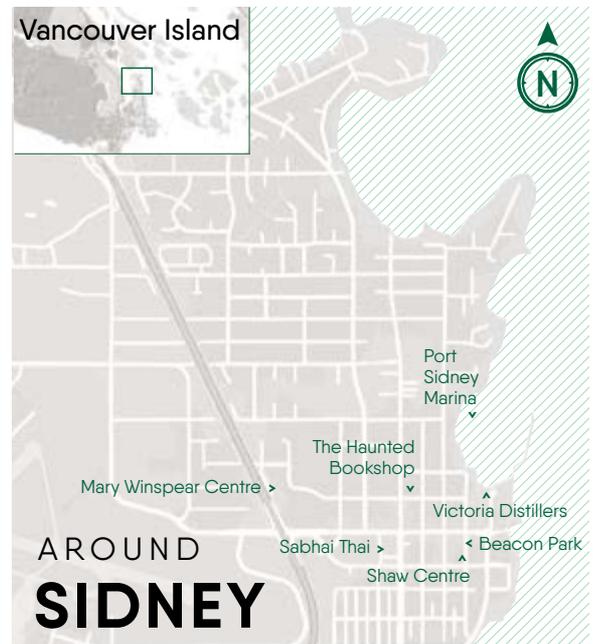
be determined by what you're looking for, but you'll probably find whatever is on your list (and plenty of things that you didn't even know you needed).

## What's the Deal with the Art?

You probably won't be off the boat for more than five minutes before you encounter a prominent piece of art in Sidney. The Eye of the Ocean by David Hunwick is essentially two whale bones arranged into the shape of an eye gazing out at the sea.

The Sidney Pirate by Jake James is a playful, jaunty character, with a telescope over one eye and eye patch over the other. The Diver is an all-wood, super-sized scuba diver cut from a single 80-foot red cedar by Alan C. Porter and marks Diver's Point, where scuba enthusiasts explore.

Many of the sculptures on display are part of the Sidney Seaside Sculpture Walk, opened to the public in 2012. Some are for sale, while others are commissioned by the town. The onslaught of art certainly adds flavor to the place, the gorgeous natural backdrop a part of each masterpiece. A few memorials, such as the United Nations and NATO Forces Memorial, and murals, like the First Nations Nil/tu,o, are scattered about the area as well. A map of these sights can be found at the aforementioned Visitor Information Booth near the Mary Winspear Centre.



## Event Madness

Given Sidney's charming public waterfront, cultured vibe, and visitor-oriented offerings, it's no wonder that it serves as a venue for events of all kinds. From the annual BC Boat Show (May) to the massive summer Sidney Street Market on Thursdays (June through August, 1030 to 1730 hours), Sidney is the kind of place ripe for live concerts, festivals, outdoor art shows, and the like.

To stay in the know, you can check out the town's event calendar at [sidneybia.ca/events/calendar](http://sidneybia.ca/events/calendar).

## Springboard

Key to Sidney's identity is its role as a crossroads, positioned near the Victoria International Airport and the Swartz Bay ferry terminals. For the adventurous with bicycles in tow, Sidney sits on a 55-kilometer (34-mile) multi-use trail from Swartz Bay to Victoria called the Lochside Regional Trail.

For boaters, Sidney represents a tempting stopover for those heading north to wilder waters and who want to fuel up and fully provision. Boaters heading south may be hankering for some of that civilization and culture after weeks navigating the waters of rural B.C. Whatever your travels have in store for you in this corner of the world, don't be surprised if Sidney acts as a springboard to the next step in one form or another.



## GASTRONOMY

Sidney may be small, but from a culinary standpoint, it is mighty. Popular ethnic offerings include Bistro Suisse, Sidney Harbour Chinese Buffet, Maria's Souvlaki Greek, and Sabhai Thai Restaurant (all near the water on Beacon Avenue). There are also plenty of coffee shops and bakeries to complement the boutiques and bookstores.



At its soul, Sidney is more of a seafood, pub grub, comfort food kind of town. Boaters in the Port of Sidney are strategically located near both the Surly Mermaid and Rumrunner Pub & Restaurant. Both are seafood/Pacific Northwest/bars with waterfront views. You can get slightly more upscale versions of these places a bit farther south in Haro's Restaurant and Bar and Beacon Landing Restaurant & Lounge, both overlooking Haro Strait.

If you're into gin or a fan of the Empress Hotel, a visit to Victoria Distillers is a must. They make the gin used at the iconic hotel in Victoria and have a great waterfront setup a block from the marina. I gave their Distillery Flight gin sampler a go and didn't look back (\$13 CAD). Their cocktails are also delicious.

Marinas

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# ASK THE EXPERTS

## Solar Boats

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**Alex Borton**

Alex Borton is a Bellingham, Washington-based U.S. Coast Guard certified boat captain who works with Sustainable Energy Systems. The company was founded by his Troy, New York-based father, Dr. David Borton, who is also a licensed captain. The two have worked on several solar boats across the country and have ambitions to launch production lines of their completely solar cruising boats.



The promise of green technology is all around us—on land with hyped-up electric cars, solar panels on roofs, and increased acreage of wind farms. But what about the sea? Specifically, our boats? Surely, if we can send rovers to Mars and find spouses via dating apps on our cell phones, we can make a 100 percent green-powered boat. (*Cue the sniggers from sailors who've been doing this since the Neolithic period.*)

Sailing aside, shouldn't it be possible to fire up the engines without that toxic soup of long-dead lifeforms we call fossil fuels? You don't have to be a tree hugger who wants to reduce the carbon footprint or reduce noise emissions that bother whales. We all want to save money at the pump or hold a non-shouting conversation while underway. Spare a moment to contemplate this utopia: never paying for gas or electricity for your boat. Ever. Again. Paradise!

Thus, we segue into a new generation of solar boats and the *Solar Sal*, an all-wood, 27-foot, custom boat designed by Sam Devlin. A pretty, traditional-looking vessel in her own right, the groundbreaking aspect of the *Solar Sal* is her guts. This boat is 100 percent solar powered, built to cruise nearly si-

lently and indefinitely without almost ever hooking up to shore power. This capability differs from other solar-powered peers like the Duffy Boats used for sunset tours on Lake Union, or the high-performing, all-electric outboards of Seattle marine technology startup Pure Watercraft.

*Solar Sal* is the product of Sustainable Energy Systems, a company founded by Dr. David Borton about ten years ago that has worked on mostly land-based solar energy projects. Borton was joined by his son and fellow boater Alex Borton, and the two spearheaded the dream of not only building solar boats, but also launching successful lines of 38- and 45-foot purely solar cruisers.

Their collaboration is a cross-country endeavor, with Alex living in Bellingham, Washington, and his father based in Troy, New York. They've produced other notable solar boats as well, including a 44-foot tour boat for the Hudson River Maritime History Museum in downtown Kingston, New York.

How are they going to take solar boats into production? I had to find out, so I met Alex aboard the *Solar Sal* at the docks of Waterline Boat Works on South Lake Union to ask the expert on solar boats.

**NWY: One aspect of your solar boats is the ability to cruise indefinitely without needing to ever plug in. How does a boat achieve this all-green energy, off-the-grid capability?**

So, people always ask us 'how far can it go?' because they think all electric boats need to charge up at shore. We plug in to the sun. With our boats, it's not about how far but rather how fast.

If the summer sun is shining, you cruise at five knots almost all day long without even drawing power from the batteries. If it is dark, then there are 40 miles in the batteries at five knots. If you want to go six and a half knots, you probably got about two hours of juice to do so. Even on a cloudy day, you can maintain two knots if you threw your batteries overboard (but we don't recommend that).

As long as it is daylight, there is energy coming in from the sun to move the boat.

