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SWIFT

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66

Beneteau's new Swift Trawler 47 debuted on the West Coast with a P.R. Cruise dubbed The Swift Pacific Adventure. A log strike, a smoking engine, and foul weather derailed cruising itineraries with our editor aboard. The verdict?



72

WHERE THE *Hot Springs Flow*

One of the benefits of boating on the Pacific Ocean's Ring of Fire is access to coastal hot springs. Find the one nearest you.



76

THE CANOE

JOURNEY

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80

LEARNING BY DOING

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86

PORTS OF CALL

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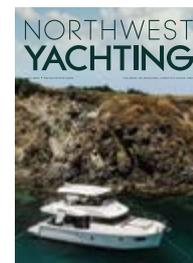
88

ASK THE EXPERTS

Boat Towing (part 1)

Summer means more boating and more vessels in need of towing. We sat down with three TowBoatUS captains to learn a thing or two about towing.

On the Cover



The cover features the very same Beneteau Swift Trawler 47 from this month's feature about The Swift Pacific Adventure. Here the yacht basks in the glory of California waters; the longer northern transits are mere memories.

Departments

- 14 From the Helm
- 16 Nautical News
- 30 Business Notes
- 34 Letters
- 36 Arrivals
- 44 Goods & Gear
- 52 No Helm, No Problem
- 54 Hotwire
- 56 Perfect Lines
- 59 Kevin's Catch
- 60 On Watch
- 62 Galley Gourmet
- 84 Racing Sheet
- 91 Pets on Boats
- 96 Boats for Sale
- 100 Classified Ads
- 105 Broker's Best
- 106 Spyglass
- 108 Advertiser Index

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82' HORIZON MOTOR YACHT 2006 \$2,195,000



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



54' WESTBAY SONSHIP PILOTHOUSE 2005 \$699,000



62' OFFSHORE PILOTHOUSE 2002 \$1,049,000



72' NORDLUND 1990 \$499,000



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



58' SUNSEEKER EXPRESS 1999 \$378,000



57' NORDHAVN TRAWLER 1998 \$995,000



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



47' BAYLINER 4788 1995 \$179,900



45' BAYLINER 4587 1995 \$119,900



47' TIARA SOVRAN 2006 \$355,000



33' TIARA 3300 OPEN 1996 \$59,500



29' BEAVER PICNIC LAUNCH 2016 \$239,000



40' ALBIN 2006 \$249,900



53' PRIMA 2001

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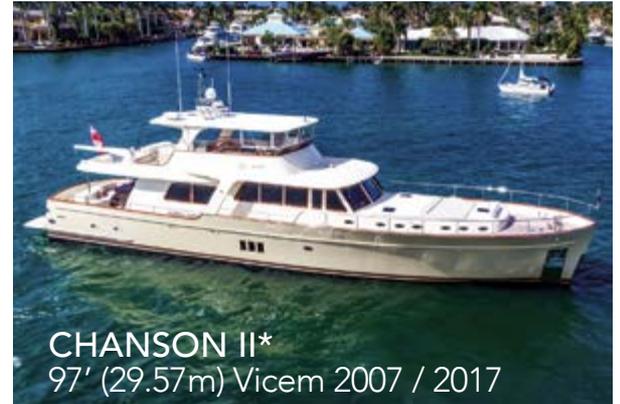
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135' (41.15m) Alloy 2013



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



IRISH ROVER
97' (29.57m) Marlow 2011



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



ALCHEMIST
80' (24.38m) Lazzara 2003



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



GG
78' (23.77m) Ocean Alexander 2014



BLUE EYES
76' (23.16m) Alaskan 2008



LADY ANN
74' (22.56m) Ocean Alexander 2007



ALII
65' (19.81m) Pacific Mariner 2004



TIARA Q44
44' (13.41m) Tiara 2016



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Finding Joy in No Wind



Norris Comer

The faces of the sailors around me are contorted into a special kind of anguish, one I have yet to see on any other kind of human. I'm aboard *Smoke*, a hotshot Transpac 52 belonging to well-known racer Steven Travis, and we're in first place on Leg 2 of the Van Isle 360 sailboat race from Comox to Campbell River, British Columbia. We owe the custom Paul Beiker-designed *Blue*, skippered by sailing Olympian Jonathan McKee, some time on handicap, but still, being at the front of the pack usually puts sailors in a good mood. Why the anguish?

Low wind. More accurately, zero knots of wind. For competitive racing teams gunning for the gold, racing with no wind is a morale killer. The spinnaker goes limp in the malaise and bow crew scoop up the sagging kite so it doesn't end up in the water. The rail meat, me included, gaze over the pond water for any hint of breeze-induced water disturbances.

I internally wrestle with Race to Alaska flashbacks from last year. It was in this exact stretch of water near the Campbell River mouth where team Wright Yachts (with me aboard) floundered in a similar no-wind situation. Fortunately for us on *Smoke*, we don't have to worry about getting through a 10- or 15-knot tide swing at Seymour Narrows. Beds and a big meal at the Riptide Marine Pub await us instead.

Eyes glaze as we hurry up and wait, somehow both hyper aware and nodding off at the same time. We glide in slow motion on faint currents. Stories from friends who recently raced in the annual Swiftsure sailboat race, a no-wind "Drift-sure" this year, echo in my mind.

"Just give us a knot," someone mutters as if uncomfortable with the massive weight of natural silence. "One bloody knot."

In answer, a humpback whale erupts from the water, hitting the surface after a twirl and sending a thunderclap across the water. The crew ooohs and aaahs as another, then another follow suit. I estimate five or six individual whales participate in the breaching, their serrated blade-like pectoral fins rising and falling like a giant's greeting. They swim toward us, making a show of it along the way before disappearing underneath, their agenda a cetacean secret.

"Alright, the whale tour is over," someone says. "We're racing, stay focused." Our morale tanks refilled, the merits of patience are reaffirmed to me. Eventually, the wind fills in—it always does. *Smoke* is a bat out of hell again, crew consumed in racing as we're first across the finish line.

The experience reminds me of the Buddhist advice to encountering an inconvenient red traffic light; to be thankful of an opportunity to set aside one's itinerary for a few seconds of mind-clearing meditation.

The thrill of high winds and speedy finishes are easy to understand, but there is also joy to be found in no wind. Our desires and timetables—so human and inconsequential—are forced to yield to the greater powers of the universe. Is this not part of the appeal of the vast ocean?

To be humbled by a force so much greater than ourselves? No wind situations, like the red traffic light, are opportunities to become more at one with the sea, the sky, and ourselves. The wind always fills in eventually. We become busy again.

Northwest Yachting crew wishes you and yours a great July filled with on-water fun and celebration. Seize the day!

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

This Month's Feature Contributors



Raised in the Marshall Islands but with Washington as her second home, Eva Seelye is an independent

writer and former assistant editor at *Northwest Yachting*. Her on-water enthusiasm surfaces in every aspect of her life. Read up on her adventures at wanderinraw.com



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



Richard Walker spent part of his childhood on a Chris Craft Super Sport in Long Beach, California, got his first taste

of sailing on a catamaran in Newport Beach, California, served as a helmsman and quartermaster aboard *USS Manitowoc* (LST 1180) from 1980–84, and married a lovely San Juan Island woman of Irish and Coast Salish ancestry who also happened to own a 26-foot Nordic Tug. He is a writer, author, and poet serving as a deckhand aboard the *M/V Guemes*.

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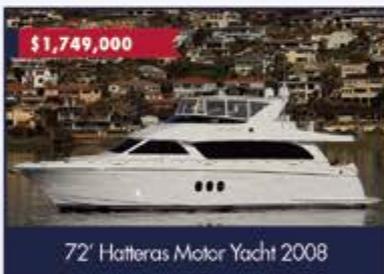
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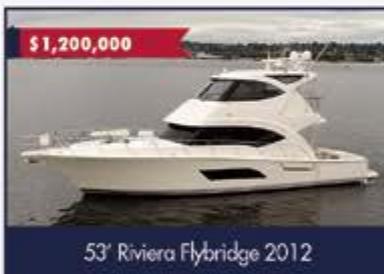
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88' Ocean Alexander 2010



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72' Hatteras Motor Yacht 2008



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53' Riviera Flybridge 2012



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52' Ocean Alexander 2005



\$695,000

48' Krogen North Sea 2005



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43' Nordhavn 2007



\$389,500

Sea Ray 410 Sundancer 2012



\$375,000

39' Krogen 39 2003



\$299,000

39' Krogen 39 2001



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38' True North 2006



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35' Tiara 3500 Express 1997



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Racing

Race Week Past, Present, and Future

A look at the evolution of Race Week from Whidbey Island to the Point Roberts

By Schelleen Rathkopf

In 1983, a lot of good things happened. Microsoft released Word, the Motorola Company unveiled the first mobile phone, and over 125 million of us watched the final episode of M*A*S*H. It was also the year when *Yachting* magazine's publisher and editor-in-chief, Edward D. Muhlfeld, cooked up a plan to add Whidbey Island to his consortium of Race Week events.

For many years, New York-based *Yachting* held the reigns as the nation's premier Race Week events organizer. With Audi in tow as a title sponsor linked to *Yachting*'s display advertising bottom line, an expansive concept of Race Weeks was developed. Included in the mix of locations were Key West, Catalina, San Diego, Block Island, Solomon Island, and Whidbey Island. As a *Yachting* Race Week enterprise, the publication was able to tie in national sponsors eager to spend marketing dollars such as

IBM, Remy-Cointreau (Mount Gay Rum), and of course, Audi.

But in 1994, *Yachting*'s advertising dollars went from a torrent to a trickle and the magazine ended its *Yachting* Race Weeks program. It was presumed that without national sponsors, the regattas would go away (and some eventually did). But Whidbey Island Race Week continued, due in large part to Oak Harbor businessman, Stan Stanley.

Stanley's history with Whidbey Island Race Week went back to Day One. He, alongside Washington's Governor John Spellman, Oak Harbor's Mayor Alvin Koetje, and event co-chair Paul Thorlaxson, originally worked with *Yachting* to bring Race Week to town. Endorsed by the Pacific International Yachting Association, conducted by Seattle Yacht Club, and co-hosted by Oak Harbor Yacht Club and the

North Whidbey Chamber of Commerce, the coalition helped present the debut of Whidbey Island Race Week from July 10 to 15, 1983.

Whidbey Island Race Week, as we know it, was born in the post-*Yachting* sponsorship era. Stan Stanley joined forces with marine industry giant Bob Ross (J/Boat Dealer, Sail Northwest, and Seattle Sailing Club) and carried the Race Week torch forward with Northwest Marine Productions for 14 years. In 2008, Gary Stuntz took the helm with Clear Ahead Marine Productions. Despite a tanking economy, Stuntz kept the event afloat for the next seven years. Then it was my turn as the event producer in 2015, a position I'm passionate about to this day as I also work as the advertising and marketing coordinator for *Northwest Yachting* magazine.

For nearly four decades, Race Week called Whidbey Island home. Sailors have come from all over the region to race, party, and play. It's no surprise to anyone who has attended a Race Week that the event has been called Adult Summer Camp. But this July will be the last Whidbey Island Race Week as it's moving to a new venue beginning in 2020 and will be rebranded as Point Roberts Race Week. The venue change was necessary to expand the race product and draw in competitors from both the US and Canada. With both dinghy and big boat race offerings, combined with sailors coming from Victoria, Vancouver



Above: The Pacific Northwest's active J/105 fleet consistently delivers close competition (and provides sweet eye candy) at Whidbey Island Race Week year after year.

Left: A Melges 24 crew prepares to launch the spinnaker at the windward mark, rounding to catch the westerly fill in Penn Cove at Whidbey Island Race Week. (Photos: Jan Anderson)

Continued on Page 18

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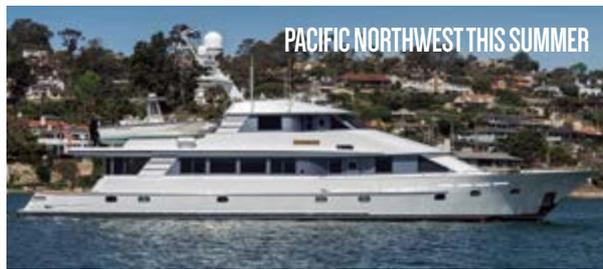
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Whidbey Island Race Week: Past & Present

Continued from Page 16

and Seattle, Point Roberts Race Week may soon be the largest sailboat racing event on the west coast of North America.

To get there, I've assembled a team of race officers who are rock stars in the sport. John Abel, a World Sailing International Race Officer from Victoria, B.C., will be the overall event Principle Race Officer (PRO). He will be joined by National Race Officer (NRO) Paul Evenden from Vancouver B.C. and Regional Race Officer (RRO) Charley Rathkopf from Seattle, Washington.

Individually, they are the PROs for many high-profile events including Charleston Race Week, Swiftsure International Yacht Race, VanIsle 360, Melges 24 World Championships, Hobie North Americans, Laser North Americans, Round the County (RTC), 6mR Worlds, 29er Nationals, J24 Nationals and Whidbey Island Race Week. And collectively, this team will run the races at Point Roberts Race Week.

In addition to this race management team, I've assembled an Advisory Board that includes prominent racers and US and world sailing officers. This effort, combined with the procurement of a title sponsorship from Chen Yihong of China DongXiang (owner of the Point Roberts Marina) and news that the Transpac 52s are participating (and possibly forming a one design fleet), Point Roberts Race Week is well on its way to future success.

Every sailor knows that tacking is required in this sport, and that is why it's time to say goodbye to Whidbey Island and hello to Point Roberts.

With immeasurable gratitude and respect for all who have carried the Whidbey Island Race Week torch and those who have had a hand in the development of a great racing event, thank you. Point Roberts Race Week will continue the tradition of raising the bar on what a great sailboat regatta should provide: fun!

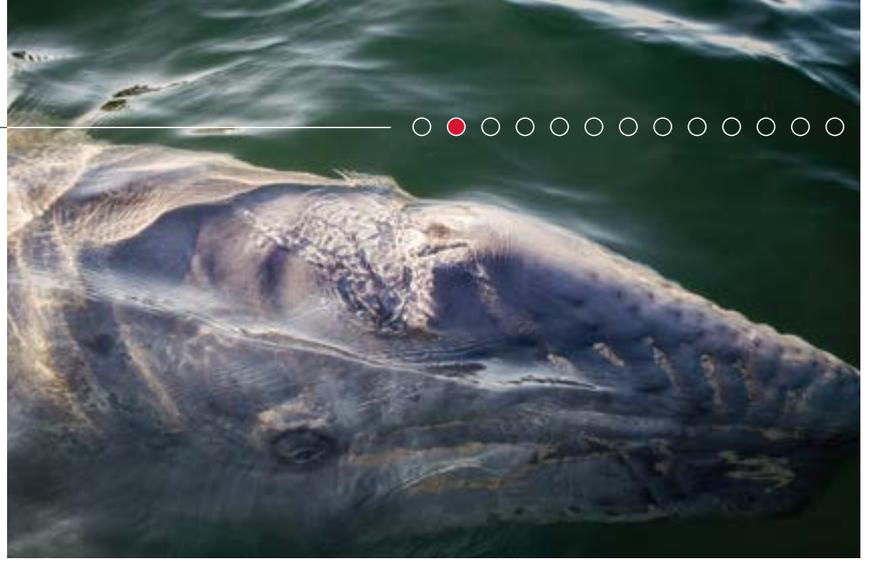
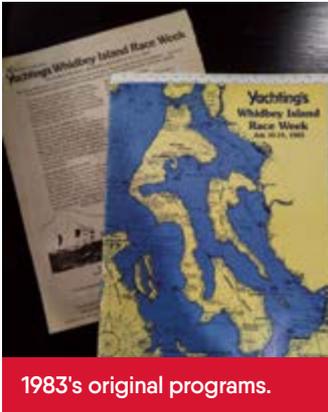


Photo: Petty Officer 2nd Class Ryan Tippels

Environment

Record Number of Beached Grays

By Evin Moore

This year has seen a record number of gray whales washing up on beaches all along the west Coast of North America, with about 75 as of early June, according to the National Oceanic and Atmospheric Administration (NOAA).