**NWY: When standing on *Solar Sal*, I've got all the comfort and push-button convenience of a power boat, yet performance is related to the amount of sun available like a sailor with the wind. Is there some merit to that summary?**

Yes, I'd say so. In the summer, you'll be able to do just about everything your fossil fuel motorboat peers will be able to do at that five to six-knot range. In

– Elvis Presley

## Sustainable Energy Systems and Solar Sal

Sustainable Energy Systems was founded by David Borton, who now works with his son Alex Borton on their solar boat passion. The duo teamed up with famed boat designer Sam Devlin to make an all-wood, 27-foot example of what they can do, the *Solar Sal*. Built to that famous Sam Devlin standard, the *Solar Sal* can clip along at seven knots indefinitely without even drawing from the batteries, as long as the sun is shining (three knots on a cloudy day). Operation is near silent with zero carbon emissions. *Solar Sal* is listed with West Yachts at the time of this writing.

Web: [solarsal.solar](http://solarsal.solar)

Contact: (360) 303-2981 / [alex@solarsal.solar](mailto:alex@solarsal.solar)



the shoulder season, like sailors when the wind is low, you may be more limited to daytime cruising. You may need to take a day at anchor here or there to replenish the batteries, or plug into shore power overnight.

Like I said earlier, we're eager to get our 38- and 45-foot production cruisers built. It's a new kind of boating. If you want to go fast, this isn't the boat for you. If you don't mind five or six knots—and for a lot of folks that's their speed anyway—and unlimited range, then our boats are worth considering. As you mentioned our boats are quiet and there are no diesel odors. Being on the water on a solar boat is really quite pleasant.

**NWY: Currently these boats are in the custom realm?**

Yes, right now they are custom one-offs built by Sam Devlin. *Solar Sal* is priced at \$269,000. Most of that is because it is a custom wooden boat. It'd be priced around there with conventional engines too. The solar system aboard ran about \$30,000; including panels, battery, charging systems, etc. The beauty of a custom boat is it can be configured exactly how you want it.

**NWY: Solar technology seems to be steadily improving every year. Do you see a plateau with regards to panel efficiency on the horizon, or no?**

I think the trend will continue. Right now, these are the most efficient photovoltaic cells we could find, with 23 percent efficiency. For boats, you have to go really efficient because you have limited space aboard.

We're not as dependent on battery technology as some might think. We don't utilize a giant battery bank, instead emphasizing the efficient solar system so the owner will need to draw from the batteries less. With *Solar Sal*, we went with the high-end lithium iron phosphate batteries that are fantastic, but we've successfully used normal lead acid batteries,

notably with another project of ours on the Hudson River. Our Solar Sal 44T just passed full U.S. Coast Guard inspection and is now the first all solar-electric boat with no diesel backup to accomplish that.

**NWY: Are there ideas to not only apply this tech to a production line, but also implement these systems on existing motor or sail boats?**

It is hard to retrofit an existing boat to 100 percent solar because we need an efficient displacement

hull with a large roof area with panels. For what we're doing, the hull form is very important to success for 100 percent solar. The hull needs to be a long, thin, hyper-efficient full displacement one to work. It is easy to add solar panels to any boat to increase efficiency and reduce the need for a generator. BRJ Solutions in Seattle and Revision Marine in Port Townsend do excellent work designing systems like this for existing boats. **NWY**



**Top:** Even on a cloudy day, *Solar Sal* has enough energy to maintain 3 knots. More speed, of course, draws from the batteries and means less range.

**Below:** Inside the Devlin-built *Solar Sal* at the 2019 Seattle Boat show.

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# Kevin's Catch

By Kevin Klein



Continued from Page 59

I love to go for a couple trips a year on one of the fast "six-pack" charters, or with friends who have boats moored at Westport or Ilwaco.

I haven't caught the tuna bug near as bad as some, but it is a lot of fun and the fish are great eating any way you slice them. And, I do like to slice them thin when raw and drag them through a little soy sauce and wasabi. Fixing them fresh, no matter what method, is the best. Beats trolling for tuna through the canned goods aisle at the grocery store, hands down.

Prawns should still be available through June in Marine Area 7 West in the San Juan Islands. There have

been many rule changes to this and other fisheries this year. Always make sure and check the Washington Department of Fish and Wildlife website before you go—not only for regulations, but for emergency rule changes as well. Find them at [wdfw.wa.gov](http://wdfw.wa.gov). The rules aren't that complicated for prawns, but it pays to know before you go.

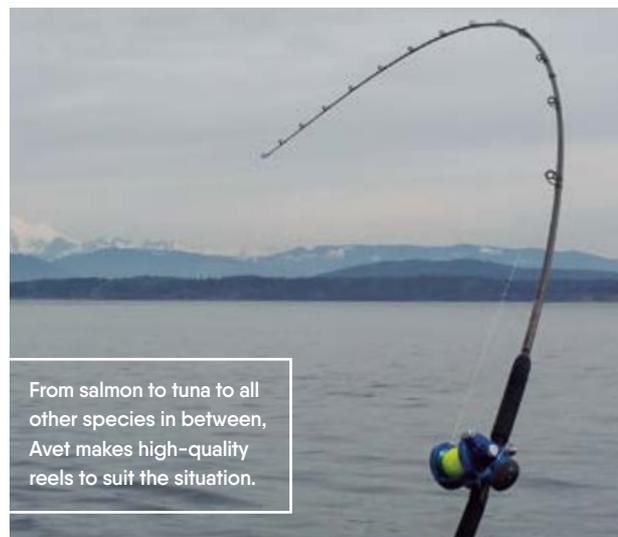
That's a wrap for June. Next month, salmon fishing kicks off in many parts of the Northwest. We'll cover crabbing as well. Until then, make some time to get out on the water and go get some fish!

NWY

## Kevin's Pick:

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"He [Robert the sailing parrot] has always 'helped' me while I've worked on various yachts, and thoroughly enjoys all things boating. Boatyards are like a huge playground with so many things to crawl around on. A mainsheet hanging from the boom is a favorite.

The Harken perch is his primary piece of gear, and very handy as it weighs about 4 times as much he does, so very effective ballast when the winds pipe up. It came about after a night sailing off Diamond Head on my friend Dee's Tripp 40. Robert was having some difficulty holding onto the top of a self-tailing winch. One talon had a firm grip on the stripper arm, but his other talon had no perch.

I sent a photo of this to Harken and asked if they could redesign their self-tailing winches to provide better perching. Three weeks later, a package arrived from the Harken factory in Pewaukee addressed to Robert. Inside was this polished perch that inserts into the winch handle socket and two knurled perch rods. Engraved on the perch was the Harken logo and Robert. Must have been a slow work week at the Harken factory?"

-Jim Donovan

*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@nwyrachting.com](mailto:editorial@nwyrachting.com). Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue of the magazine. Keep in mind we need large, high quality images for our print publication, so please keep image resolution to above 300 DPI.*



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Continued from page 32



## United Yacht Sales Comes to Bainbridge

By Eva Seelye

United Yacht Sales, one of the largest, independently owned yacht brokerage groups in the world, has opened its third and newest office in the Pacific Northwest on Bainbridge Island.

The waterfront-located office at Eagle Harbor Marina is operated by Kitsap County native Rick Hoffman, who joined United Yachts' worldwide staff of over 150 independent professional yacht brokers in 2011, when the firm first opened their doors in the Pacific Northwest.

Hoffman reflects on what this means for the locals, "This is an exciting time for boaters in the Pacific Northwest," Hoffman explains. "Whether it's a new buyer looking to purchase their first boat or an experienced boat owner looking to move up, the options have never been more plentiful." He continues, "We look forward to a longstanding commitment and community building in an area I love and call home."

United Yachts' Pacific Northwest locations—Seattle, Vancouver, Brit-

ish Columbia, and now Bainbridge Island—are part of their worldwide fleet of over 25 offices in the U.S., Canada, Europe, Asia, and the Bahamas. "Our goal is to provide world-class service, premium inventory, and state of the art tools to a region that has been largely underserved until now," says Hoffman. "We believe our new office will fill an important void for both boat buyers and sellers of not only Bainbridge Island, but the Kitsap and Olympic peninsulas." **BN**

United Yachts celebrated the opening of their new Bainbridge location with live music.

## Bertram Announces New CEO

By Evin Moore

Bertram Yachts recently named Mark Paulhus, an industry veteran with 35 years of experience, as their new CEO.

Paulhus previously served at Chris-Craft, OMC, and Brunswick Corp. Paulhus spent 28 years at Brunswick Corp. in product development, strategic planning, and general management. From 2015 to 2019, Paulhus was at Brunswick's Sea Ray division serving as senior vice president of product development and engineering.

"I am exceptionally proud to start this new adventure with Bertram Yachts," said Paulhus in a press release. "We are working on several exciting new projects." **BN**



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## New VP named at Gill

By Evin Moore

The marine and fishing apparel brand Gill recently brought on Chris Melton as their new VP of sales and marketing in North America. Melton is stepping in to replace David Pritchard, who is retiring after 35 years at the company. Melton previously served as the director of sales and distribution in the Americas for the Vibram Group's Footwear and Accessories division after serving as head of American operations for inov-8, an all-

terrain footwear and equipment brand. "I'm extremely excited to begin this position with Gill, and honored to be leading such an iconic, technical marine brand into its next chapter in North America," said Melton.

Jamie Tunnicliffe, Gill Marine's CEO commented, "Looking to a bright future, we were greatly impressed by Chris's energy and expertise. He brings a wealth of big brand experience and well-rounded skills

in managing commercial relationships and marketing, and with his love of the outdoors, I have no doubt he will fit in perfectly and enable our US and Canadian presence to go from strength to strength."

Tunnicliffe also thanked Pritchard for his years of service to the brand. "We are indebted to David Pritchard for building an incredibly successful platform

for Gill in North America over the last 35 years! It has been his baby and the business is now enjoying phenomenal success and double-digit growth in the marine and fishing sectors."

Melton is an outdoor enthusiast who grew up fishing and water-skiing. He and his family continue to spend much of their free time on the waters of New England.

Melton indicated that he was excited for the future with Gill. "The global retail landscape continues to develop at speed, with the rapid evolution of e-commerce and changes to how customers buy in store, I look forward to helping Gill achieve growth initiatives in the US, Canada, and Caribbean." *BY*



Chris Melton



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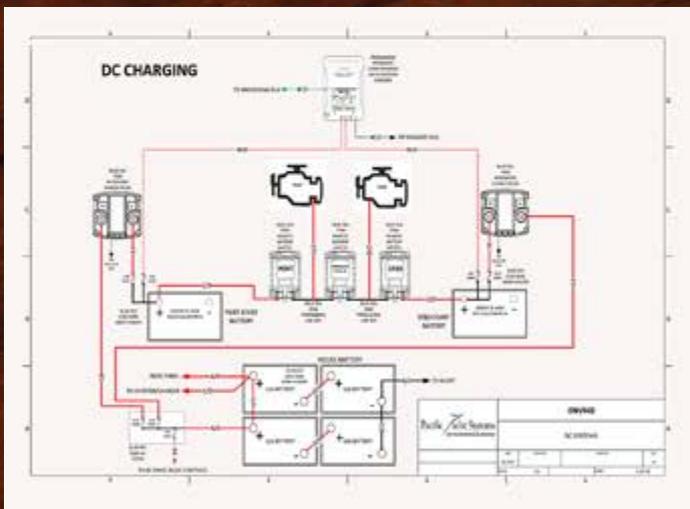
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## Business Notes

### Swiftsure Adds New Brokers

By Eva Seelye

Swiftsure Yachts recently announced the addition of two yacht brokers to their team: Kurt Hoehne and Bill Niedringhaus. Both have years of sailing experience under their hull, as well as boat systems and yacht design knowledge. According to a press release from Swiftsure, "Kurt and Bill are eager to help sailors of all levels find the vessel that is right for them and their sailing aspirations."

Hoehne started out cruising and became involved in big-boat racing programs on the Great Lakes before moving to the Pa-

cific Northwest, where he was later in the marketing department of Alaska Diesel Electric and previously an editor for *Northwest Yachting* magazine.

He was familiar with Swiftsure and their partners prior

to his career move, sailing with Swiftsure crew Brad Baker and Ryan Helling in various races and lending a hand



Kurt Hoehne

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in delivering Baker's boat from Hawaii. "Being on the crew at Swiftsure is a great fit," explains Hoehne. He's located in Swiftsure's Seattle office.

Niedringhaus grew up on San Juan Island and dabbled in many aspects of the local boating community. He's been a yacht manager, owner's representative, marine industry business owner, able-bodied seaman, mate, en-



Bill Niedringhaus

gineer, project manager, program manager, helmsman, and boat captain over the years, clearly jumping on any opportunity to expand his on-water knowledge and skills.

Bill explains that he's "grateful to call this maritime community home and looks forward to meeting fellow boaters on the dock or along the way to their next destination." Niedringhaus is located at Swiftsure's Anacortes office.

Welcome to the brokerage game, fellas! *BN*

gineer, project manager, program manager, helmsman, and boat captain over the years, clearly jumping on any opportunity to expand his on-water knowledge and skills.

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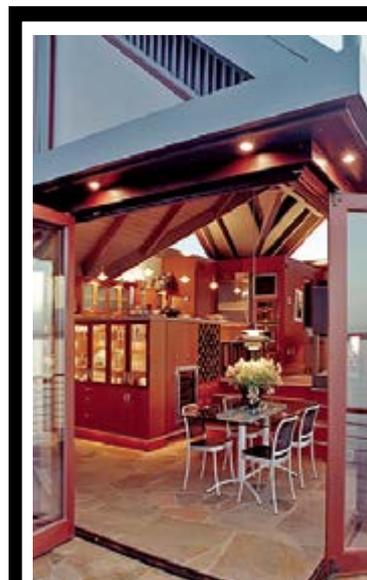
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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
					29 Ranger Tugs	2013	174,900	Stan Miller	15	32' Bayliner MY	1985	39,900	La Conner YS 97		34' Sabre Express	2007	279,000	Stan Miller	15
					29' Ranger Tugs	2012	269,000	Waterline	47	32' BC Cabin Trawler	1986	69,000	Waterline	47	34' Sea Ray Sundancer	2005	99,500	Stan Miller	15
<b>POWER</b>					29' Sea Ray Amberjack	2001	45,000	Waterline	47	32' Grand Banks	1972	49,000	Waterline	47	34' Tollycraft Sport	1989	63,500	Waterline	47
25' C-Dory Cruiser	2007	65,000	Waterline	47	29' Sea Ray Sundancer	1995	23,500	Waterline	47	32' Grand Banks Sedan	1985	116,500	Stan Miller	15	35' Luhrs Tournament	1990	69,900	Stan Miller	15
25 Fisher Potter Ketch	1977	29,500	Signature	21	29' Topaz Spotfisher	1990	44,900	Stan Miller	15	32' Grand Banks Sedan	1987	119,000	NWExplor.	111	35' Skipjack Flybridge	1991	109,000	Stan Miller	15
25' SHEARWATER	2005	76,000	West Yachts	41	30' Bayliner Ciera LX	1999	35,900	Waterline	47	32' Rinker Express	2006	75,000	Stan Miller	15	35' Tiara Express	1997	114,900	Stan Miller	15
25' Surf Runner	2004	119,500	West Yachts	41	30 Mainship Pilot	2005	88,500	Stan Miller	15	32' Trojan Flybridge	1978	28,800	Waterline	47	35' Viking Convertible	1976	35,000	Stan Miller	15
26' Blackman Billfisher	1990	69,000	Stan Miller	15	30' Willard Trawler	1976	55,000	Stan Miller	15	33' Blackfin Flybridge	1993	145,000	Stan Miller	15	35' Viking Sportfish	1977	44,500	Waterline	47
26' Skipjack 262 FB	2000	75,000	Stan Miller	15	30' Willard Vega	1973	39,900	La Conner YS 97		33' KINGFISHER	2017	445,890	West Yachts	41	36' Albin Trawler	1979	44,500	Waterline	47
26' Tollycraft Sedan	1977	32,500	Waterline	47	31' Camano	2004	120,000	Signature	21	33' Sea Ray 330	2008	155,000	West Yachts	41	36' Egg Harbor	1978	44,950	Elliott Bay	25
27' Grady-White	2016	185,000	Stan Miller	15	31' Camano Trawler	1992	78,500	Waterline	47	33' Tiara 3300 Open	1996	59,500	Emerald Pac.	11	36' Grand Banks	1972	48,500	La Conner YS 97	
27' Ranger Tugs	2015	150,000	Elliott Bay	25	31' Camano Trawler	1995	94,500	Waterline	47	33' Tiara Express	1991	68,500	Stan Miller	15	36 Grand Banks Classic	1985	149,900	Stan Miller	15
27' Ranger Tugs	2017	154,900	Waterline	47	31' Helmsman Trawlers	2018	289,000	Waterline	47	34' Bayliner 3486	1989	27,500	Waterline	47	36' Grand Banks Classic	1986	139,500	NWExplor.	111
27' Sea Ray Sundance	1996	23,500	La Conner YS 97		31' Ranger Tugs CB	2015	249,500	Waterline	47	34' Boston Whaler	2000	149,900	Elliott Bay	25	36' Monk Trawler	1988	109,000	West Yachts	41
27' Shamrock Mackinaw	2002	53,000	Stan Miller	15	31' Ranger Tugs R-31 S	2017	249,500	Waterline	47	34' Boston Whaler	2008	195,900	Stan Miller	15	36' Monk Trawler	1996	169,000	NWExplor.	111
28 Henriques Sportfish	2003	115,000	Stan Miller	15	31' Sea Ray Sundancer	2010	99,500	Waterline	47	34' CHB 34 Tri-Cabin	1979	59,900	Waterline	47	36' Tiara 3600 Sovran	2004	249,000	Stan Miller	15
28' Pelican Bay	1990	39,900	West Yachts	41	32' Back Cove 32	2018	359,500	Marine SVC	39	34' Luhrs Convertible	2002	109,000	Stan Miller	15	36' Union 36 Cutter	1982	59,000	Marine SVC	39
29' Blackfin Combi	1998	88,500	Stan Miller	15															