Every year, gray whales move from Alaska to Mexico and back. The migrating whales eat in Alaska and pack on blubber before leaving. If the whales do not put on enough weight before leaving, they will have to look for food along the way, which is probably why they are washing up in place they do not normally visit, like Puget Sound.

In Washington, officials are asking owners of water-front property to volunteer their land to give a place for the carcasses to decompose. NOAA has

stated that so many more whales have washed up than normal that they are running out of places to put them.

It's not completely clear why there are an above average amount of beached whales this year, but it could be because the population of whales has reached its natural carrying-capacity, according to NOAA biologists. A large population combined with a bad year for amphipods, the main food source for the whales, could lead to a large die-off. Warming ocean water may also be dropping the population of amphipods, leading to less food for the whales to eat.

Coast Guard Corner

Joint Oil Spill Drills

By Evin Moore

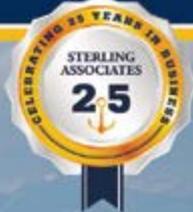
The US Coast Guard and Canadian Coast Guard participated in joint oil spill drills late this spring in the Strait of Juan de Fuca. The drills were performed to test response plans for environmental incidents that require international coordination. A harmless dye was added to the water to simulate an oil spill. Responders practiced containing the spill with vessels, boom, and skimmers. "These types of joint exercises are a great way to test our preparedness to respond, build partnerships, test bilateral communications and improve our contingency plans," said Lt. Cmdr. Patrick Marshall.

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98' VERSILCRAFT 1987
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80' BURGER 1959
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57' BAYLINER 2002

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70' WESTPORT 1986

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91' DELTA 1982

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NEW LISTING

50' SYMBOL PILOTHOUSE 2000

450hp Cummins, popular layout w/ amidships master w/ ensuite head. Dale Partna, Seattle.



JUST REDUCED

LOCATED AT OUR DOCKS

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



49' MERIDIAN 490 PH 2005

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



47' BAYLINER 2000

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



LOCATED AT OUR DOCKS

46' WESTCOAST 2005
Gimlet is a one owner boat that has been kept under cover. Keith Walsh, Seattle.



NEW LISTING

62' NAVIGATOR PILOTHOUSE 2010

Last year of the wide body, 17' 4" beam, 3-stateroom layout, pristine. Dale Partna, Seattle.



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

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



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



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



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History

Iconic Boats of Roche Harbor's Past

By Richard Walker

Roche Harbor is known as a premier Northwest resort community and boating destination on San Juan Island. What's more, when you sail or motor into this deep, protected harbor on the island-studded, U.S.-Canada border, you enter a maritime tradition that is historic, ambitious, and colorful. Here are some of Roche Harbor's most famous vessels.

Coast Salish Canoes

These waters are the ancestral marine highways of several Coast Salish peoples who traveled to and from Whelaalk (Wh'lehl-kluh)—Roche Harbor's historic name—for commerce, to visit families, and to fish salmon-rich waters. When John S. McMillin established Tacoma & Roche Harbor Lime Co. here in 1886, there were Coast Salish communities at Reid Harbor on Stuart Island, at Open Bay on Henry Island, at the entrance to San Juan Island's Mitchell Bay, and northeast of Roche Harbor opposite Spieden Island. Coast Salish people worked for the lime company and their descendants still fish these waters and work to protect habitat and cultural resources here.

Coast Salish canoes returned to Roche Harbor in 2004 and 2008 as part of the Canoe Journey, the annual gathering of Northwest Coast indigenous nations. And in 2016, the Lummi Nation dedicated a story pole depicting a reefnet fisherman and two accompanying salmon story boards at a village site on nearby Garrison Bay. Coast Salish families were displaced from the village by British troops during the territory dispute with the United States between 1859-1872.

Lutie Hillaire, whose grandfather and great-grandfather were born at Whelaalk, said in an earlier interview, "We were here yesterday. We are here today. We will be here tomorrow."

Calcite

McMillin (1855-1936) made a noted voyage to Princess Louisa

Inlet in 1908 aboard his new yacht, *Calcite*, which was built on Lopez Island. One of the guests, photographer John A. McCormick, documented the journey in a cruise album that was published posthumously in book form in 1973 (*Cruise*

Continued on Page 22



Calcite in her heyday - the 1920s.



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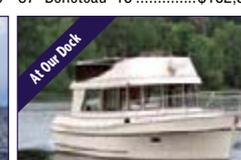
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 34' C&C '78.....\$33,000	 35' Beneteau '16\$168,000	 36' Hunter '05\$99,900	 37' Beneteau '15\$182,500	 39' Hunter '12.....\$159,950
 41' Beneteau 411 '00\$112,900	 46' West Indies '77 \$59,900	 48' J-145 '01.....\$325,000	 31' Camano '04.....\$117,500	<p>What's Happening</p> <p>22' Beneteau First 22 SOLD</p> <p>35' Beneteau 351 '95 SOLD</p> <p>36' Hunter '04 SOLD</p> <p>37' Beneteau 373 '04 Sale Pending</p> <p>37' Beneteau 373 '05 Sale Pending</p> <p>38' Beneteau '15 SOLD</p> <p>38' Beneteau Oceanis 38.1 Arriving Soon</p> <p>39' Lagoon '17 SOLD</p> <p>51' Beneteau Oceanis 51.1 Arriving Soon</p> <p>55' Beneteau Oceanis 55 SOLD</p> <p>62' Beneteau OCY In Commissioning</p>

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Nautical News



Archer moored
in Roche Harbor
in the lime
kiln days.

History

Iconic Boats of Roche Harbor's Past

Continued from Page 21

of the *Calcite*, B & E Enterprises). The party consisted of McMillin; his son, Fred; R.P. Butchart of the Vancouver Portland Cement Company, whose quarry would become Butchart Gardens; McCormick, official cruise photographer; Henry Horst, first officer; Guy Wheeler, chief engineer; and Jim Nagaoka, chief steward.

"Quite a spiffy yacht for her day, the 50-foot *Calcite* provided all the comforts of home," McCormick wrote. *Calcite* had sleeping accommodations for 10 guests; electric heat and lights; running water; and space beneath the afterdeck for stowing of all baggage and equipment.

Calcite departed Roche Harbor on Sept. 9, 1908, visiting Victoria, Chemainus, Campbell River, Powell River, Egmont and Hotham Sound before arriving at Princess Louisa Inlet on September 22. The party fished for salmon, hunted bear, and explored inlets and streams and falls. They returned to Roche Harbor on September 25 via Brandon, Vancouver, Maine Harbor, and Tod Inlet.

Calcite was later converted to a tug and doubled as pleasure craft and working boat. McMillin's son, Paul, sold *Calcite* – to someone in Port Townsend, according to his daughter, Mary – around the time he sold Roche Harbor to the Tarte family. From there, *Calcite's* fate is unclear. It may have ended up in Pelican, Alaska.

"Sometime in the early to mid '80s a young man came to Pelican in an old tug by the name of the *Calcite*," a resident wrote. "It was left in the harbor in Pelican, and the

city of Pelican -- due to lack of paying harbor fees and, I think, having no contact with the owner -- put the boat on the beach and burned it. The prop and anchor winch were around here for years but I think the prop went to the scrap yard. As for the anchor winch, it may still be in town."

Archer

Roche Harbor was well equipped to transport its lime products to West Coast ports for agriculture, construction and industrial uses. Over the years, its fleet included the three-masted barks *Archer* and *Star of Chile*, the three-masted brig William G. Irwin, and the tug *Roche Harbor*.

The *Archer* figures prominently among merchant vessels of her era. The 900-ton ship was built in 1876 at Sunderland, England, and had the capacity for 800,000 feet of lumber or about 1,000 tons of general cargo. She was dismantled and thrown on her beam ends on March 16, 1894, in a gale off Cape Flattery; three crewmen drowned. *Archer* was found by the steamer *Maude* and ultimately towed to Port Blakely, where she was converted to a barkentine for Capt. Rufus Calhoun of Port Townsend.

Roche Harbor Lime Transport bought *Archer* in 1906 and placed her into service freighting lime to San Francisco, California, which was rebuilding after the devastating fire and earthquake. *Archer* made history as the first commercial vessel on the West Coast to be outfitted with wireless radio.

Archer was sold in 1915 to Swayne & Hoyt, who installed an oil

engine and operated her as a power schooner. She wrecked in 1936 off the Philippine Islands.

Clareu

Reuben J. Tarte (1901-1968) was quite accomplished by the time he bought Roche Harbor in 1956 from Paul McMillin. He had founded Transport Storage and Distributing; invented the piggyback flatcar, which improved the delivery of automobiles by rail; and served as a Navy officer during World War II, patrolling Puget Sound to help protect cities and area military bases.

Tarte and his wife, the former Clara Diaz, became active boaters in 1936, sailing Northwest waters in their cruiser, the *Clareu*. When *Clareu* was called into wartime patrol service by the Navy, Tarte was commissioned a lieutenant commander so he could stay at her helm.

It wasn't the first time U.S. yachtsmen had come to the nation's aid in wartime. "During the American Civil War, private American yachts were loaned or leased to the U.S. Navy," according to C. Kay Larson, national historian of the U.S. Coast Guard Auxiliary. The 1916 Naval Reserve Act provided for enrollment of civilian boats and crews "suitable for naval purposes in the naval defense of the coast."

During the Great War, the U.S. Naval Reserve organized yacht clubs into submarine watches "to ease fear along the coast and raise morale by giving everyone a greater



Clareu after hostilities ceased.

piece of the action," Larson wrote.

In the 1920s, the Chris Craft Company introduced the mass manufacture of recreational boats. "By 1936, the family cruiser had become the backbone of the U.S. motorboat industry," Larson wrote. "These cruisers would become the backbone of the [nation's] small-boat fleet." Without them, "America would not have been able to provide the vessels that protected its coasts during World War II."

Eleven years after the war's end, Lt. Cmdr. Tarte and *Clareu* had a new homeport: Roche Harbor.

Wild Goose

Actor John Wayne (1907-1979) frequently visited Roche Harbor on his yacht, *Wild Goose*, in the 1960s and '70s. Like its owner, *Wild Goose* was one of a kind.

She was built for the U.S. Navy in 1943 in Ballard (Seattle, Washington) as a mine sweeper and commissioned USS YMS-328. She

patrolled out of Adak and swept minefields at Attu and Kiska in Alaska. Post-war, she was stricken from the Naval Vessel Register and became a private yacht, and at one point traveled to Tahiti, Bora Bora, and Hawaii.

Wayne bought the former minesweeper in 1962, renovated her and changed her name to *Wild Goose*. She was featured in the 1967 film, *The President's Analyst*, and the 1968 film *Skidoo*. You can catch up with *Wild Goose* in Newport

Beach, California; she is owned by Hornblower Cruises and provides dinner cruises. She's also listed on the National Register of Historic Places.



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— PETE MCGONAGLE



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Chris White Atlantic 48 • 2010 • \$595,000



Cabo Rico Pilothouse 42 • 2003 • \$349,000



45 Jeanneau 45.2 • 2002 • \$225,000



Hallberg-Rassy 35 • 1989 • \$115,000



PRICE REDUCED

Hallberg-Rassy 34 • 2000 • \$139,000



Waterline 48 • 1997 • \$395,000



Frers 64 • 1978 • \$377,000



PRICE REDUCED

Island Packet 420 • 2000 • \$254,000

59 Outremer 5X	2012 €1,190,000	44 Nordic	1983	\$107,000
53 Oyster	1999 \$410,000	43 Hans Christian (Chris)	1986	\$99,000
51 Able Apogee	2000 \$499,000	40 Perry Bella	1994	\$120,000
50 Beneteau	1998 \$147,000	40 Panda	1981	\$105,000
50 Baltic	1999 \$499,000	37 Jeanneau	1999	\$89,000
50 Lavranos	1990 \$169,900	36 Stanley (Lobster Boat)	1967	\$45,000
47 Chris White Atlantic	2013 \$799,000	34 Red Wing	2008	\$89,000
47 Garcia Passoa	2005 \$375,000	33 Back Cove	2008	\$259,000
47 Catana 472	2001 \$420,000	33 J/100	2007	\$76,500
45 Passport 456	2004 \$345,000	30 Sabre 30 mkIII	1988	\$35,000
44 Tanton	1983 INQUIRE	30 Mainship	2000	\$64,500
44 Morris	1995 \$375,000	27 Pacific Seacraft Orion	1979	\$29,000
44 Nauticat	1983 \$169,000	25 Ranger Tug	2012	\$105,000

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Racing

Team Imua Takes Home the Seventy48 Win

By Eva Seelye

Congratulations to Team Imua for taking the win in the human-powered, self-supported Seventy48 race, an offshoot of R2AK. Greg Spooner and Thiago Silva took off from the Tacoma docks in their open water rowing double at 1700 hours on May 31, having never rowed together before, but that doesn't mean they're newbies to the boating scene.

They've both raced across the Pacific and Atlantic oceans and logged thousands of open water rowing miles over the years. Not to mention, Spooner came in third place at the inaugural Seventy48 race last year.

With 30 minutes to cross the start line and 48 hours to finish the race, Team Imua rowed through Tacoma's Thea Foss Waterway with their end goal, Port Townsend, 70 nautical miles away. Spooner and Silva crossed the finish line just under 11 hours at 0549 hours, securing their

prize of \$5,450 and the first Backward Facing Class finisher.

Spooner reports on his Seventy48 experience: "It was an 8-mile sprint to overtake them and put the nail in the coffin of the win," he states. "We could see the quad the entire race, which really made it a dogfight. They would take a really wide course and catch a current shooting ahead, we'd catch up and take the lead."

Team Blister in the Moon took second place, arriving at Port Townsend's city docks at 0556 hours in their open water quadruple rowing scull with Team Wave Forager's Ken Deem just two minutes behind in his Maas 24, the first solo finisher and placing third overall.

Well done to all participating teams, and we're excited to see what's in store for next year. Visit seventy48.com for more information.



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Double Take

Maiden Inspires a New Generation of Women

By Peter Marsh

What secrets are hidden in the names of famous boats? *Maiden* was the self-deprecating name of the first ocean-racing team crewed solely by women back in 1988. Their goal wasn't to get their feet wet by merely crossing an ocean in the trade winds, it was to go straight for the biggest offshore prize of that era—the Whitbread Round the World Race (later to become the Volvo Race). It was a hugely ambitious project literally dreamed up by a young English sailor, 24-year-old Tracy Edwards, with practically no experience of managing such an undertaking.