## Bristol Yachts NORTHWEST



65' 1990 Macgregor..... \$149,000    35' 1988 Rosborough RF-35..... \$115,000    32' 1991 BHM Trawler..... OFFER  
 32' 2000 Nordic Tug 32..... \$159,000    60' 2003 Metalcraft 60..... \$699,000    42' 1979 Grand Banks..... OFFER

- 65' 1990 Macgregor 65 .....\$149,000
- 60' 2003 Metalcraft 60 .....\$699,000
- 55' 1974 Columbia Custom .....SOLD
- 45' 1990 Beneteau 45f5 .....Coming Soon
- 42' 1990 Catalina .....SOLD
- 42' 1979 Grand Banks .....OFFER
- 40' 1987 Ponderosa .....\$99,995
- 39' 1997 Bayliner 3988 .....Coming Soon
- 35' 1988 Rosborough RF-35 .....\$115,000
- 34' 1974 Columbia 34 .....\$69,995
- 34' 1976 Tolly .....\$28,500
- 34' 1955 Monk .....\$24,950
- 34' 1988 FHB .....SOLD
- 32' 1991 BHM Trawler .....OFFER
- 32' 2000 Catalina 32 .....PENDING
- 32' 1985 Gulf 32 PH .....SOLD
- 32' 2000 Nordic Tugs 32 .....\$159,000
- 30' 1974 Willard Nomad .....SOLD

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36' Wellcraft Coastal	2007	169,000	Stan Miller	15
37 Back Cove	2016	499,900	Stan Miller	15
37' Cold Water PH	2008	259,000	Waterline	47
37' Island Packet 370	2008	230,000	Marine SVC	39
37' Sea Ray Aft Cabin	1997	84,500	Emerald Pac.	11
38' Bayliner 3888	1994	69,000	Waterline	47
38' Bertram Convertible	1978	64,900	Stan Miller	15
38' Egg Harbor Sportfish	1990	89,000	Waterline	47
38' Helmsman Trawlers	2016	439,000	Waterline	47
38' Helmsman Trawlers	2017	459,000	Waterline	47
38' Helmsman Trawlers	2017	469,900	Waterline	47
38' Meridian Sedan	2005	175,000	Waterline	47
38' Ocean Alexander	1987	150,000	West Yachts	41
38' San Juan 38	2000	295,000	Emerald Pac.	11
38' True North	2006	255,000	Stan Miller	15
39' Azimut Flybridge	2000	215,000	West Yachts	41
39' Bayliner MY	1998	139,900	West Yachts	41
39' Krogen	2001	299,000	Stan Miller	15
39' Krogen	2003	375,000	Stan Miller	15
39' Pacemaker A-39	1965	22,500	Waterline	47
39' Princess V39	2013	389,500	Stan Miller	15
40' Albin Cutter	2006	249,900	Emerald Pac.	11
40' Pacific Trawlers	2000	219,000	Waterline	47
40' Riviera Flybridge	2002	279,000	Stan Miller	15
41' Bracewell Sedan	2019	499,000	Waterline	47
41' Cheer Men Marine PT	1982	69,000	Waterline	47
41' Chris-Craft	1961	42,500	Waterline	47
41' Sea Ray Sundancer	2012	389,500	Stan Miller	15

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41' Tiara 4100 Open	2002	205,000	Stan Miller	15	60' DeFever Trawler	1984	435,000	Waterline	47
42' CARVER TRI-CABIN	1998	115,900	Emerald Pac.	11	60' Riviera 6000 Sport	2016	1.695M	Emerald Pac.	11
42' CHB Europa Trawler	1984	105,000	La Conner YS	97	65 Fleming	2014	2.995M	Chuck Hovey	17
42' Grand Banks	1989	205,000	Elliott Bay	25	65' Hatteras Convertible	1988	325,000	irwinyachts	8
42' Grand Banks	1977	116,000	Marine SVC	39	65' Malahide PHtrawler	1972	795,000	Waterline	47
42' Grand Banks Classic	1973	98,500	Stan Miller	15	65' Moonen	1990	699,000	Chuck Hovey	17
42 Grand Banks Classic	1969	72,500	Stan Miller	15	67' Bertram 670E	2005	1.595M	Stan Miller	15
42' Grand Banks Classic	1984	139,900	Stan Miller	15	67 Tollycraft PH	1987	395,000	Stan Miller	15
42' Grand Banks Classic	1999	289,000	NWExplor.	111					
42' Grand Banks MY	1990	229,000	NWExplor.	111					
42' Monk Bridgedeck MY	1960	SOLD	Waterline	47					
42' Roughwater SOLD	1988	SOLD	Waterline	47					
43 Helmsman Trawlers PH	2019	549,500	Waterline	47					
43' Sabre Sabreline	1995	289,000	Waterline	47					
45' Bayliner 4587	1995	139,900	Emerald Pac.	11					
45' CHB Grand Mariner	1981	115,000	Waterline	47					
45' Chris-Craft Corsair	1955	59,000	Waterline	47					
45' Tlara Sovran	2012	599,000	Emerald Pac.	11					
46' Grand Banks classic	1988	245,000	West Yachts	41					
46' Nielson Trawler	1981	249,000	West Yachts	41					
46' Sea Ray Sundancer	2003	179,777	Stan Miller	15					
48' Krogen North Sea	2005	695,000	Stan Miller	15					
48' Navigator	2006	347,500	Stan Miller	15					
48 Ocean Yachts Super Sport	1997	219,500	Stan Miller	15					
48' Tollycraft Tri Cabin	1978	209,000	Emerald Pac.	11					
49' Grand Banks MY	1995	449,500	Stan Miller	15					
49' Grand Banks MY	1993	399,000	NWExplor.	111					
49' Meridian 490 PH	2006	285,000	Elliott Bay	25					
50' Delta Marine PH	1992	249,000	NWExplor.	111					
50' Riviera 5000 Sport	2012	795,000	Elliott Bay	25					
51 Sea Ray Sundancer	2000	279,000	Stan Miller	15					
52' Emerald / Nordic PH	1996	199,000	Elliott Bay	25					
52' Ocean Alexander MY	2005	375,000	Stan Miller	15					
53 Aluminum PH	1974	189,000	Waterline	47					
53' Prima Sedan	2001	399,000	Emerald Pac.	11					
54' Kadey Krogen PH	1991	359,000	Waterline	47					
54' WestBay PH	2005	739,950	Emerald Pac.	11					
55 Chris-Craft	1961	97,500	Waterline	47					
55' Jones-Goodell PH	1974	159,000	Stan Miller	15					
55 Marquis LS	2008	595,000	Stan Miller	15					
57' BAYLINER PH MY	2000	459,000	West Yachts	41					
57' Carver Voyager	2003	395,000	Emerald Pac.	11					
57' Nordhavn PH Trawler	1998	995,000	Emerald Pac.	11					
58 Bertram Sportfisher	1980	179,000	Stan Miller	15					
58' Sunseeker Predator	1999	378,000	Emerald Pac.	11					

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**44' ATLANTIC SDMY 1977**, T/120 Ford Lehmanns, 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 **\$59,900**



**40' PUGET TRAWLER 1977**, 120hp Ford Lehman, 7.5kw gen, inverter, 10' Avon, 15hp Yamaha, Espar heat, wide 13'9" beam, asking **\$44,500**



**36' GRAND BANKS 1972**, Philippine Mahogany, single factory Cat 3208, 210hp, inverter, GPS/Radar, dinghy, OB, asking **\$44,000**



**32' GRAND BANKS 1966**, 135hp Ford Lehman, Radar, DS, inverter, new anchor windlass, 10' Achilles, 8hp OB, Philippine Mahogany, big time cruiser, asking **\$29,000**



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**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**



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**28' BAYLINER 285 CIERA 2005**, 5.7L Merc with duo prop, Fl, 1 owner, Radar, electric anchor windlass, cabin heat, full canvas, asking **\$37,500**



**27' SEA RAY AMBERJACK 2007**, 6.2L Merc w/ BR III, 200 hrs, 12VDC windlass, GPS, inverter, trailer, all the fishing / cruising amenities, asking **\$49,900**



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**26' PROWLER SEDAN 1990**, 2009 Merc 350, 2016 Alpha 1 OD, 2 GPS units, anchor windlass, 2006 EZ Loader trailer, great accommodations, asking **\$18,000**



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
70' Hatteras Sport MY	1998	729,000	Waterline	47	72' Hatteras 72 Cockpit	1981	399,000	Waterline	47	73' Northcoast Custom	1998	889,000	Elliott Bay	255	30' Catalina	1986	23,000	Signature	21
72' Ferretti 731	2005	685,000	Elliott Bay	25	72' Monk McQueen	1977	525,000	West Yachts	41	75' Fleming PH	2001	2.588M	Chuck Hovey	17	30' Catalina 30	1981	14,500	Marine SVC	39

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## SAIL

20' Laser SB3	2008	19,500	Marine SVC	39	35' Brewer Jason	1976	44,900	Marine SVC	39
20' Pacific Seacraft	1983	32,500	West Yachts	41	35' CAL MK-II	1983	34,000	West Yachts	41
27' Island Packet 27	1988	32,500	Marine SVC	39	35' Nauticat PH	2000	194,500	Marine SVC	39
					36' Bruce Roberts Spray	2001	55,500	Waterline	47
					36' C&C	2004	110,000	Elliott Bay	25
					36' Colvin 36	1993	79,000	Marine SVC	39
					36' Hunter	2004	98,900	Signature	21
					36' Tanton Custom	1981	27,000	Marine SVC	39
					37' Nautor Swan	1980	84,750	West Yachts	41
					37' Saturna Truant	1980	39,000	Marine SVC	39
					38' Alajuela 38 Reduced!	1972	46,900	Waterline	47
					38' Beneteau	2015	189,900	Signature	21
					38.1 Beneteau Oceanis	2018	249,900	Signature	21
					39' Cal 39	1978	35,900	Waterline	47
					39' Hunter	2015	169,900	Signature	21
					39' Jeanneau SO	2007	139,500	Marine SVC	39
					39' Jeanneau SO	2008	159,500	Marine SVC	39
					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	39
					40' Lagoon 40	2019	529,854	Marine SVC	39
					40' Najad 405 CC	2007	265,000	Signature	21
					40' Nauticat 40	1985	149,900	Marine SVC	39
					40' Nauticat PH	1985	139,000	Waterline	47
					40' Schucker 436	1977	59,900	Marine SVC	39
					41' Ericson Sloop	1968	37,500	West Yachts	41
					41' Hunter 410	1988	104,900	Marine SVC	39
					41' Passport 41	1989	169,000	Marine SVC	39
					41.1 Beneteau	2019	315,000	Signature	21
					42' Catalina 42	1992	110,000	Marine SVC	39
					42' Catalina 42 2-Cabin	1994	109,500	Marine SVC	39
					43 Beneteau	2005	119,500	Elliott Bay	25
					43' Hunter Passagemaker	1995	89,000	Stan Miller	15

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LENGTH & TYPE	YR	PRICE	BROKER	PG
43' Luengen Ketch	1987	89,500	Waterline	47
43' Slocum Cutter	1986	139,900	West Yachts	41
44' Bruce Roberts PH	1993	49,500	Marine SVC	39
44' Island Packet SP	2007	319,000	Marine SVC	39
44' Jeanneau SO	2019	399,982	Marine SVC	39
44' Nauticat NC-44	1980	185,000	Marine SVC	39
44' Roberts PH MS	1990	37,500	West Yachts	41
44' Spencer 44	1973	40,000	Marine SVC	39
45 Bruce Roberts	1983	69,000	Waterline	47
46' CAL 2-46	1973	89,900	West Yachts	41
46' Jeanneau SO	2000	179,500	Marine SVC	39
46' West Indies	1977	84,999	Signature	21
46.1 Beneteau	2019	489,859	Signature	21
47' Bayliner 4788	1995	179,900	Emerald Pac.	11
47' Vagabond	1983	249,900	Marine SVC	39
49' Jeanneau SO	2007	349,500	Marine SVC	39
49' Jeanneau SO	2019	519,796	Marine SVC	39
49' Transpacific	1980	129,000	Elliott Bay	25
50' Jeanneau SO	2011	339,500	Marine SVC	39
51' Custom Sloop	1981	49,900	Marine SVC	39
51' Alden Ketch	1980	139,500	Marine SVC	39
53' Spencer PH MS	1978	149,500	Waterline	47
56' Herreshoff	1956	215,000	Waterline	47
57' Alden Trawler Ketch	1964	79,500	Waterline	47
61' C&C 61	1972	179,000	Marine SVC	39
65' Bruce Roberts Steel	1997	329,000	Waterline	47
65' MacGregor PH	1990	159,000	Bristol YS	96
83' Custom Schooner	1934	225,000	Waterline	47
83' Staysail Schooner	1934	250,000	Waterline	49

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## 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

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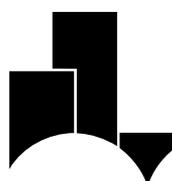


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# CLASSIFIEDS

## SAIL



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**1947 CLASSIC EUROPEAN CANAL BOAT 54' LOA** Classic steel hulled canal boat built in Antwerp, Belgium. Major refit in late nineties with new bottom plating, new decks and totally rebuilt interior. Equipped with Dickinson Pacific galley range and Newport cabin heater in forward stateroom. Powered by a Gardner 5LW 94HP diesel with low revs and high torque to cruise at 7.5 to 8 knots at 1 gal/hr fuel consumption. Has 24v. engine start bank and 12v. house bank managed by Sure Power Duvac and Heart Interface 2500 watt inverter. Excellent, cozy live-aboard and cruiser. Same owner past 37 years. Berthed Squalicum Harbor, Bellingham. **\$39,500 Contact Steve 206-850-9017. S890-1910**