She was a rebellious teenager who drifted through Europe, ending up in Greece, and taking the

only job available to women on big sailing yachts at the time—a cook. She took the skills she learned in the galley into the 1985-86 Whitbread Race aboard *Atlantic Privateer*, an 80' Farr sloop. She not only survived working in the galley through the "roaring forties" and round Cape Horn, she finished the race determined to take part three years later, but as a skipper with the first female crew.

She overcome every barrier put up by the sexist yachting establishment, which disparaged her efforts at every step of the long journey, and reached the starting line in Cowes, the English home of yachting, after a frantic final push to fit out her boat. *Maiden*

was a 58-foot aluminum design that previously completed the race, and remarkably, her sponsor was King Hussein of Jordan and Royal Jordanian Airlines. That is another entire story itself, as are the success these 12 women had during the grueling year-long event from 1989-1990.

The crew included Americans Dawn Riley, who went on to lead her own women's crew in America's Cup and Whitbread races, and Amanda Swan Neal, who runs Mahina, a world cruising and sail training business based in the Pacific Northwest, with her husband John Neal. *Maiden* finished second in her class, winning two out of six individual legs of the race, includ-

Maiden in Malta in 2018. You can learn more about *Maiden's* journey and Pacific Northwest arrival via their website at themaidefactor.org.

ing Cape Town to Auckland, the best finish by a British boat for 17 years. Edwards was awarded the Yachtsman of the Year Trophy, the first woman to receive it.

How is all this news? Tracy Edwards is once again inspiring a new generation of women to dream of fair winds and far islands. Although the news has barely reached U.S. shores, the *Maiden* phenomenon has been revived and is sailing to Seattle from New Zealand, attracting crowds and the media everywhere they go.

Like a piper, Edwards has done the impossible again and this time she has the power of modern social media behind her. This story begins with the boat, found derelict in the Seychelles Islands in the Indian Ocean and returned to England in 2017 after a fundraising drive. There she was lovingly restored by craftsmen and volunteers in the same English boatyard where she had been refitted in 1988. The boat itself was designed by Bruce Farr under IOR rule with a displacement of 21 tons, and built in 1979 for Swiss skipper Pierre Fehlmann. He raced under the sponsorship of a cigarette maker and the boat, named *Disque D'Or 3*, finished fourth overall in the 1981 to 1982 Whitbread Race. A year later, it

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was renamed *Stabilo Boss* for the 1986-87 BOC single-handed race, and came in seventh, skippered by South African Bertie Reed.

Now *Maiden's* journey is continuing in a different tack. In 2018, she departed on another voyage around the world crewed by young women from many nations and backgrounds and is stopping at as many ports as possible to welcome young fans on board and raise funds and awareness for girls' education.

Before her arrival in the Pacific Northwest, she will be preceded by a hourlong documentary film first released in the United Kingdom on March 8 to coincide with International Women's Day. It is schedule to be available here in July, both online and in theaters. Luckily in the now famous Whitbread race, *Maiden* had a cine-camera aboard, not a typical piece of onboard equipment in 1989. There is plenty of exciting, heart-pounding footage from the race, resulting in an uplifting, inspiring film that has won rave reviews.

In the film, Edwards, is not afraid to admit she made mistakes, like the choice of the women to wear swimsuits for their finish in Fort Lauderdale, which she explains tongue in cheek was "to distract the press from their third-



Edwards and triumphant crew in 1990.

place position in leg 5." Apparently, it was the most syndicated sports photograph of the year. Society has since become more liberal of women in sport showing some skin, such as modern beach volleyball in the Olympics.

And yes, the same gender issues continue in offshore sailing. Although women have made great progress in inshore sailing in the last 30 years, they are still struggling to find their footing in the elite offshore world.

This year, the organizers of the next version of the original

Whitbread Race have issued a penalty that reduces the number of male crew allowed if teams choose to sail without women on board.

You can learn more about *Maiden's* journey and Pacific Northwest arrival via their website at themaidefactor.org. The current sail plan calls for a Vancouver visit from July 28 to August 6 and a Seattle stay August 6 to August 16 before heading south to San Francisco.



Photo: Andrew Sassoli-Walker

The finish at Southampton in 1990.

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Potion of the Ocean

Empress Gin and Tonic

By Bridget Charters

Recently I had the opportunity to pay Victoria, British Columbia, a visit during the 2019 Swiftsure Race. We traveled by boat from the San Juan Islands to the Port of Sydney Harbour and walked a few blocks before taking the local bus that dropped us right at the Empress Hotel. While there, I ordered the Empress Gin and Tonic and was surprised to receive a purple cocktail in a tall tulip-style glass accompanied with a bottle of Fever-Tree tonic. What a lovely surprise!

The development of this special gin happened at Victoria Distillers. The distillers partnered with the mixologists from the Empress Hotel to especially create a gin for the Empress Bar. Victoria Distillers wanted something special and used butterfly pea powder to give the gin its distinctive color and flavor. This gin is more floral and uses citrus

peel (grapefruit in particular), cinnamon, coriander, rose, and ginger, along with some of the Empress blend tea in the recipe.

Victoria Distillers recommends blending the special gin with a premium tonic such as Fever Tree, then rather than the typical lime wedge, they suggest a slice of grapefruit for garnish. Victoria Distillers now sell the Empress 1908 gin in liquor stores in the Seattle area.

As we headed home the next day, we wandered around Sidney and were surprised to find Victoria Distillers there at the Port of Sydney Harbour! Some of the owners were at the distillery and shared their story of the Empress gin and how they arrived at the beautifully colored libation.

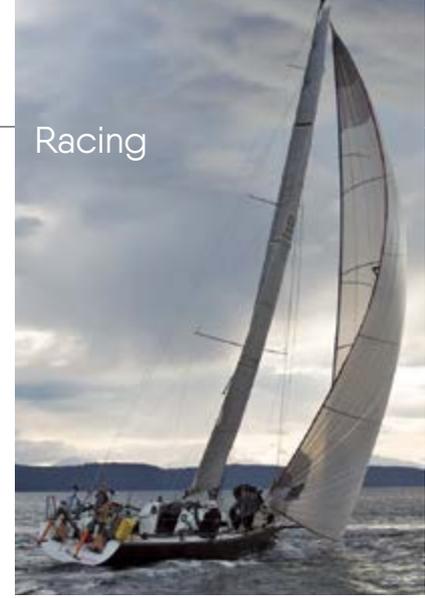
The process was long but magical, and a bottle of Empress gin was soon stowed in our hold for the trip home.



Empress Gin and Tonic

- 2 ounces Victoria Empress 1908 Gin
- 3 – 4 ounces premium tonic such as Fever-Tree
- ½ slice of Grapefruit
- Large wedge of lime - optional

Directions: A proper gin and tonic is made by loading a proper glass, normally a double rocks glass, but for the Empress G&T a large wine glass is great (think Aperol spritz), or if you have a tulip glass, that looks like large water glass with a short stem. Fill the glass with ice and pour the gin over the ice, then tuck a large half-moon slice of grapefruit into the ice and pour the tonic over the top. Enjoy this incredibly refreshing drink on a warm summer's day.



Racing

Photo: Taylor Bayly/R2AK

Race to Alaska Winners Declared

By Evin Moore

The results of the 2019 Race to Alaska are in and Team Angry Beaver – Skiff Sailing Foundation have claimed their \$10,000 first prize money and title of R2AK champions for the next year. The winning team is made up of Matt Pistay, Gavin Bracket, Brent Campbell, Alan Johnson, Mats Elf, and Simon Miles.

Their winning run was made in a 7,000-pound, 40-foot Schock 40, a performance monohull with a canting keel known to reach speeds of 27 knots. They crossed the finish line on June 10 at 1456 hours with a total time of 4 days, 3 hours, and 56 minutes.

Coming in second and claiming the infamously underwhelming set of steak knives was Team Pear Shaped Racing, who finished a little over two hours later even after hitting four logs during the race. They tackled the course in *Dragon*, a 34-foot Chris Cochrane custom trimaran.

"We worked so hard for the last 24 hours," they said in a press release. "We went faster than 18 knots. We were sending it!"

The podium is rounded out by third place finisher Team Shut Up and Drive, who crossed the line on June 11 at 1219 hours in their 33-foot Beneteau Figaro 2. Congratulations to Team Angry Beaver – Skiff Sailing Foundation and congratulations to all finishing teams. You can read their amazing stories online at r2ak.com.



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Endangered Orcas: The Story of the Southern Residents

By Greg Van Belle

Even taken with a healthy dose of skepticism, recent reports about the devastation facing our planet are alarming. It is easy to see a near future in the Northwest devoid of healthy salmon runs and orcas as the Salish Sea and its tributaries warm and become less compatible with our iconic sea life. It's also no secret that the Southern Resident Killer Whales (SRKWs) in Puget Sound are in trouble.

Monika Wieland Shields' *Endangered Orcas: The Story of the Southern Residents* is not an uplifting read. It is, however, an important book that chronicles the complex relationship between marine mammals and human development and culture. As boaters, we have a front row seat of the majesty and the tragedy these majestic animals showcase. That makes us their most likely and powerful advocates. It also makes us a part of the problem.

Endangered Orcas isn't a book that preaches about climate change or even takes a remotely political position. It is a factual account of the SRKWs' tenure in the Salish Sea, before large scale human development and after. The news isn't good.

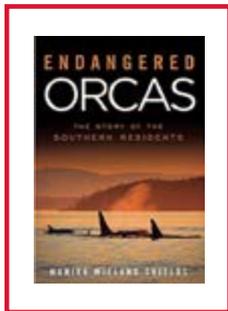
No image is more iconic in the Northwest than that of the orca. The temptation to get close, to snap that perfect photo of a pod moving effortlessly through calm water, is just too much for most of us to resist. This book carefully points out this irony of our love for these whales. We believe ourselves to be the keepers, the stewards, and family of the three SRKW pods. But our affinity for them is part of what has placed them in danger.

We also tend to think we un-

derstand the plight of the orcas. Few of us do. The complex web of issues facing all marine life in the Salish Sea is laid out here by Shields. Her writing is a balanced combination of history, science, politics, and observation. She asks important questions to show that every stakeholder needs to act aggressively to make a difference. It is sobering to realize that in many ways the die is cast. The human population concentration and growth in the region is simply in conflict with orcas.

Yes, the changing climate and large-scale environmental issues are part of the issue. Yes, shrinking salmon runs and introductions of non-native species play a role. But so do we. Every time we cast off the dock lines for a cruise in the waters these whales call home, we put pressure on them. Every new boat on the water, every cruise ship plying Admiralty Inlet, every ferry crossing from Edmonds to Kingston, and every whale watching excursion effectively shrinks the orca's environment.

There is hope. Scientists know what the biggest dangers to the SRKWs are. In the short term, we will still be wowed by pods showing up unexpectedly off Alki Beach. There will be SRKWs for your friends to go see on their trip to Seattle. But the long-term outlook isn't good. One thing this book makes clear is that we are at a tipping point with these majestic animals, and we have to find ways to advocate for them without inadvertently doing more damage. We are well beyond the "awareness" portion of the program. More cameras pointed at whales are not helping.



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Worth Avenue Yachts Picks Up Stotler Yachts

By Eva Seelye

Worth Avenue Yachts recently announced a merge between Worth Avenue and Stotler Yachts, a boutique brokerage firm founded and headed by Robert Stotler. Worth Avenue Yachts notably opened a Seattle office as their West Coast location earlier this year.

Stotler himself has a long history in the yachting world, beginning as crew and working his way up to captain on many prestigious yachts before becoming

a broker in 2000. He then founded Stotler Yachts after years of experience and relationship building.

According to a press release, Stotler is very excited about joining Worth Avenue Yachts as the next step in his career progression.

Sales broker Antonio Belli, who began his career in marketing and transitioned

to yacht sales in 2013, will also be joining Worth Avenue Yachts' team alongside Stotler.

Brian Tansey and Michael Mahan, Worth Avenue Yachts' managing partners, feel that adding brokers from a boutique brokerage firm with the same client-first philosophy will bring innovative ideas to the team.



Robert Stotler

By

Nuevo Curso de Navegación de América

By Evin Moore

America's Boating Club will now be offering their popular online America's Boating Course in Spanish. The Spanish course is produced using a grant from the Sport Fish Restoration and Boating Trust Fund and administered by the U.S. Coast Guard and is designed to give Spanish-speaking boaters an education on a variety of boating and boat handling topics.

"America's Boating Club tries to adapt to an ever-changing, growing boating community," said Gary Cheney, chief commander, United States Power Squadrons. "America's Boating Club, with the help of the Coast Guard, wants to extend necessary boating

Continued on page 92



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IBEX 2019 Trade Show Incoming

By Evin Moore

The International BoatBuilders' Exhibition and Conference is being held at the Tampa Convention Center on October 1 to 3. The trade show is widely considered the largest of its kind in North America for recreational boating professionals. IBEX offers attendees training and education from product experts, three exhibit halls, outdoor displays, and demos on the IBEX docks. Education covers everything from ethernet cables to solar panels to the relationship between builders and designers.

"The entire IBEX team has been working tirelessly to prepare for the opening of registration and we are thrilled to now share the many new and exciting experiences being offered this year for all visitors," said Anne Dunbar, IBEX Show Director.

Exhibit halls on the first and second floor will open at 0900 hours and feature tech from companies new to the show and the industry. This year's Country Pavilions will include exhibitors from South Korea, Australia, and Europe, includ-

ing France, Slovenia, and Italy. The third floor will house the specialty pavilions focused on composites, compliance and standards, and the newly named NMEA Connected Boat Experience Pavilion.

"We have so much planned for this year's show; you'll find a packed education conference, many new special events, and nightly networking events. Throughout the summer, we will be sending out information to help you plan your IBEX experience and I encourage you to

IBEX offers training on nearly every aspect of the boating industry with an emphasis on the needs of boat builders.

register early so you don't miss out on any IBEX developments," said Dunbar.