**44 FT OFFSHORE SAILBOAT** Miller 44 cruising sailboat. Hand laid fiberglass hull. 55 HP isuzu diesel (not running) tiger windlass Mylar main 36 radar plotter autopilot. Non smoker. 6 2" headroom. Need someone to love her as much as we have. **Price: \$18,000 Phone: 206-919-1431. S870-198**



**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. **Contact Robert at 904-728-9199. Price: \$115,000.00 S886-1910**



**CONCORDIA 31 SLOOP** Classic Yacht. Very good condition. Repowered - Yanmar 30HP low hours. Equipped to cruise inside passage. Lying Friday Harbor - slip available. **\$30,000. Contact Larry: 360-378-5224 or [chms@rockisland.com](mailto:chms@rockisland.com) for photos. S897-1910**



**1981 CREALOK 37'** Not your mother's Sailboat! This 1981 Pacific Seacraft 37 is ready to go to Hawaii, Mexico, or New York... via the long way. Completely equipped with Solar panels, Radar, Chart Plotter, heat, refir, Doyle Stac-Pak, windvane, autopilot and watermaker. She is a safe and strong cruiser that sleeps up to 6. Lovingly cared for. Owner now owns a bigger boat and needs to say good bye to this dear friend. **\$89,950. Call Michael for showings at 206-940-8311. Pictures and specs available upon request. S903-1910**

## POWER



**42' SABRE SALON EXPRESS.** Like no other and unparalleled in upgrades with fastidious ownership - a True Gentlemen's Yacht in turn-key condition. Custom enhancements inside and out. Twin Cummins QSC-11 500 hp diesels (360 hrs); 11.5 KW Onan w/sound shield; (new) Outback Inverter; (new) Lifeline batteries; 38K BTU AC/Heat; Custom teak transom and swim step; custom teak decks (new); custom cabinet in cockpit w/bullnose joinery; custom teak cap-rail: custom cabinet in salon for entertainment center; custom MSR bedding; **Contact James Johnson Phone: 619-784-9002. Price: \$550,000. P900-1910**



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**1998 2655 BAYLINER CIERA SUNBRIDGE & EZ LOADER TRAILER** 1998 Bayliner 2655 Ciera Sunbridge, EZ Loader Trailer, Like New Full Camper Canvas, Travel Cover, Mercruiser 5.7 L, 785 Hours, Very Nice Family Cruiser, **\$17,000. Contact Cal at 509-430-1231 or [ccalamary@aol.com](mailto:ccalamary@aol.com). P858-196**



**36' STOCKLAND TROLLER** has custom refinished interior. New tanks, wiring, plumbing, Volvo diesel, and more. Veteran inside passage-maker, stout and able. A true adventurer's yacht. See 20 photos and specs at [pacificmarine.org](http://pacificmarine.org) **206-225-3360. P529-MZ**



**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. Located in Damascus, OR. Contact: 503-819-0411. P835-199.**



**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**

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**1986 YOUNGQUIST 45'** 1986 Trawler, 45' Ed Monk Design, Fiberglass, Seattle built, twin 135 HP Isuzu Diesels, 3200 hrs, Maze 4 KW Gen 50 hrs, hydraulic controls, Windlass, spare props, Radar, Auto Pilot, GPS, 2000W inverter, 30 amp battery charger, diesel heat, hot air engine heat, Full size AC/DC frig, 3 burner stove/w Oven, microwave, Electric/Engine water heater, With large salon, queen center berth aft, upper lower fwd, 2 heads., shower, walk around rails, inside stair to flybridge, aft cockpit, stern door and swim platform. Asking **\$75,900** Brookehaven Yachts **360-951-5900. P748-198**



**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**



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**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. **\$64,500 OR BEST OFFER. CONTACT CLIVE: 360-720-4480. P844-195**



**58' MONK TWIN DETROIT FLYBRIDGE CRUISER** E1958 Ed Monk Sr. Fast cruiser 13 knots! No 6-8 chug a lug here. Live- aboard slip possible. MINT . Lavish furnishings. Restoration photo documented. Full history. See photos on CRAIGS VENTURA. Funded buyers with moorage plans welcome. Owner out of state. See yacht dockside. **Price: \$148,500. Calls ONLY 805 206 4394 FOR OWNER FLY IN.**



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**60' STEEL** Beautiful motorsailer conversion by Dutch shipyard DeHaas. Originally designed for offshore fishing in the rugged North Sea, this Corten steel yacht was luxuriously converted in mid-nineties to a ketch rigged motorsailer. Former owners sailed her to the Northwest from the Canary Islands. Strong, low hour Iveco 6 cyl. diesel, 16kw genset, Euro 230v/50hz. systems, rewired in 2008. Bow thruster and hyd. stabilizers. Extensive electronics and nav. setup. Sleeps six in three staterooms. All of the original and conversion plans onboard. Finally planning that lifelong dream cruise to Bora Bora?...call us! See one hundred photos and the full specs at [pacificmarine.org](http://pacificmarine.org). **206.225.3360. S657-MZ**



**1999 CARVER 450 VOYAGER PILOT-HOUSE** 4"Whiteshell" 45' Carver Voyager (Pilot House) Extremely well kept 1999 Carver Voyager. We have owned and enjoyed this boat since 2004, done regular updates and service. We have cruised her from Comox to Alaska in comfort. Twin 370 Cummins Diamond Series engines. 2780 hours. Top speed 21 knots, cruises at 8-10 knots with very reasonable fuel consumption. **Price: \$175,000. For more details call Call Don (250) 650-0876 or email somersdrw@gmail.com. P907-197**



**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, work bench and loft that could be purchased separately in Tacoma, Wa. **\$249,000. Call 425-301-7599 or email dick@cahanwoodproducts.com. P865-197**

# CLASSIFIEDS



**1989 BAYLINER 38**, Beautiful fully maintained, reliable, low (2500) hour fully upgraded custom vessel. Spent \$40K incl. complete bridge seat rebuild, custom interior incl. counters, galley, upholstery, carpet, full new canvas, helm seats, electronics, plus much more over past 3 years. Boat loaded extras include AFT HT, Dinghy package, electric davit, Yamaha 9.9 (10 hrs) A/C, Auto pilot, Radar, 250' Chain rode, with remote control, Bruce, plus spare. Includes lots of extras that go with sale. Reluctantly selling for health reasons. Boat just hauled ready for summer cruising. You will not be disappointed. **Price: \$ 64,900 Contact Boswell Malcolm Phone: 250 247-9199. P905-196**



**WES** The owner is looking to sell outright for \$156,000 or a 50/50 partnership at \$78,000. Call to find out details. Twin Volvo 318 HP diesels, 2 cabins with 2 heads and separate showers. New Hydronic diesel heater 2019. New water heater 2019, New cockpit decking 2018, Bow thruster. New dinghy 2019 and 9.9 HP Honda with electric davit. Northern Lights 5.5KW genset. HRO watermaker. Lower helm area with "U" shaped seating beside it lends for great viewing and conversation while cruising. "UP" Galley with corian countertops, propane stove, convection oven, double sink, garbage disposal, in line water filter, New Sunbrella bow cushions 2018. Cruise Loaded and nicely equipped! **San Juan Sailing - Bellingham Wa. 360-671-0829 email brokerage@sanjuansailing.com. 901-1910**



**2012 ASPEN C90 WITH FLOAT ON TRAILER, THIS IS AN EXCEPTIONAL TRAILABLE CRUISER OFFERING GREAT STABILITY ON THE WATER.** New 2018 8' Achilles with 2.5 HP Yamaha. Buffed, waxed and fresh bottom paint in Sept 2018, all maintenance performed at Aspen factory. King master, a separate enclosed head w/ shower and marine head, dinette seats 4 converts to a berth, 8' galley with propane stove/oven and refrigerator, 1/4 berth under galley, helm seat, 1st mate seat, bow and stern thruster/joystick control, 5' x 9' aft deck with partial sun shade, swim platform, royal blue hull. Garmin Chartplotter, HD Radar, Depth Sounder, VHF 200, Wallas 30D Diesel Heater, Lewmar Electric Windlass, Polished Duratec Floors, High output stereo, Engine Hours 575, Cummins 150hp, LOA 30'5", beam 10' **Price: \$169,000. Contact Eric Bonner. Phone: 801-556-5210. P908-1911**