The show will also be hosting several special events and smaller summits within the show itself. The Society of Naval Architects and Marine Engineers (SNAME) will be holding their Small Craft Technology Symposium. Attendees can catch the Third Annual Grow Boating Marketing Summit and the IBEX Special Seminar: Return to Thunderboat Row. To register for the show, head over to ibexshow.com and for a full list of education events and seminars, go to ibexshow.com/education. *BY*

Business Notes continues on page 92

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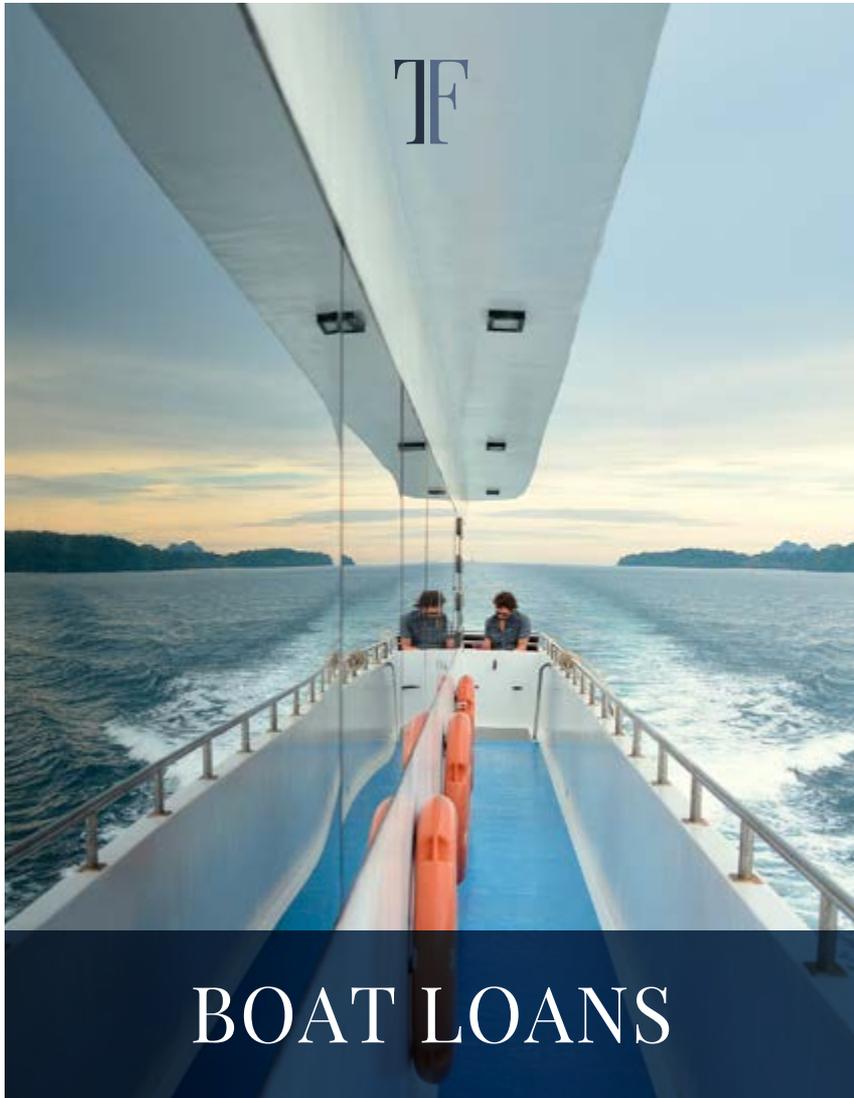


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Letters

We here at *Northwest Yachting* love hearing from our readers. Below are correspondences we've recently received. If you've got two cents to share, feel free to send us a snail mail letter to *Northwest Yachting*, 7342 15th Ave NW, Seattle, WA 98117, or an email to editorial@nwyachting.com.

Buoy Blowback?

Readers sent us quite a few notes with regards to the floatplane buoys discussed in the article The Buoys are Back in Town from the June 2019 issue. Boaters, what do you think? If you have thoughts, send them over to editorial@nwyachting.com.

Northwest Yachting,

In regards to Eva Seelye's article *The Buoys are Back in Town*, I live in a floating home on Lake Union and paddleboard, kayak, and sail on the lake quite often. I love watching the seaplanes and I'm so happy that we have them on our lake.

That being said, the number of take-offs and landings seem to have increased quite a lot. I wonder if the City is monitoring this? Kenmore Air has been a great neighbor and their flight times have been predictable, but are there other companies increasing their flights on the lake? I would think this could be a safety hazard for all the lake users if this growth is unchecked.

—Betsy Chappelle

Northwest Yachting,

Why is it that we, the citizens, should be expected to give up control of the Lake [Lake Union] to corporate interests? Kenmore Air has been able to fly tourists around for years without the need for this runway, but then a few years after Amazon puts in its Vancouver satellite campus, well now there seems to be a need to expand the flights out of Lake Union.

If this were just more tourists, then they could run those flights out of Lake Washington or Boeing Field. This is almost certainly business executives who don't want to deal with traffic. Let's not forget that it is many of these same business interests that have fueled the region's traffic issues and have fought against the political solutions to the issues because they did not want to pay the taxes.

Right now moving away from the buoys is voluntary, but how long until they make it mandatory? We, the citizen owners of this precious resource, need to oppose this expansion at all costs. This [public waterways] is not their private corporate resource, it belongs to the public and it should be for the public.

—Tom O.

Topside Summer Projects

Readers must be in the mood for summer boat projects because they recently penned responses to the March 2019 issue's Ask the Experts about boat detailing featuring Tamara Dinkins of Seattle-based Splash N' Detail and August 2018 issue's Ask the Experts about topside paint with Tony Bulpin of Sea Hawk Paints. Have an opinion? Join the conversation at nwyachting.com.

Awesome article explaining the overall process and benefits of the end-to-end detailing process. I appreciate the insight regarding when boats never get waxed they actually start to lose microlayers of gel coat. As we are now entering the peak of boating season, it is an important lesson to not skip out on the many different nuances of boat detailing.

—Jack Golitz

It's good to know that the part of the boat above water is more focused on aesthetics while the part below water is more focused on functionality. My wife and I want to repaint our boat, but until now we didn't know what to look into for the different parts of the boat. Now that we know about the different painting needs of different parts of the boat, we'll be looking further into our options for boat painting services.

—Thomas Jameson



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Azimut 66' Magellano

If you're in the market for a modern luxury motoryacht in the 60-foot range, odds are that you've heard of the Azimut 66' Magellano from Italian yacht designer Benetti. This no-expenses-spared motoryacht is part spaceship and zero parts nostalgia, a combination of trends defining yachting in 2019: plumb bow, massive seating area in the foredeck, large entertainment focused flybridge, carbon fiber components, sumptuous interior, and the list goes on.

When we say massive seating area in the foredeck, we mean it. The area features its own mini-accessway and U-shaped seating around a table with nearby stowage. There's a similar al dente vibe above, the single-seat helm and nav station effectively integrated into the many cushioned seating arrangements. The cockpit is not left out, with a large dining table and another U-shaped seating around

it with ready access to the swim step. Crew quarters are accessed via the transom as are the twin Volvo D13 800-horsepower, V-drive diesel engines.

The builder touts the Magellano's double chine Dual Mode Hull. The theory is that at low speeds, the upper chine provides additional beam. At high speeds, the water flow is directed to the lower chine shaped to provide less resistance to help with efficiency. It's a cool concept, untested by *Northwest Yachting* at the time of this writing.

Inside, there are both three- and four-cabin layout options with three enclosed heads (in addition to the one crew cabin and head). The interior is stylized like many modern yachts with an emphasis on being open, but notable also is the Navetta option—essentially a deployable separator between the entertainment-focused salon and the

forward galley and helm. This could make the Magellano a natural charter option, increasing the intimacy of the guests while partitioning the operations-focused crew.

All in all, the Azimut 66' Magellano was built to be a trendsetter and seems to be accomplishing its goals. If interested, you can contact local dealer Alexander Marine USA. There's one at their docks at the time of this writing.

Specs

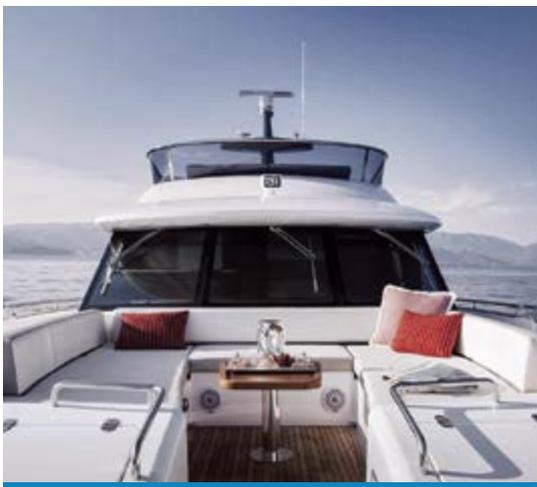
LOA: 66' 1" • Beam: 17' 9" • Draft: 5' 6"

Displacement: 100,971 lbs.

Tankage (Fuel/Fresh):
1,188 gals./264 gals.

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

Web: alexandermarineusa.com





Targa 46

Those familiar with the Finnish boat builder Targa know about their 20- or 30-foot rugged boats with exceptional use of interior space. Launched in 2017 but now available on the West Coast, the flagship Targa 46 (T46) is a go-anywhere motoryacht that should be as at home off the Washington coast as its native Baltic Sea. Right away, one notices the emphasis on open water cruising and seakeeping with features like the relatively narrow beam (13') and open working deck.

Targas are known for their flybridges, often diminutive on their smaller models like the 25.1. There's more room to breathe up there on the T46 with seating for two at the helm and nav station and L-shaped seating. The decks are deep and sheltered by high rails. A swim step and deployable table in the cockpit will be enjoyed in calm waters.

As far as performance is concerned, there are three standard twin Volvo engine packages offered with the T46, including a 870-horsepower one with IPS drives. Depending on the engine package, the builder reports a cruising speed of 23 to 31 knots and a maximum speed of a lively 36 to 41 knots. The T46 seems to sit in that nebulous express cruiser category with some of the amenities of a trawler with with the pep of faster planing builds.

Targas are known for their Swiss Army knife-like interiors, somehow multitasking every inch of space to maximize amenities aboard to offer bigger boat experiences in smaller models (notably on the 27.2, one of their mainstay builds).

The T46 brings a lot of that clever use of space to bear, but the need is less on yacht

this size. The generous windows bring in plenty of light to the open cabin, and the salon, galley, and helm are all part of an open space. Berths and heads are below.

The T46 leads the Targa fleet and is probably worth a look if you've got open water ambitions but don't want to sacrifice the finer things in life. If interested in more information or pricing, you can contact local dealer Cardinal Yacht Sales.

Specs

LOA: 49' 6" • Beam: 13' • Draft: 3' 6"

Displacement: 24,250 lbs.

Tankage (Fuel/Fresh/Black):
396 gals./350 gals./10.6 gals.

Local Dealer: Cardinal Yacht Sales, (360) 647-5555

Web: cardinalyachtsales.com





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New & Notable Boats

Hewescraft Alaskan 270



Colville, Washington-based Hewescraft is considered the largest boat builder in the Pacific Northwest by unit numbers, known for their tough, reliable, and fun trailerable aluminum craft that are about as ubiquitous on Alaskan cruising grounds as commercial fishing vessels. Perhaps Hewescraft is tripling down on their strengths with their new Alaskan 270, even going so far as to claim the 270 is “designed with Alaskans in mind” in their literature.

There are many features of the 270 that make it first and foremost an angler’s boat: 140 gallons of fish storage including a 40-gallon fish box in the transom, an open self-bailing working deck with treadplate flooring, and countless fishing related extras. The 270 is meant to hit the water hard and limit out, no questions.

Like many Hewescrafts, there is a high level of customization offered. This is especially notable in the cabin where a buyer can

go with or without an enclosed head, galley, entertainment-style seating, etc. Access to the foredeck is via a set of steps forward built into the cabin and will mostly be used to mess with the anchor windlass when necessary.

As far as performance is concerned, the builder published a maximum speed of around 39 knots with twin outboard Yamahas for a total of 200 horsepower. Notably, the boat

is rated to 500 horsepower. Naturally, the 270 is easily trailerable like its sister ships.

Hewescraft has decades of trailerable aluminum fishing boats success under its belt, and the new Alaskan 270 should be popular like its forebearers. If interested in more information or pricing, you best check out the Hewescraft website to local your nearest dealer (hewescraft.com).

Specs

LOA: 27' 11" • Beam: 8' 6"

Displacement (dry weight/when tested): 5,200 lbs./8,600 lbs.

Tankage (Fuel/Fresh): 190 gals./Variable

Local Dealer: Find online at hewescraft.com



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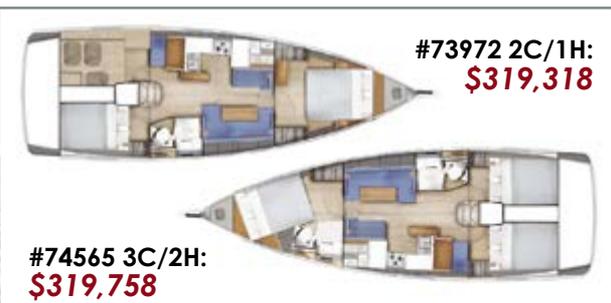
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34' JEANNEAU 349 '19/'20	4 Sold
34' JEANNEAU 349 '20	Arrives October 189,965
32' JEANNEAU SF 3200 '19	Arrived SOLD
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Bali 5.4

Straight from the Catana boatyard in France, the Bali family of luxury catamarans seem to be doing quite well, having won Best Multihull 2019 in the size 40- to 50-foot category from *Multihulls* magazine. What does the Bali 5.4, the flagship of the Bali line, bring to the docks?

Among the notable features is that massive 28' 6" beam, making the 5.4 a simply huge platform for all water-related fun. That entertainment platform ethos—already part of the luxury catamaran creed—gets taken to the maximum with the foredeck arrangement. Unlike many luxury catamarans that leave the foredeck relatively open with trapeze webbing, a huge padded sun lounge area, a foldable dining table, and L-shaped seating go right up to the bow rail. Access to this area is via the walkways and through the salon with a door.

In fact, one can travel from that sumptuous foredeck, through the massive salon, and to the seating of the cockpit entertainment space at the stern without taking a step up or down. Open the forward and aft doors, and it's a straight shot through the whole 5.4 with a nice stop in the galley in between for a snack. There are several layout options available that include four to five cabins and four or five enclosed heads.

The nitty gritty of actually running the boat is handled at the helm, which is situated on a commanding flybridge accessed from the cockpit. Traditional luxury catamarans orient the helm in the cockpit and some amount of peeking over and around the cabin structure is needed to navigate. Not so here, and the skipper has a 360-degree view of the yacht at the helm from what amounts to an elevated center console design. The

standard rig includes a self-tacking solent and a Code 0 foresail.

The Bali 5.4 clearly took a few innovative gambles with the design, which have payed off. Don't be surprised if more luxury catamaran builders follow suit with that beefed-up foredeck. If interested in more details or pricing, you can contact the exclusive local Bali dealer, Seattle Yachts.

Specs

LOA: 55' 1" • Beam: 28' 6" • Draft (max): 4' 9"

Displacement: 56,000 lbs.

Tankage (Fuel/Fresh):
338 gals./338 gals.

Local Dealer: Seattle Yachts, (206) 789-8044

Web: seattleyachts.com

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46' Grand Banks Classic 1988



40' Ocean Alexander 1983



40' Tollycraft Tri-Cabin Motoryacht 1979



39' Azimut 2000



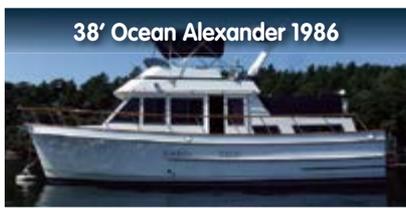
39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Ocean Alexander 1986



38' Golden Star Trawler Sundeck 1985



36' Monk 1988



34' PDQ Power Catamaran 2003



34' Tollycraft Sport Sedan 1992



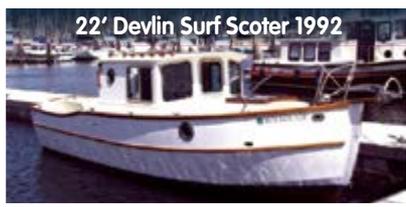
33' Sea Ray 330 2008



25' Devlin Surf Scoter 2000



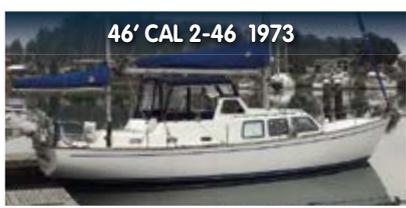
22' Devlin Surf Scoter 1992



22' Sea Sport Sportsman 2000



46' CAL 2-46 1973



44' Cheoy Lee 1980



41' Ericson 1968



40' Beneateau Oceanis 1997



38' Catalina 380 2000



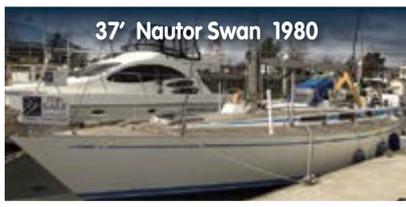
37.5' Hunter 1990



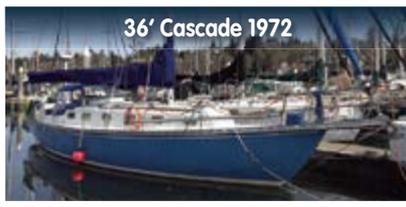
37' Tayana Cutter 1983



37' Nautor Swan 1980



36' Cascade 1972



35' CAL 1983



34' Ericson 34-2 1990



33' Wauquiez Gladiateur 1983



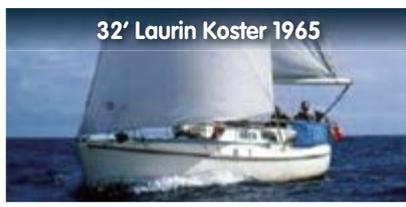
32' C&C 1980



32' Gulf Pillothouse 1988



32' Laurin Koster 1965



31' CAL 1980



31' Cape George Cutter 1981



30' Catalina 30 1985



20' Pacific Seacraft Flicka 1983



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Alerion Express 20



Sometimes, a boater just wants to get back to the basics. With the right daysailer, the complexities and noise of engines, beeping screens of electronics, and upkeep costs melt away in a matter of minutes while peacefully underway. The one design Alerion Express 20 (AE20) is built to be such a daysailer.

Probably the first thing you'll notice is the AE20, despite its diminutive size, looks like an Alerion. The Rhode Island-based company is well known for making yachtsman yachts with elegant lines and emphasis on easy, comfortable sailing. The AE20 retains that philosophy with a simple sail plan that consists of the main and self-tacking boomed jib. Alerion embraces this in its literature, dismissing "spinnakers, asymmetrics or funny business." The tiller sits in a deep, sheltered cockpit to keep all aboard dry. Bottom line is that the crew won't be hiking out of the AE20 regularly.

A few other features are made with convenience in mind. A custom bronze outboard bracket attaches to the side of the boat and can be easily stored with the motor inside the boat while underway. Why make it bronze? It's an Alerion, that's why. The easy deployment and removal of the bracket and outboard add to the underway elegance of the experience. The AE20 is also easily trailerable, even with its solid fin keel.

When the world gets complicated, sometimes all a boater needs is the simplicity of a few sails and a wood tiller in-hand. The Alerion Express 20 is a classy daysailer and yacht hybrid that's less about squeezing a soaked crew for that race-winning, half-a-knot and more about having a pleasant, carefree day on the water. If interested, you can contact local dealer Sail Northwest for more information and pricing.

Specs

LOA: 20' • Beam: 17' 1" • Draft: 3' 6"
 Displacement: 1,900 lbs.
 Tankage (Fuel/Fresh): N/A
 Local Dealer: Sail Northwest,
 (206) 286-1004
 Web: sailnorthwest.com



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



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



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



2019 Tartan 53' Call!
3 Staterooms 2 Heads



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



1989 Nova Galaxy 50' \$189,500
2 Staterooms 2 Heads



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



2017 Nimbus 405c 44' \$575,000
3 Staterooms 2 Heads

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Spring into Action

LilliPad Diving Board

Almost everyone gets into boating for one reason: fun. And sometimes along the way, between paying to fix another broken you-name-it and a few bad docking passes, we forget that. So why not get something for your boat to remind you that doing a backflip into the water is really what it's all about.

The diving boards from LilliPad Marine can be installed onto nearly any boat longer than 18 feet, long as it has a solid flat surface to mount the system on. Pontoons, motor yachts, and cabin cruisers with built-in

swim steps are ideal for the LilliPad. Unlike traditional diving boards, the LilliPad board does not flex, but instead propels the diver with urethane springs built into the frame of the platform. Boat decks are safe from excessive pressure as the force from the spring is absorbed by the frame of the LilliPad. The diving board has a maximum weight limit of 250 pounds and comes with a pin that can adjust the strength of the internal spring.

Boat owners can easily remove the LilliPad for winter boat storage by unscrewing

the three eye bolts that keep the frame secure to the deck. The board then breaks down into three pieces for storage in a protective board cover. A safety rail on one side of the board provides stability while climbing and a quick release pin is needed to activate the board, which ensures the board can't be used until the captain has positioned the boat in at least 15 feet of water. If you want to turn your boat into the best place to hang out on the water this summer, take a look at the diving boards on lillipadmarine.com, starting at about \$1,300.

Kayaking with Cargo

Hydro Kaddy

Most enjoy kayaks because of their small size, offering greater access to shallow water and narrow passages for exploration. However, that's also their weakness. Space on a kayak is definitely at a premium. That's where a product like the Hydro Kaddy steps in to create a little more elbow room. A floating, towable storage space for extra gear, the Hydro Kaddy is watertight and great for kayaking, canoeing, or fishing.

Keep your water-sensitive valuables dry by putting your phones, keys, wallets, medicine, camping supplies, and more in the Hydro Kaddy. Fill the caddy with ice to keep fish cold or place a flexible cooler lining inside to keep food and drinks the perfect temperature. Customizable options let you attach accessories like rod holders, GoPro camera mounts, visibility poles,

and more. An adjustable strap secures the Hydro Kaddy to the watercraft and doubles as a shoulder strap; an optional RamMount accessory is available, if a more static connection is preferred.

Multiple caddies can be attached together for as much additional storage as you'd like. Caddies are available in eight colors, includ-

ing red, yellow, orange, white, blue and three shades of green. With a 50-pound maximum load and a storage space of 2 cubic feet, the caddies are sure to fit any gear you can think of. If a little extra storage space would make all the difference the next time you're out kayaking, check out the Hydro Kaddy on kayakkaddy.com. Caddies start at \$199.





Radar in Your Pocket

Furuno 1st Watch DRS4W Wireless Radar

You've probably noticed the steady increase in wireless tech available today; wireless headphones, speakers, back-up cameras, and now the trend has spread to radar. From Furuno comes one of the simplest and easy-to-install radar systems available for boaters.

The 1st Watch DRS4W Wireless Radar from Furuno is a wireless radar system that allows you to view radar images right from your iOS device. Installation of the radar dish is simple, with just a mounting plate that is bolted to the mast and a 12-v power cord to deal with. Set-up is complete in just a few minutes as there is no bulky data cord running through the boat. The compact radar dish makes this an ideal setup for smaller boats with limited space.

After downloading the Furuno radar app, you can take radar with you anywhere on board, freeing you up to join the party. The app is free and allows you to view radar data

on an iOS device. Up to two devices can connect to the radar system at the same time, so one device can be kept in the pilothouse while another can be brought to the flybridge.

The stripped-down display quickly relays information to the user, with easy-to-navigate menus for switching between day and night view and changing the color of echoes. The DRS4W can set up custom guard zone that will sound the alarm when an object gets too

close to the boat. The 1st Watch system can pair with Nobeltec's tz-iboat app, overlaying radar data onto the charts in the app, even in 3D. If mobile devices aren't your favorite, the DRS4W can be connected to the Furuno 1871F or 1971F displays.

If you're looking for a more flexible radar system, or just want a quick install of a new dish, check out the Furuno DRS4W on furunousa.com. Systems start at about \$1,245.

The Furuno 1st Watch Radar has a wireless set-up and can connect to either a traditional display in the pilothouse or an iOS device so you can keep an eye on the radar from anywhere onboard.



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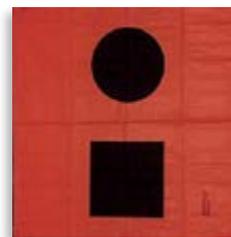
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Clean 'Em and Get Gone

Magma Econo Mate Bait and Filet Table

"Woohoo, reel her in!" your buddy yells as you snag a catch and your reel goes wild. The fight is over, and you have a delectable looking salmon at the end of your line, but the question remains: Where does one clean the prized catch?

The Magma Econo Mate Bait and Filet Table attaches to your vessel with a polyethylene mounting bracket and stainless steel push/pull pin for quick installment and filleting on the go. It's touted as virtually indestructible as well as more practical and sanitary than your average wooden filet table. It's also FDA approved for food prep and service.

The UV-stabilized, compression-molded, high-density polyethylene won't crack, peel, mildew, or absorb bacteria or fish odors – it's the perfect onboard fishing tool. When your catch is clean and you're ready to take off, remove the table via the push/pull pin and fold flat for compact storage in tight spaces anywhere on your vessel.

The 12"x16" table comes with storage slots for your favorite filet knife and pliers as well as a full-length slotted back and side channels for drainage. It also boasts rounded corners for added safety when an unannounced wave knocks you around. Pick yours up today at campingworld.com for \$57.99.

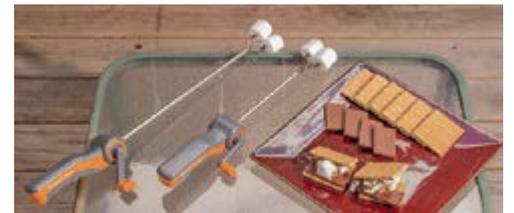
Short Take

Can I Get S'more?

S'more to Love Roastin' Reel

When you bait your hook and cast that line into the deep unknown, it's a lot like roasting a s'more. Sliding that puffy marshmallow onto the fork, extending it into the fire, lifting your prize out of the blaze and fixing it up for a tasty treat. Ok, it's a stretch, but the S'more to Love Roastin' Reel channels those fishing vibes with its rotating reel handle to accomplish that evenly roasted golden toasted s'more.

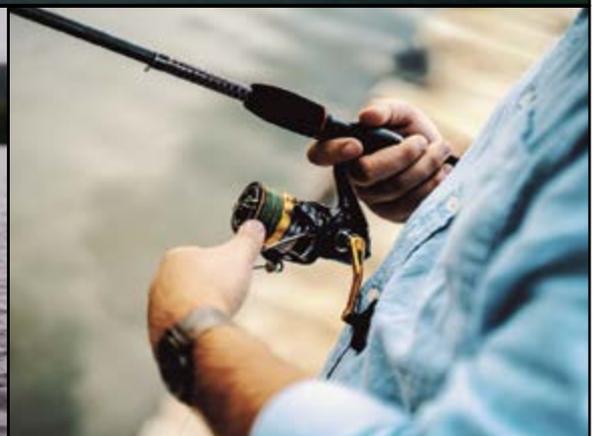
The fork extends from 8 to 20 inches, so the food gets the flame instead of your hand. It also holds hot dogs, sausages, and more to satisfy all your fire roasted meal cravings. When you've had your fill, remove the fork from the reel and stick it in the dishwasher for easy cleaning. Snag your reel online at campingworld.com for \$10.99.



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Badass Badger Balm

Badger Sunscreen

It goes without saying that being out on the water without sunscreen is a bad idea. Now, you might think that any old sunscreen might work, but have you considered the effect your sunscreen might have on the fish and coral reefs once it washes off?

Some sunscreens contain oxybenzone, a chemical that has been linked to damaging coral larvae and disrupting the development of fish. The best sunscreen for being out on the water would be a mineral sunscreen that is oxybenzone-free to protect sensitive coral and fish species.

The sunscreens from Badger are mineral based, they sit on top of the skin and reflect UV rays before they reach your skin. This is in comparison to chemical sunscreens, which

soak into your skin and absorb UV rays before they can do damage. Using mineral sunscreens means no chemicals are absorbed into your skin, although they do need to be reapplied more often.

Badger sunscreens are made with just five ingredients, the active one being zinc oxide; they're also not tested on animals and are certified noncomedogenic and biodegradable. With a minimal number of ingredients, it is hypoallergenic and safe for sensitive skin. Badger was featured in Consumer Reports' 2019 list of top sunscreens.

If you want to stay protected from the sun and do your part to preserve sea life, check out the sunscreens from badger at badgerbalm.com.

Tubes sell for \$15.99.





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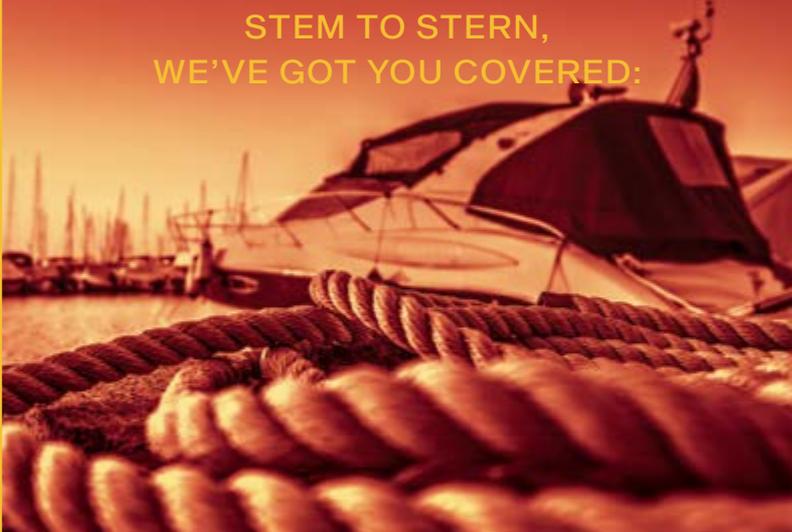


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You Want a Pizza Me?

Artisan Pizza Oven 60 Accessory

Who says boaters can't enjoy a fresh pizza pie? The Artisan Pizza Oven 60 accessory is a mobile pizza oven topper for your Camp Chef Cooking System. Inspired by the famous brick ovens in Italy, this foodie accessory will cook a delicious artisan pizza on the go.

Think tasty pizza cooked from the comfort of your cockpit, maybe accompanied by a delicious beer and a view of the San

Juan or Gulf Island framing the sunset over the horizon. Ideal evening, if you ask us!

The oven features a domed top, rear vents, and a double layered ceiling to mimic the heating patterns in a true wood-fired brick oven to get that fresh, crispy crust and a delicious pizza of your choice. But don't think you're limited to pizza! This oven also makes killer breads, sandwiches,

fish, and cookies, so throw on that salmon you snagged on the way and pop it in the oven for a tasty meal. Or better yet, make a salmon pizza! Is that a thing?