## TENDERS



**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**



**1996 4788 BAYLINER PILOTHOUSE MOTOR YACHT** 1450 hours on twin Cummins 310 hp diesel engines. Radar, autopilot, salon heater, 8kw Westerbeke genset, 12' Zodiac/ 40 hp mercury with additional motor for spare parts. Current ownership since 1997. Moored under cover in Kingston Marina. Possible sale of 1/2 interest to the right party. **Price: \$ 145,000 Contact Lee at 206-920-1135 or Wally at 360-710-6371 to view boat. P896-1910**



**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**



**Meridian 411 2007** Hard to find Meridian 411. Includes 11' Zodiac with Olson davit system. Twin Cummins QSB, 380 diesels, 525 hours. 11.5 kw Onan, 170 hours. Both with quick change oil system. Bow/stern thrusters. 400 fuel, 150 water, holding 50. Dual helms, full heat & a/c. 2 strms, 2 heads w/Vacufush. Raymarine radar/plotter, exshade covers for all windows, bridge/aft deck custom marine carpet. Glass window added to bridge at helm. Freezer. Full canvas enclosures bridge/aft deck. Carpet cover protectors, salon, galley. Sound system, Magnum BBQ. Tender w/center consul, newly installed Olson electric davits. Yamaha 40hp, aluminum trailer, full custom cover. **Price: \$ 329,000. Contact Joe or Pam Phone: 360-366-1007 or 541-846-7665. P909-1911**



**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. Call 253-670-4911 for more pictures and information. T873-198**



**27' GRADY WHITE SAILFISH WITH VOLVO PENTA DIESEL W/LOW HOURS** Very low hours (330 hrs.) on the Volvo Penta 260hp KAD 44 EDC 6 cyl. diesel engine. This roomy 9 1/2' beam boat is in excellent, excellent condition with over \$15K spent recently to ensure its reliability to go anywhere. This includes much electrical work throughout to ensure all electronics, lights, pumps, auto pilot, etc. work properly. It also has new canvas, cockpit cushions, Garmin 10" plotter, AIS VHF radio w/spare, antennas, a solar charging system, inverter, and a triple axle aluminum trailer to tow it anywhere. Cabin sleeps 3, has a small galley and enclosed head. **Replacement is over \$200K! Asking \$49,500. John @ 949-290-2327. P902-1910**



**56' MONK MCQUEEN '71.** Immaculate in every sense, she's been kept in a freshwater boathouse by her former owner of the past thirty years. Always had regularly scheduled upkeep, mechanical maintenance and haul outs, including November 2015 for bottom paint. A treasure for those who appreciate a truly gorgeous wood boat. See 70 photos and specs at [pacificmarine.org](http://pacificmarine.org) 206-225-3360. **P582-MZ**



**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**



**MINTO DINGHY - 2005 A PNW classic.** 9'1"X4'3" 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. **\$2,500 OBO. Contact Roger Wheelis 360-466-3691. T875-198.**

# CLASSIFIEDS

## 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](http://northpacificcharters.net) or 206-715-3666. C783-195

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## REAL ESTATE



**105' BOAT HOUSE FOR SALE** 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built in 2006. Owner getting out of boating and wants it sold. **Price: \$550,000. Call or email Jim** for more details 360-961-0120 or [captbadjim@comcast.net](mailto:captbadjim@comcast.net) B906-1907

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## REMINDER

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

Thank you!

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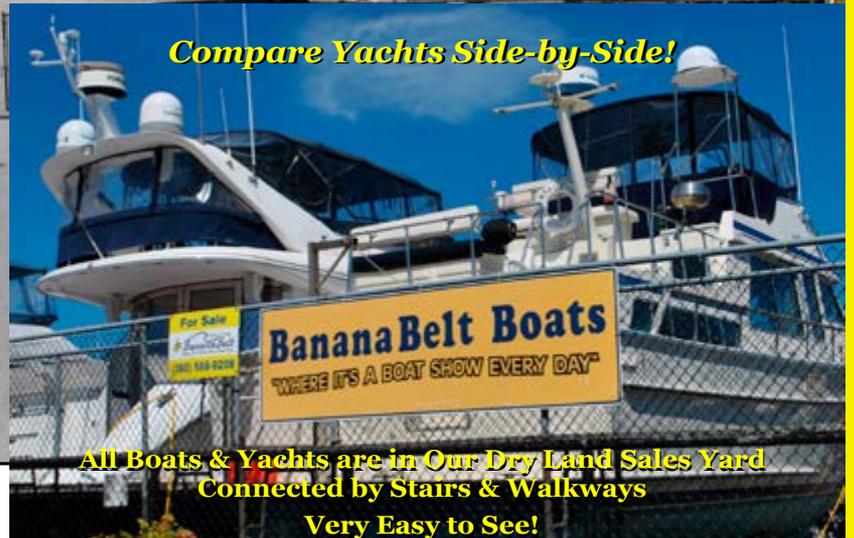
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## 112 Westport

It's no secret that we in the Pacific Northwest like our businesses, and veggies, local. The homegrown ethos extends to our superyachts, with many locally built examples to boast of. One of our major builders constantly turning heads is Westport Shipyard, known worldwide as a top-tier commercial vessel and large yacht builder, that proudly operates three shipyards in Washington (Westport, Port Angeles, and Hoquiam).

Of course they also have a sales office in Fort Lauderdale, Florida, to serve as an umbilical cord to East Coast clientele. In general, Westports are no-expenses-spared, over 100-foot length overall, go-anywhere luxury superyachts that are the envy of the international elite.

A 112-foot (34.1-meter) Westport *Ascente* is currently for sale locally. Designed

by naval architect Gregory C. Marshall, *Ascente* was launched in 1994 and underwent a complete interior and exterior refit in 2017.

With accommodations for 10 guests in five cabins—including four double VIP suites with en suite heads and a full-beam master suite—and an addition two cabins for four crew, *Ascente* is a proper Westport in every sense. With wrap-around windows in the salon, which includes a full wet bar, card table, huge screen television, and large custom dining table forward, owners are set up for memorable times

aboard with those who matter the most. *Ascente* is powered by twin Volvo TAMD 550-horsepower diesel engines. Reportedly this arrangement allows for a 10-knot cruising speed and a maximum speed of around 14 knots.

If you're in this tier of yacht market, you've undoubtedly heard of Westport. Why not see what all the hype is

about? If interested in *Ascente*, you can learn more from local dealer Worth Avenue Yacht Sales. Asking price is \$6,485,000.



### Specs

LOA: 112' • Beam: 13' • Draft: 4'

Displacement: 21,000 lbs.

Tankage (Fuel/Fresh/Black):  
320 gals./120 gals./40 gals.

Local Broker: Worth Avenue Yachts,  
(206) 850-2801 [Neil Steenkamp] or  
(425) 327-0994 [Ray Prokorym]

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

## Frers Derecktor 64

The drafting table of notable Buenos Aires-based yacht designer Germán Frers has produced many excellent sailboats. Prominent in the portfolio of Frers (and company Frers Naval Architecture & Engineering) is the entire sailboat production lines of Hallberg-Rassy (since 1989), much of the Nautor Swan line (since the 1980s), and Hylas. High-caliber custom designs abound too and can be found the world over winning races and cruising to distant shores.

One such example is the center cockpit, aluminum-hulled *Volcano*, a Frers Derecktor 64 built in 1978 as a part of a series of custom ocean racers for yachtsman Llwyd Ecclestone to take on the iconic Newport to Bermuda Race. The Derecktor name may

ring some bells with those from the East Coast, as it refers to the famed Derecktor Shipyards of Mamaroneck, New York, where these sailboats were built.