To use, pop this accessory atop your 14" Camp Chef Cooking System stove; no prep re-

If you want fresh-made pizza aboard, the Artisan Pizza Oven 60 grilling accessory may be for you.

quired. A cordierite ceramic stone pulls out moisture off the dough for arguably the perfect crust, leaving the inside fluffy and delicious. Check the built-in temperature gauge to find that sweet spot and read up on the included Cooking Guide for recipe inspiration. The cooking surface area measures 12.6" x 26" with the overall dimensions measuring 14" x 32" x 9" and it weighs 41 pounds.

The Artisan Pizza Oven 60 received the Vesta award for best barbecue accessory in *Hearth & Home* magazine, so you know it's good. Grab yours today at campchef.com for \$172.99.



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Worth Avenue Yachts is looking for a sales broker for the newly opened Worth Avenue Yachts office in Seattle.

The successful candidate will demonstrate the advantages and benefits of Worth Avenue Yachts and strategically position the company in the marketplace in order to represent clients on brokerage, new sales ~ construction and charter leads. The broker must recognize that *business is built on customer satisfaction* and devote him/herself to exceeding the customer's expectations.

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- Diligently inputs and maintains accurate and comprehensive customer and prospect information into the CRM system and utilizes data on a consistent basis to generate sales.
- Introduce customers to the Worth Avenue Yachts team as needed to emphasize the quality, efficiency and collaboration within the company
- Actively participate in boat shows and other off-site promotions
- Current clients and listings along with proven fluency in marine industry sales and marine MLS data bases a plus

Contact: Ray@WorthAvenueYachts.com

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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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Pump It, Toss It, Dock It

Solstice Inflatable Floating Dock

If you're aboard a yacht, you have two options to plunge into the water: jump off the transom or jump off the bow. But what if you just want to hang out close to the water? Your average transom doesn't always have space for you, your friends, your family, your dog, and your cooler, but the Solstice Inflatable Floating Dock does.

This 8' x 5' x 6' floating dock is rigid with drop stitching and high-pressure construction that can easily hold beach chairs, a picnic, and your extended family as long as the gang doesn't exceed 990 pounds. It also doubles as a launching or landing pad for various watercraft such as jet

skis, dinghies, and the like. Tie the inflatable dock to an anchor or your vessel using the six stainless steel D-rings and hop aboard using its six reinforced grab handles. Inflate or deflate quickly

using the H3 high-pressure valve and any high-volume pump or shop vacuum.

Next time you're headed out to the San Juan Islands on a cruising adventure, pop one of these on-

board to give the kids something to do and you a safe place to keep your stand up paddleboard from floating away. Then deflate and stow it away for later. Available at campingworld.com for \$499.99.



The Solstice Inflatable Floating Dock has both recreational and boat maintenance benefits.

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BIG BOATS • DINGHIES • CRUISERS

New Boat Smell

Bad Air Sponge

As the season gets underway, plenty of boaters are throwing open hatches and getting blasted by musty air that's been stagnant for months at a time. It's no surprise that your vessel doesn't smell like roses, but what do you do if odors linger even after airing everything out? Boats can be breeding grounds for ripe smells with areas like the bilge, head, and upholstery being the main culprits. The Bad Air Sponge is an odor remover that uses a blue gel to absorb the molecules that cause these stinks. It works by removing the smell, not by covering it up with another fragrance.

Placing one of the sponges in the bilge can absorb the smell of standing water and fuel, and a sponge in the cabin can absorb the smell of cigars, cooking, fish, or holding

tanks. A pair of Bad Air Sponges with one placed in the head and the other in an open area like the galley is the most common arrangement.

The wet marine environment makes boats extra vulnerable to mold and mildew; the Bad Air Sponge absorbs the mold spores that cause musty odors and allergies, leaving the air on your boat cleaner and healthier.

The sponge is made of natural and non-toxic materials and has a life span of 30 to 120 days depending on the environment. They can be kept in their jars to increase longevity or taken out

and placed in the open air for maximum effectiveness.

Check out the Bad Air Sponge on thebadairsponge.com, priced at about \$20.



Short Take

Pest Patrol

Thermacell Patio Shield
Mosquito Repeller

When the sun comes out, so do the mosquitos, and if you're next to some fresh water, you best be prepared. The lightweight and compact Thermacell® Patio Shield Mosquito Repeller creates a 15-foot protection zone so no mosquito can interrupt a solid game of cornhole or an evening of cockpit drinks. It's easy to use and doesn't smell or smoke like DEET or candles. It is fuel powered and comes with 12 hours of refills, three repellent mats, and one fuel cartridge.

Next time you're headed out into fresh waters, pick up one of these bad boys at thermacell.com in Glacial Blue, Greenery, Fiesta Red, or Graphite for \$24.99.



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Podcast Preview // *Sail Loot*

There are plenty of podcasts out there about sailing technique, boating history, crazy stories taking place on the high seas, and living aboard; but *Sail Loot* might be one of the few about financing a life on the water. This podcast is centered around interviews with boaters as they detail their boating and sailing stories and how they've managed to afford their boats, save their money, and find time to go out on the water. Some interviews focus on the financial side of boating while others cover how boaters turned their passion into profitable businesses or side projects that earn them a little extra money.

Podcast host Teddy grew up boating with his parents and got back into it as an adult. After meeting unique people who all funded their boating life through various means, he put together this podcast to bring their insights to the masses. If you'd like to learn a couple tips about making your boating dollars go farther, head to sailloot.com for more.

App: Dark Sky App

Free for Android, \$3.99 for iOS



You can never have enough weather apps when you're a boater; the more resources, the more accurate your predictions are and the less likely you are to launch into some bad weather. The Dark Sky app focuses on delivering weather information that's as local to you as possible. Dark Sky purports rainfall predictions down to the minute, right where you're standing.

Maps display both weather from days past and the predicted weather for the week and live radar allows users to watch storms move in real time. One can also gather relevant weather info at a glance with its quick current condition windows. The app will sound alerts for rain, severe weather, and other custom alerts that you set up. Current temperature data can be added to your phone's status bar for quick access.

If you'd like to add another weather app to your arsenal, check out the Dark Sky app, free for Android with in-app purchases and \$3.99 for iOS.

App: iNaturalist

Free for iOS and Android



iNaturalist helps users identify the plants and animals both near and far. Snap a clear, full frame photo of the plant or animal in question and iNaturalist will automatically generate suggestions based on your photo and location. Then you can share your findings and discuss them with the community.

Can't make it outside today? Browse the map to view other's discoveries in the state, country, or beyond. Icon and list browsing options are also available. Check the Activity tab for the latest discovery news, and the Guides section offers intuitive information on a variety of plants and animals organized into groups for easy browsing.

The app is the result of a collaborative effort between 400,000 scientists, naturalists, and enthusiastic amateurs, and welcomes your observation recordings to assist scientists and their missions to better understand nature. Download it today for iOS or Android for free.

App: Waterspeed

Free for iOS



If you want to improve your skills when it comes to water sports like sail racing, rowing, and windsurfing, you need to take advantage of all the tools available. The Waterspeed app works with GPS to track speed, trajectory, and time over the water. Almost every sport on the water is covered, with dedicated features for sailing, windsurfing, kayaking, canoeing, outrigger, paddle boards, windfoiling, rowing, wakeboarding, and multiple foiling sports.

Designed to work with the Apple Watch for convenience on the water, Waterspeed can also be used with an iPhone or iPad. The app is detailed enough to track your progress point by point, with max speed, direction, trajectory, distance, duration, and heart rate all recorded. An in-app logbook tracks statistics and totals. Check weather and tide conditions in the app before heading out. If you're looking to improve your racing times this season or just want to track your performance on the water, check out the Waterspeed app, free for iOS with in-app purchases.

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No Helm, No Problem

By Eva Seelye

Boat Hack: Ride the Race Course

When you venture to the shore of Puget Sound on a summer evening, you're likely to spy a fleet of white sails dueling around race buoys. Sailboat regattas of all fleet sizes, distances, classes, and levels of expertise are in no short supply, and there's something going on for the wannabe or seasoned racer every day of the week.

So, you want to get out there, but where do you start? I had the opportunity to chat with Sail Like a Girl crew members Aimee Fulwell, who went from first-time sailor to Race to Alaska (R2AK) legend in a year, and the born-and-raised Pacific Northwest sailor Kate Hearsey McKay. They revealed some tips on how to get your foot in the racing door during our conversation. Fortunately, the Pacific Northwest has a wealth of opportunities to get out there, and you just have to know where to look.

Fulwell and McKay describe Facebook as being a key resource, along with Puget Sound Racing Registry, Puget Sound Crew Board, Women Who Sail and Power Cruise, She Sails, and Seattle Sailing School and Windworks. Sailing Anarchy and other supportive online communities are also at your fingertips. Formal lessons from organizations like the Center for Wooden Boats can be a good step, too.

Other proactive moves include a visit to a sailing association near you and chatting with fellow attendees. You'll start making bonds with instructors and peers. Yacht clubs often host races as well, like the Corinthian Yacht Club (CYC) that hosts the "low-key" Wednesday Night Sailing Series, which is a great option for first time sailors, according to Fulwell. Sloop Tavern's Ballard Cup on Monday nights is another solid outlet for those wanting to dip their toes in the scene.

Just like any new sport or activity, a bit of homework is always encouraged, and a sport this old has a language of its own. Fulwell experienced this language shock first-hand. "You hear something like 'Blow the starboard guy!'" she explains, "and you have no idea what they're talking about.

You have to know the vernacular, and that was a thing I had to really hone in on and get to know, whether it was through the Chapman piloting books or websites."

Not only that, but "there's a whole lot more terminology that goes along with racing compared to just sailing," she explains. The *Chapman Piloting and Seamanship* book is the boater's bible. You'll find the basics of almost everything you need to know to go full sail, and familiarizing yourself with the language is a great place to start. Key word is start, so don't feel like you need to read all 920 pages, line by line, before you can get out on the water.

All this talk of making connections to sailboats and sailing prep is well and good, but McKay believes, "The best thing to do is have your own lifejacket and be prepared for weather." Gear-wise, Fulwell loves Spinlock personal flotation devices, but everyone has their own taste. She also doesn't leave home without a quick drying base layer that won't stink. An offshore jacket is a must, but a set of foulies (foul weather gear) including bibs and a jacket, is even better. Beanies and a neck gator can maintain some heat while on the water, and gloves are hugely important.

The one thing Fulwell didn't anticipate when getting started was the need for waterproof boots that rise higher than your ankles to keep out the splash. As for McKay, she never leaves the docks without a couple packs of handwarmers and an extra pair of socks. If you have dollar signs for eyes, note that almost all the gear listed above can be picked up secondhand to save a quick buck, either from a post in an online boating community or a trip to a secondhand gear shop like the Wonderland Gear Exchange in Ballard.

When asked for any closing remarks, Fulwell urges the importance of an open mind. McKay encourages those interested in the scene to hang out at the clubhouse post race and be open to learning things and enjoy being a newbie. "You might not be doing anything for a while, and that's ok, but showing up and being consistent is a really big part of it."

Overall, Fulwell tells me that simply expressing interest and connecting to people who either have boats or maybe crew on other boats is one of the best things you can do. "Show up to races early, and there's always a chance that if you bring some beer and walk the docks, there's a captains' meeting happening, and they might bring you on board."

"Just going down there with your lifejacket and lingering a little, asking, 'Hey, does anyone need crew?'" is a great place to start, explains McKay. "If they don't have room, they know someone else who does."

NWY

Sailboat racing is a fantastic on-water experience, but where do you start? Sail Like a Girl team members Aimee Fulwell and Kate McKay offer their advice for first-timers. (Photo: Alex Kwanten)



Raised in the Marshall Islands but with Washington as her second home, Eva Seelye is an independent writer and former assistant editor at *Northwest Yachting*. Her on-water enthusiasm surfaces in every aspect of her life. Read up on her adventures at wanderinrwa.com

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// Targa's Botnia range is one that defines a genre. If you're after a wheelhouse cruiser that will take you anywhere all year round then a Targa is the obvious choice....The 27.2 is a sweetspot in the sweetest of ranges. It's compact enough to be manageable single-handed and not too expensive to berth but big enough to tackle conditions that would send far larger craft back down their own wake trail, tails 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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Hotwire

By Jeff Cote

Say Cheese: Onboard Cameras

A

A popular trend in the recreational boating market is integrating onboard cameras with modern chartplotters. In the past, it was quite common to view camera feeds aboard, however, in this traditional configuration, the camera feeds only in one location where it was easily available. For example, you could see camera feeds at the lower helm but not the upper. With modern chartplotters, it is now straightforward to interconnect both analog and Internet Protocol (IP) cameras to be viewed in multiple locations.

The advantage with IP cameras is that, in many cases, you only need to run one ethernet cable per camera location for the video feed and the power (called Power Ever Ethernet or POE). Originally installed onboard for security, cameras are now providing an extra set of eyes for cruisers, night vision for inclement conditions, and a way to monitor remote vessels.

To get a good idea of all the different options onboard cameras can provide, we are going to look at a recent installation for a boater who wanted the ability to see around and inside the boat from the flybridge, which had limited visibility. We installed a total of five different cameras but because the multifunction display (MFD) only had two camera inputs, we added a video switcher that allows him to choose which view he would like on either MFD.



Tip: If you aren't ready to permanently install a camera on your boat but would like to enjoy some action footage of your adventures, you could try the Garmin VIRB Ultra 30 or VIRB 360 Action cameras. They are waterproof, ultra-high quality 4K, live streaming, and compact.

His main goal was to feel comfortable taking the boat out by himself. We installed two Iris cameras aft, looking down at the port and starboard stern of the boat, allowing for close quarter docking when single-handing, or a view of the crew as he approached the dock. Being able to view the crew getting off or on the boat makes docking safer.

We used the same camera in the salon so he could see what his young grandkids were up to as well as one in the engine room to quickly glance at the engine compartment in the case of an alarm. This is a great camera for the engine room because it has good visibility in low light.

We also installed a wide-view, aft-looking camera (commonly called a fisheye), on top of the anchor light looking aft at the horizon to give a better perspective of the boats following him or so he could check on his tender in tow.

Many power boaters have limited visibility aft of their boats from the pilothouse and installing a reverse-image, fish-eye camera reduces the blind spot.

The client also chose to integrate a FLIR thermal night vision camera. On a few occasions, he found himself arriving at his destination later than anticipated and wanted to reduce the associated risks of low-light or night navigation. We choose a FLIR model that allows for full pan, tilt, and zoom capabilities. The thermal imaging can be directly displayed on the MFD.

Last year, Raymarine announced their ClearCruise Augmented Reality technology which uses a camera to overlay high definition video directly on the Raymarine Axiom MFDs. AIS-equipped vessels and charted navigation aids are clearly identified with rich graphics on a live, dynamic video image. It combines all the traditional aids to navigation over a real-world image directly on the MFD.

Another easy way to get onboard monitoring if you already have Wi-Fi onboard is to simply install a Nest or Arlo camera system that allows remote monitoring. The camera can be directed towards the DC panel to view the shore power or battery status and can be displayed directly on your smart phone.

With modern chartplotters easily displaying video images, more boaters are taking advantage of installing cameras. The safety features and peace of mind provided by onboard cameras can be well worth the investment.