*Volcano* didn't stop at the Newport to Bermuda Race circuit and has since lived a life as a couple/family cruiser plying the waters between Mexico and Alaska. You may have even seen *Volcano* in the conspicuous Elliott Bay Downtown Sailing Series in previous years. This 64-footer has two enclosed heads and two large staterooms (aft cabin and forward) in addition to port and

starboard cabins (with two bunks apiece). The spacious interior combined with the 135-horsepower inboard diesel Perkins, 280-gallon tanks of both fresh water and fuel, the aluminum hull, and a straight-forward rigging plan have "dream cruise with the family" written all over it.

If interested in *Volcano*, you can inquire for more information from local dealer Swiftsure Yacht Sales. Price listed at \$377,000.



### Specs

LOA: 64' • Beam: 16' 6" • Draft: 7' 6"/13'

Displacement: 65,000 lbs.

Tankage (Fuel/Fresh/Black):  
280 gals./280 gals./50 gals.

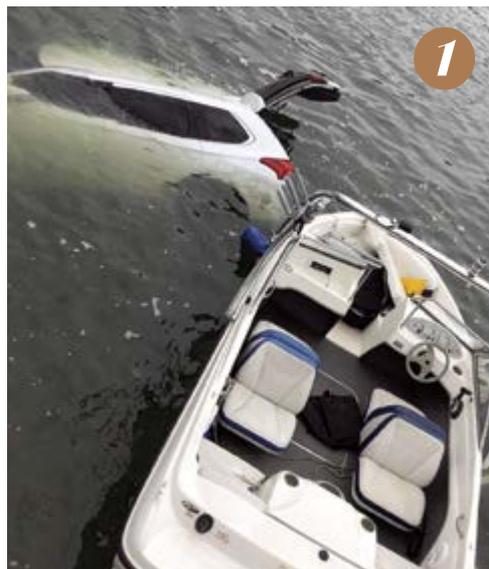
Local Broker:  
Swiftsure Yachts, (206) 378-1110

Web: [swiftsureyachts.com](http://swiftsureyachts.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. **How Not to Launch a Boat:** British Columbia resident Josh Bishop captured pictures and video of a boat launch gone awry at the Rock Point boat launch. A boater's SUV went into the ocean with the boat after some confusion with the vehicle's transmission settings — with obvious results. Thankfully, no one was hurt. Some lessons are learned the hard way!
2. **The O.G. Ivar Foss:** Pictured here are the Humphrey's aboard the one, the only, the original Ivar Foss tug that also doubles as their liveaboard home. She's a beautiful piece of maritime history, isn't she? Thanks so much for welcoming us aboard!
3. **Time to Get Boaty:** Opening Day consisted of good times, tan lines, and a whole lotta beer while onlookers cheered on crew teams and celebrated the onset of official boating season.
4. **Blast from the Past:** Boat F29 took this year's Opening Day of Boating Parade theme of "Boating Through the Decades" to heart.
5. **Trawler Me Up:** TrawlerFest navigated to new waters this year. Show goers had the chance to cruise these iconic Pacific Northwest vessels at Seattle's downtown waterfront on Bell Harbor's docks before heading across the street to the Marriott-hosted seminars.
6. **TrawlerFest Success:** Did you get a chance to feast your eyes on the many trawlers (and a few that seemed to stretch the meaning of the term) that gathered in Bell Harbor this month? Better still, did you get to try one out, as these customers did? How did you feel about the new location? Send us your thoughts at [editorial@nwyachting.com](mailto:editorial@nwyachting.com).
7. **Start 'em Young:** Paddle enthusiasts of all ages hopped aboard their dream personal watercrafts for a test run at the Northwest Paddle Festival this month. It looks like we've got a future pro in our midst!
8. **Yoga Knows What's SUP:** Free stand up paddleboard yoga and endurance classes? Yes please. Looks like we weren't the only ones interested in the many free classes at the Northwest Paddle Festival. This one here was hosted by Paddling Yogini.
9. **We're up There!** B.C. Boat Show manager Steven Threadkell holds up a copy of *Northwest Yachting* at the show. Canada is every part of the northwest as Alaska, Washington, or Oregon! If you're in Canada and aren't getting your magazines, shoot us an email at [editorial@nwyachting.com](mailto:editorial@nwyachting.com) and we'll help.
10. **SAR in Sidney:** The volunteer-based Royal Canadian Marine Search and Rescue is looking for crew! These guys were the life of the party at the B.C. Boat Show in Sidney. If you like boats and helping people, check out [rcmsar.com](http://rcmsar.com) for more information.
11. **Big Day in Des Moines:** The Des Moines Yacht Club hosted its own start of boating season ceremony on May 9. It was the perfect time to receive their Northwest Marine Champion award for Most Energized Yacht Club from us. Well earned! If you're a yacht club who wants to take home the win this year, stay tuned for nomination details.
12. **Swift Adventure?** Our managing editor Norris Comer hopped on hull #1 of the Beneteau Swift Trawler 47 for a leg of their Swift Pacific Adventure from Seattle to San Diego. He ended up in a yard in Coos Bay, Oregon. How? Tune in for the full story this summer.

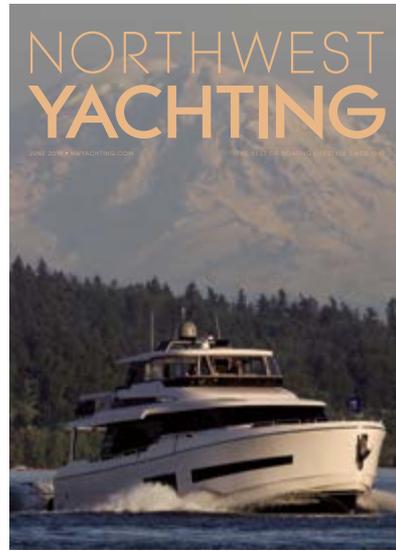




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**BENETEAU ST 35 2019 | SEATTLE**  
2 Cabins | Cummins 425 HP Engine



**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 Marine Pilothouse

1992 - T-3208TA Caterpillars

New equipment, 12kw gen, Webasto furn.

**\$249,000**



**PENDING**

**TYEE**

42' Grand Banks Classic

1999-T-330 hp Cummins

Stabilized, electronic controls, hot water diesel heat.

**\$289,000 - REDUCED \$40K!**



**INSIDE PASSAGE**

42' Grand Banks Motoryacht

1990- T-300 hp Cummins

3 stateroom, diesel furnace, Seawise Davit with center console.

**\$229,000**



**DOLPHIN**

36' Monk Trawler

1996-S-6BTM hp Cummins

Tri-cabin, Canadian built.

**\$169,000**



**SOLD**

**GRAND VOYAGER**

36' Grand Banks Motoryacht

1995 - T-135 hp Lehmans

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**



**PENDING**

**POLARIS**

36' Grand Banks Classic

1986-S-135 hp Lehman

Bow thruster, propane stove, hydronic heat

**\$139,500**



**SOLD**

**TOUCAN**

36' Grand Banks Classic

1988 - S-135 hp Lehman

Stainless handrails, RIB on Seawise Davit.

**\$149,000 - REDUCED!**



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Ask about the benefits of our charter ownership program!



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YACHT GROUP

206.623.5200

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

**HAMPTON**

BEAM: 20'0" STATEROOMS: 4 HEADS: 6

**Endurance**

92' SELENE 2016	85' MCQUEEN 1984	83' HAMPTON 2014/2017	82' HORIZON 2006	80' NORTHERN MARINE 2004
76' HAMPTON 2014	76' LECLERCQ 2001	75' LAZZARA 2009	75' NORTHERN MARINE 1998	70' MARLOW 2007
67' REGENCY 2007	65' PRINCESS 2003	65' PACIFIC MARINER 2003	65' HATTERAS 1982	64' ALASKAN 2004
61' CHEOY LEE 2003	61' NAVIGATOR 2001	60' OCEAN ALEXANDER 1986	55' NAVIGATOR 2012	55' HAMPTON 2008
54' OCEAN ALEXANDER 1996	48' MARITIMO 2008	48' MONK 1964	48' OCEAN ALEXANDER 1987	46' GRAND BANKS 1994



Robert Fiala  
425.765.7850



Scott Hauck  
206.931.2660



Ben Johnson  
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FROM **SEPTEMBER 12 - 15!**  
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