NWY



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

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PERFECT LINES

Photo: Bob Towery • Words: Norris Comer

Sunset in Roche Harbor

A new Endurance 720 (E720) sits poised at the docks of Roche Harbor Marina during a classic summer sunset. The E720 was brought to San Juan Island to partake in the annual Hampton Yacht Rendezvous, one of the many boat gatherings for owners hosted throughout the Pacific Northwest this time of year. Photographer Bob Towery was in attendance with his family yacht, a 2018 Endurance 658 named *Mahalo* (mvmahalo.com).

Usually organized around a boat ownership group, rendezvous are often accompanied by live music, good food, tradition-based tomfoolery like dinghy parades or boisterous themes, and seminars ranging from docking workshops with captains to industry representatives showing off the latest and greatest toys. If you're a boat owner, find your tribe and mark up the calendar! Check out our annual *Rendezvous Round-Up* at nwyachting.com for leads



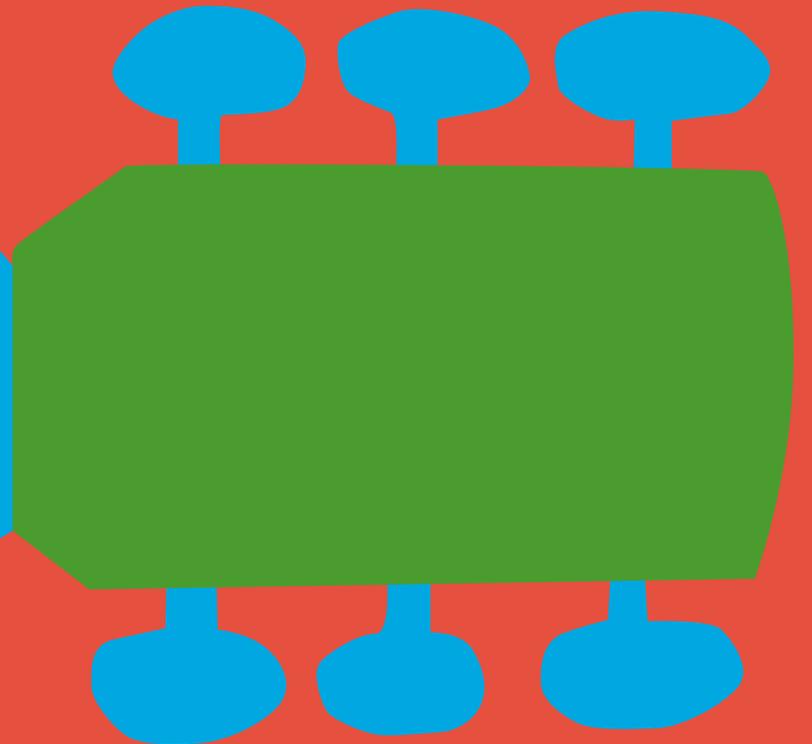
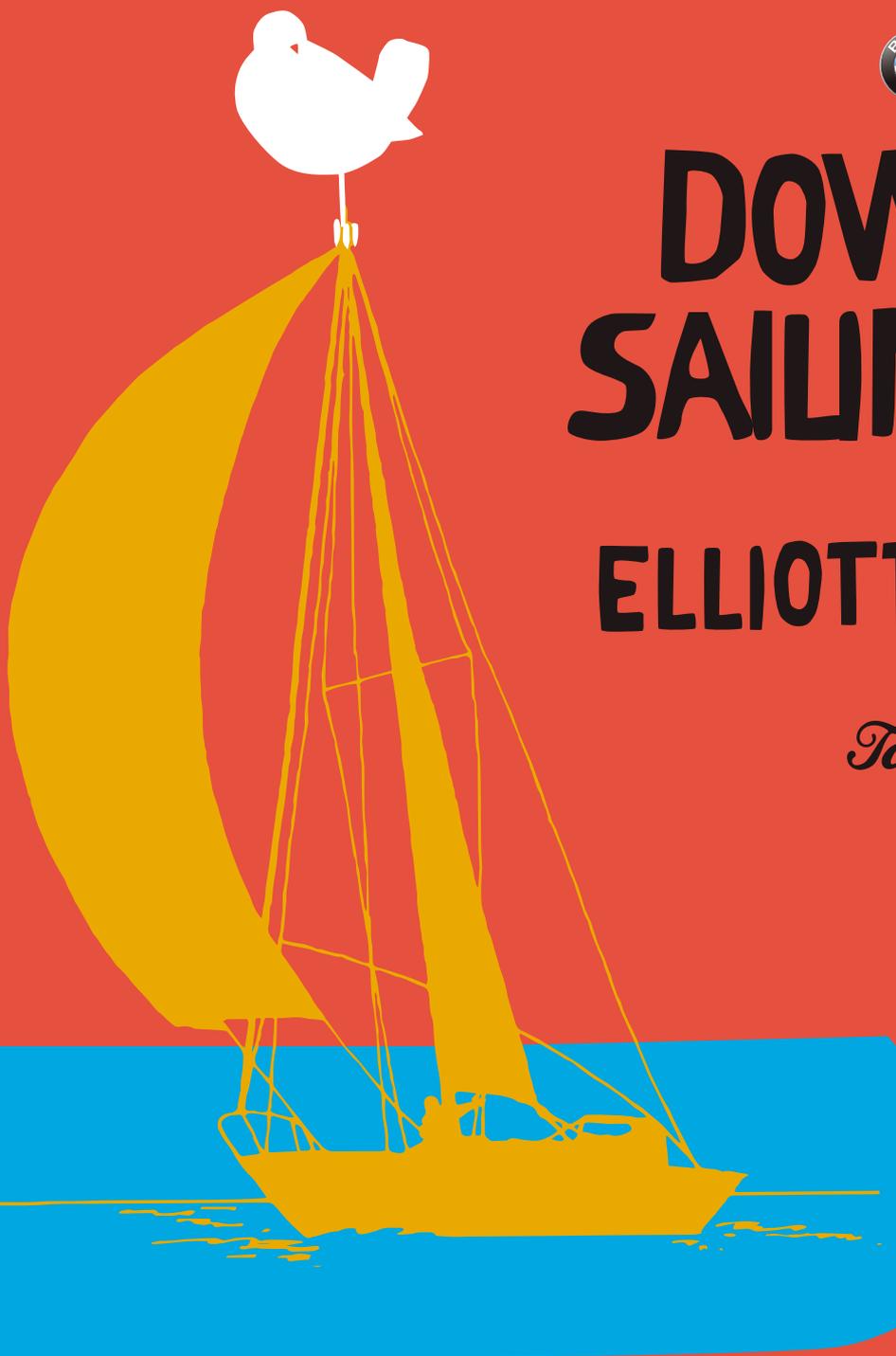
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Kevin's Catch

By Kevin Klein



Make this Month Crabulous!



When I think of July and summer, I think of Dungeness crab! Relatively inexpensive and easy to catch, recreational crabbing is one of those simple pursuits that, for most of us, harken back to the summer days of youth. Heck, I remember using just a basic crab ring, with a salmon head in the center, off the dock at Snug Harbor and getting enough for dinner. Some folks even just picked crabs off of the rocks at low tide.

These days, we're in the big time when we add a boat! Throw in the use of modern electronics and we look like darn Dun-geniuises and Captains Crustaceous compared to the primitive pot dunkers of the past.

Speaking of modern electronics, a good plotter/sounder is indispensable to the boating crabber. While some anglers will just pick a popular spot and throw their gear in among the mass of other pots, I like to pioneer it a bit sometimes. Look for bays with sandy or gravel bottoms. You may be able to dial in and learn your sonar well enough to tell the difference between soft sand or gravel and a rocky, hard bottom. Eel grass is a good indicator that Dungeness will be there. Look for spots where the flood tide can push up food sources and the crab will move in too.

I usually like to drop my pots anywhere from 30 to 70 feet of water. I use 100 feet of leaded line on each pot to ensure I've got enough to account for scope or a drifting pot, which may have been pushed by the tide or had its buoy caught in some kelp. As far as pots, just about any of the retail crab traps available will work fine. However, make sure the doors of your pots can swing open and close with no impingement. I also like to put extra weight in my pots to get them to stick. Many crabbers who think their pots have been stolen have actually lost them to a sweeping tide.

The best bait for crab is usually what's readily available. Salmon heads or carcasses are tough to beat. However, I've caught plenty of crab on chicken parts and other types of bait. The dungies are looking for anything down there that's edible.

After setting, I usually like to let my pots soak for a couple hours on a flat tide. Sometimes, it's logistically best to let pots sit overnight and I do that too. However, when the bait is gone, many times the crabs will find a way to just crawl out of the traps. Again, this sometimes accounts for folks thinking their pots got picked and crab stolen. Not to say crab theft doesn't happen, but the culprit isn't always of the two-legged variety.

Chinook salmon fishing should also be kicking into high gear in many places in the Northwest this month. From Washington's coast to the Puget Sound and the San Juan Islands to British Columbia, kings are the thing. The west coast of Vancouver Island usually is a hot spot in July. Other species such as rockfish, halibut, and ling cod are available there, too. It's a great place to take that summer adventure trip. Many anglers make it a yearly event and load up their freezers with fish for the winter.

There will be two salmon derbies happening in the Northwest Salmon Derby Series in July. The first is the Bellingham Salmon Derby July 12 to 14 put on by the Bellingham, Washington-based Puget Sound Anglers club. This is a very well-run event that is family friendly with lots of prizes for all ages. Visit their website at bellinghampsa.com for more info.

The second is the Big One Chinook Derby in Coeur d'Alene, Idaho, July 24 to 28. Fishing for these landlocked

Continued on Page 90

Right: Take the whole family for a crab round-up this month. These big Dungeness will provide a fun feast!

Below: Mike Sorenson with a nice Chinook caught in July. Time to fire up the BBQ!



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

Bikes vs. Boats?

N

No, this headline isn't the latest summer blockbuster. Rather, as the squeeze gets tighter on the Seattle and Puget Sound area, the pressure to accommodate various special interests weighs ever heavier on elected officials. Examples of

local land use that relate to boating include the annual Seattle Boat Show, the zoning around water-dependent shoreline interests, and how liveaboards are regulated by the city of Seattle. It's an endless array of the whack-a-mole game from Chuck E. Cheese, except it's not very fun and there's no pizza.

Unfortunately, it's easy for candidates and lawmakers to look past the bedrocks of our area like working waterfronts—which includes marinas and boatyards, for the bright, shiny, new groups that are clamoring for more. Enter the current conflict of bike vs. boat.

It's worth noting that the opposition is not always biking-advocacy groups. Similar stalemates can occur between environmental organizations and maritime interests. For example, this situation has played out in Tacoma where marine groups support the Liquified Natural Gas facility in Tacoma and an environmental group does not.

In the not too distant past, bikes versus boats issues popped up in the Westlake area of Seattle (i.e. western part of Lake Union). To unwrap the Westlake example a little more, there was insurmountable momentum to appease bike interests. The previous two mayors and their SDOT directors placed the bike special interest group over the area's maritime business community. I did not want to believe this, but after serving on the mayor's Design Advisory Committee to flesh out this cycle track, I can tell you that they were not just that into us. For non-boaters, this area was just a 1.2-mile parking lot that had a Wild West look and feel. For the maritime world, an economic impact study (funded by the Westlake Stakeholders Group) found that 1,200 boats and 3,464 total jobs called that area home. During the 16 months of cycle track design, both sides (me included) spent too much time talking past each other.

Sadly, a cemented view of each group results in a ruthless Andrew Carnegie style of lobbying replacing the "go along, to get along" Dale Carnegie approach, which I prefer. Instead of looking for creative solutions to age-old issues (like a shrinking waterfront that is constantly being developed), positions harden into a "we are right, they are wrong" pitched battle. If not careful, a "Why are they out to get us?" cynicism can creep in.

There's a term that describes this "I'm right, you're wrong" paradigm. Hardened views are described as "rock logic" and softer, more flowing connections are portrayed as "water logic." Water logic acknowledges that both parties are right, but each conclusion is based on a particular aspect of the situation.

Let's put this water-logic lens on the Missing Link section

of the Burke Gilman Trail (the freight corridor of Ballard along Shilshole Avenue and the Ship Canal). Bicyclists have coveted this area as the last section of the Burke Gilman for decades. What's not to like? They want to get downtown in a jiffy and return home safely. Finally completing this section would justify the hundreds of thousands of court costs and thousands of hours of advocacy. It's the quintessential trap of sunk costs.

On the other side of the argument are the marine industrial businesses and maritime boatyards like CSR Marine, Pacific Fishermen Shipyard, and Ballard Sand and Gravel that simply want to provide parking for their customers and access for the trucks coming and going that are part and parcel of a working waterfront.

Just look at what's at stake on the water's edge:

1. The owners of Dantrawl moved their fishing net business away from Shilshole Ave because of safety concerns with the conflict of their huge trucks and cyclists.
2. There are only four fixed fueling facilities in our region, many of which serve the area's recreational fleet. Two are along Shilshole Avenue: Ballard Oil and Covich Williams with fueling trucks coming and going all day every day.
3. CSR Marine employs 45 workers who use free 24-hour parking spaces on the site. Where else will these workers park in an already impacted parking situation?

Without getting further into the attributes of either side, I want to say that a bike lane next to a concrete facility makes little sense. I acknowledge that bike trails like this are primarily used by adults and commuting professionals, I also put on my parent hat and would not feel comfortable having my kids bike here on their way to Fred Meyer to run an errand.

Getting to where my tendencies lie, however, it is to point out a third way, a breakthrough, a water-logic leap that was scoffed at during the Westlake Cycle Track proceedings. It's called a high line and it is picking up steam as well as it should. In fact, upstart Seattle City Council candidate Heidi Wills, a working mom and business owner who has prioritized maritime interests in her current campaign (and someone I'm supporting for Seattle City Council), is looking to bring both sides together around common interests (both sides want security and safety) with a nod towards an elevated path to accommodate both groups. **NWY**



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



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Galley Gourmet

By Bill Shaw

Steak Boot Camp



When I look out over the Roche Harbor Marina in the summer, I can see that we are not the only cooks in the harbor. Under the plumes of BBQ smoke, some amazing cooks prepare feasts that would rival Martha Stewart, but what makes these dinners so impressive is that they are created spontaneously with a cocktail in one hand and a pair of tongs in the other. Walking down the docks between 1700 hours and 1800 hours in the evening is a culinary journey into the lifestyle of marinas all over the Northwest.

Grilled local spot prawns, seafood paella, Maui-style Kalbi ribs, corn on the cobb, grilled oysters with garlic butter, smoked baby back pork ribs, herb marinated salmon, and every steak you can imagine—these are only a sampling of what is being grilled on the back of the boats. Conversation, laughter, and great food travel from the small grills on the boats to tables on the docks.

July is barbeque month and I wanted to share a few recipes with all you as well as some tips on buying steaks and, most importantly, cooking them to perfection. A few of us are lucky enough to know a butcher that hand selects and trims steaks that are always spectacular, but for most of us buying beef can be a little confusing.

When buying beef for a barbeque, the most popular steak throughout the world is the rib eye, followed by the New York, tenderloin and top sirloin. These are excellent choices for any barbeque, but there are a few other factors we need to consider when buying great steak.

Tenderness: The grade of beef is an indicator of how tender a steak will be, and the USDA has divided steaks into three grades; select (the lowest grade with very little fat marbling), choice (the middle grade with modest to moderate fat marbling), and prime (the highest grade with abundant marbling).

When looking through the steaks at the market, look for the steaks that have the most amounts of little white flakes of fat throughout the muscle. These steaks will be more flavorful and tender.

Age: Believe it or not, we like our beef a little ripe and most restaurants age their beef for at least 21 days. Aging adds flavor and tenderness to the beef. Sadly, most grocery store age their meat only seven days. Ask your butcher for 21-day aged steaks.

Thickness and Trim: I prefer a steak that is at least 1-inch thick, thin steaks tend to cook too quickly and dry out, but the most important reason for a thick steak is flavor. The crust or outer edge of a steak seasoned well and cooked at high heat changes the flavor of the meat by caramelization. This caramelized outer crust combined with the slightly sweet and juicy flavor of the interior creates the perfect flavor combination. Trim off any excess fat or unwanted bits. A little fat is needed for flavor while cooking, however.

Now that we have purchased the best quality meat available, the next step is perfecting the art of the grill. Gas, charcoal, or a good cast iron pan equally cook a great steak. Two hours before dinner, remove the steaks from the refrigerator and season them with your favorite steak salt, then allow them to sit at room temperature. Thirty minutes before dinner, turn on your grill to high. The heated grates caramelize the outer crust.

When you are ready to grill, brush the grates with vegetable oil, and place the steaks at a 45-degree angle to the grates. Grill until dark grill marks appear on steak, about 2 minutes, use tongs to lift the steaks (it will release easily from grates when marked sufficiently). Change the angle to the grates in the opposite direction for 2 minutes. Turn the steak over and cook for 4 minutes. To judge the doneness, turn the steak on its side and insert a 0° to 220° probe-type thermometer into the center of the steak and follow the chart below.



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.

Know Thy Steak

DEGREE OF DONENESS (CODE)	EXTERIOR DESCRIPTION (TOUCH)	INTERIOR DESCRIPTION	INTERNAL TEMP. OFF BROILER
Blood-Rare (BR)	Soft and pulpy. Surface should be dark brown.	Seared exterior, very red interior; center is cool and almost raw. Juice is bloody.	95°–105°
Rare (R)	Indentation springs back slowly. Meat is relatively soft. Juices show red when pressed.	Good crust, Very red warm center. Juicy but not bloody.	105°–115°
Medium-Rare (MR)	Slightly resistant.	Still has small red center. Center is very warm.	115°–125°
Medium (M)	Indentation springs back quickly. Meat is firmer. Juices lighter when pressed.	Pink, no red.	125°–135°
Medium-Well (MW)	Meat is firm.No indentation.	Pink is almost gone.	135°–145°
Well-Done (WD)	No indentation. Meat is very firm. Juices clear.	Interior is brown.	145°–155°



Rib Eye Steak

Serves 6

Of all the cuts of beef to choose from, the rib eye is the most popular in the world because of its rich beef flavor and tenderness, but the cap of the rib eye is the single most delectable and flavorful steak available. This steak is the most rich, buttery, tender, and beefy steak you will ever taste and intended to be eaten slowly with a big, voluptuous cabernet sauvignon.

The rib eye is best when cooked quickly over high heat in a seasoned cast iron skillet or cast iron grill.

2 Tablespoons butter
6 - 12 oz. rib eye steak, sliced into 6 -,
7-, or 8-ounce steaks
1 Tablespoon kosher salt, coarse ground

2 teaspoons black pepper, coarse ground
1/3 cup Tuscan steak butter (recipe follows)
1 lemon

Directions: Heat a 10-inch cast iron skillet over medium-high heat.

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

Tuscan Steak Butter

1/2 cup unsalted butter
1 teaspoon fresh thyme leaves, finely chopped
1/2 teaspoon fresh rosemary, finely chopped
1 Tablespoon fresh garlic, minced
1 Tablespoon Parmesan cheese, grated

2 Tablespoons extra virgin olive oil
1/2 teaspoon lemon zest
1 teaspoon lemon juice
1/2 teaspoon Worcestershire sauce
1/2 teaspoon black pepper, coarse ground

Directions: Remove two sticks of unsalted butter from the refrigerator and set out for 2 hours to soften. In a small bowl, combine softened butter and remaining ingredients. Blend with a wooden spoon to incorporate all the ingredients. Tear off a 12-inch length of parchment paper and place the butter compound at one end. Work the butter into a log shape that is one inch in diameter, then roll up the paper tightly around the butter log. Wrap log in plastic food wrap and freeze until needed.

Chimichurri Sauce

Makes 1 cup

1/4 cup parsley, coarsely chopped
3 Tablespoons red wine vinegar
1 Tablespoon garlic, minced
1 Tablespoon shallot, minced

2 Tablespoons fresh oregano leaves
2 teaspoons red pepper flakes
1/2 teaspoon kosher salt
1/2 cup extra virgin olive oil

Directions: To make the chimichurri, add parsley, red wine vinegar, garlic, shallot, oregano, red pepper flakes, kosher salt and olive oil into a blender or food processor. Pulse ingredients until well chopped, but not pureed. Serve with steak.

Chef's Notes:

Resting steaks allow the meat to relax and finish but more importantly prevents the steak from releasing all of the flavorful juices when cut.

Steak Butter:

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

Argentine Chimichurri:

Americans eat over 70 pounds of beef annually, but Argentines eat over 130 pounds and flavor their steaks with only sea salt and an aromatic earthy sauce called chimichurri. Chimichurri was created by Basque settlers in Argentina and is open to many interpretations. While grazing their sheep, Basque shepherds would gather herbs and wild garlic as they roamed through the foothills of the Andes. When evening came, they would combine what they had collected along their journey with vinegar and olive oil from a backpack and serve with a fire-roasted chunk of fresh lamb. Today, chimichurri is considered to be a perfect companion to beef.

Thai Steak Tidbits

Whenever I break down a large piece of meat or cut my own steaks, I am troubled by the amount of pieces of trim meat that has the same great flavor of the steaks but in the wrong shapes and sizes. Grinding the meat into burger and using in stir fry are both good options, but when we are working with a high-quality cut like prime rib eye it seems like such a waste of the outstanding beef flavor. This recipe is quick and easy and uses ingredients commonly found in your pantry.

Serves 6

1 Pound beef steak trim, cut into 1/2" to 1" pieces
1 teaspoon kosher salt
1 teaspoon black pepper
2 ounces soy sauce
1 Tablespoon Sriracha sauce

2 ounces May Ploy brand Thai sweet red chili sauce
1 Tablespoon sesame seeds toasted
1 Tablespoon green onion, sliced thin

Directions: Heat a 10-inch cast iron skillet over medium high heat.

Season meat with salt and pepper. Add seasoned beef to skillet, sauté beef until it begins to brown. Add soy sauce, sweet red chili sauce, and Sriracha. Continue to sauté and move meat around in pan, coating each piece with the sauce. As the meat cooks, the sauce will begin to caramelize around the meat and harden. When all of the sauce has evaporated and coated the meat, remove from pan and place on a warm serving platter.

Garnish with sesame seeds and green onions. Serve with chopsticks or toothpicks.



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HIGH SEAS ADVENTURE

ON A SWIFT TRAWLER 47

How a public relations cruise gone awry grew my appreciation for Beneteau's Swift Trawlers.

BY **NORRIS COMER**



As a marine journalist, I'm well acquainted with the concept of the "P.R. Cruise," which has emerged as the single best way to roll out a new boat build to the world. The formula is simple; take a shiny new boat on noteworthy adventure and invite as many nautical writers as you can. It's a win-win-win situation for boat builders, writers, and readers, as one of the big obstacles to writing a compelling boat article is finding a good narrative to

hang all the specs and breathless prose on. Throwing an adventure in the mix gives those stories much-needed life, allowing the writer to explore the cast of characters aboard and intricacies of the wild waters ahead. With the P.R. Cruise approach, the writer and reader both experience the true thrill of exploration and touch on the deeper answers to why we boat. Or, ideally for the manufacturer, why we should fall in love with their boat.



The Swift Trawler 47 off Catalina Island at the end of the Swift Pacific Adventure.

I arrived in Newport, Oregon, on a first date with Beneteau's all-new, hull number one of the Swift Trawler 47 (ST 47). I had a berth aboard for a leg of Beneteau's Swift Pacific Adventure, an ambitious whirlwind tour from Seattle with stops along the West Coast down to San Diego. The trip was to culminate in a glorious debut of the yacht at the San Diego Boat Show, where not only would she look nice at the dock but have a big-water

adventure to boast about. As one may expect while charting such an adventure, the legs between the Pacific Northwest and San Francisco Bay were the longest, as the beautifully rugged but potentially dangerous coasts of Washington, Oregon, and Northern California are not places for boats to loiter.

As I should've expected, other magazine writers had nabbed the short, pleasure cruise legs. San Francisco to San Jose, a sunny 50ish nautical miles. Los Angeles to the Channel Islands, a scenic 75 nautical miles. My leg in the open Pacific from Newport to San Francisco? Approximately 620 nautical miles. The cherry on top is that I was the only writer aboard, so the adventure would be just me and the skipper, a seasoned and highly recommended fellow named Jackson Willett. I privately dubbed my leg the Hero Leg, although I had to tip my hat to my peers. They knew a thing or two about self-preservation and maintaining a quality of life.

In my search for the transient dock, I ran into a gray-haired gentleman gazing out toward the bar entrance. His was the weathered face of a local sea salt, and I asked him for directions.

"Just go 'round a bit further that way," he assured me. I picked his brain a bit about the weather. "Oh, there's something foul rolling in soon. There's a halibut derby comin' up and we're all not sure how that's gonna go. This weather is only good for trailer sailors." I thanked him and had a hunch that Beneteau's best laid plans might need to yield to the Pacific's whims. I was reminded of the advice—Go with the weather, not with a calendar—from delivery captain and *Northwest Yachting*

contributor Captain Chris Couch, who specializes in delivering yachts on this very run.

MEETING HULL #1

At last I came up on the ST 47 and it was easy to understand the popularity of the yacht at a glance. Styled to look sleek and modern instead of nostalgic and brassy, the Swift Trawler 47 certainly looks like trawler with a beamy (but not overly so) figure, near-plumb bow, and hard cover flybridge. The foredeck features a large padded sun lounge area and the aft, a generous swim step—both made for sunny days in Puget Sound, not overcast stormy ones on the open Pacific. The emphasis for the ST 47, and most boats, are for facilitating fun in the sun. Would this pretty, French trawler with its luxury accoutrements be up to the challenge?

As I approached, two writers were eagerly hopping off from two days aboard, their belongings already strewn about the dock and their stories, embellished with grand arm gestures, told over cell phone conversations with loved ones. Captain Jackson Willett appeared.

"We'll introduce ourselves properly later," said Captain Willett after a quick handshake. He, like all the good captains I know on the job, was juggling a hundred variables in his mind. "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, skipper," I saluted. "I talked to a halibut fisherman on the way over and he said the same thing about the weather." Captain Willett nodded.

Below: The Swift Trawler 47 at the transient dock of Charleston Marina with her new commercial fishing vessel companions. A little worse for wear after a log strike, she waits for a much needed haul-out.





Top Left, Clockwise: The damaged prop gets the attention it needs in the Charleston Shipyard; Sunset over the Coos Bay Bar, a rugged and beautiful part of the Oregon Coast; View from the flybridge helm of the ST 47, pointing south to warm Californian waters.

“Yep, might as well get as far south as we can. We’ll probably be waiting in Coos Bay for a few days, but we should still make the San Diego Boat Show debut.” We weren’t on the dock for more than 15 minutes before we were off. I stowed the fenders and dock lines as Captain Willett rocketed onto the Pacific, the Yaquina Bay Bridge in our wake. It was Coos Bay or bust.

Even this early in the trip, I started to appreciate how easy it was to get from one side of the boat to the other, partly thanks to the huge, open salon space and wide, sheltered side decks. The fenders and lines stowed easily under the floor of the covered cockpit, along with most of the other more cumbersome items. A uniquely Oregon coast gray, a new crayon

color I’m workshoping, set in so it was hard to distinguish sea from sky. We were in the wild, gray yonder.

We set in for the trip and I dutifully started taking notes on performance. Captain Willett’s favorite driving spot was clearly the flybridge, which was comfortable and provided great visibility. Since time was of the essence to make the Coos Bay slack tide across the bar, Captain Willett was going close to full throttle and the twin 425-horsepower Caterpillar inboard diesel engines yielded a speed of around 17 knots.

What really made it a ride was the eight- to ten-foot following swells, and the ST 47 reached sustained bursts of speed of around 21 knots. With zippy performance like this, I felt less like I was on a trawler

and more like an express cruiser or other trawler-adjacent category of boat. The ride was easy with minimal hobby horsing.

While there is a trendy movement in yacht design to eliminate the cabin helm and keep the single helm and nav station up on the flybridge, the ST 47 resists this. The main benefit of the single flybridge helm is that it provides even more entertaining space in the cabin. However, especially in an open flybridge model like the ST 47, having the ability to drive from within the cozy interior is still popular with boaters. The interior is plenty large, even with a helm station.

“Keep an eye out for crab pots,” Captain Willett asked, and together we diligently scanned the waters ahead and dodged countless small, bright floats which look innocent enough to a layperson, but would mean wrapped props and worst-case scenarios to boat captains. We finally danced our way out of the crab pots, and as a few hours ticked by, we began to relax. A whale puff in the distance was taken as a good omen.

"I GOTTA CHECK THAT OUT."

Thanks to the Pacific’s generous following seas and the ST 47’s sporty performance, we were making great time and we’d even had to slow a bit to time the slack tide bar crossing in Coos Bay correctly. Captain Willett and I kept up our vigil for crab pots and potential obstacles, but we finally got around to that proper introduction.

“I run a powerboat school and charter company out of Newport Beach (California),” said Captain Willett. His was a sea salty life with charter companies on the East Coast, Hawaii, and ports in between. “I was living on my Grand Banks 36 in Newport Beach and taking people to the Channel Islands so much, I figured I might as well do it for a living.” His company, Newport Coast Maritime Academy, is a demanding but rewarding endeavor. This trip was his first chance to run down the West Coast and he jumped at the opportunity to add the notch to his belt.

“I’ve been calling this the Hero Leg,” I said. He chuckled.

“Sounds about right to me.” We were about seven nautical miles off the coast of the Oregon Dunes National Recreation Area when bits of debris started to muck up the previously clear ocean. I knew the mouth of the Umpqua River was somewhere nearby, one of the most beautiful rivers in the world in my opinion. We kept our eyes strained for anything troublesome. It was only a few more hours to the bar entrance. Surely, we had this transit

THE CAPTAIN

JACKSON WILLETT

Newport Beach, California-based Captain Jackson Willett helmed the Hero Leg of the Swift Pacific Adventure. A certified U.S. Sail & Powerboat Instructor with a United States Coast Guard 100 Ton Master License, Captain Willett is also the owner and founder of Newport Coast Maritime Academy, a powerboat school. With over 20 years of experience power cruising and sailing from the East Coast to Hawaii, he’s a consummate marine professional with stories to tell. You can learn more at NCMA-CA.com.



in the bag—*CLUNK! Va-ROOM-ROOM-ROOM!* Something hit us and the port prop struggled as if caught on something for a few seconds.

“What the-?” I started as we looked behind. The scattered wooden remains of a mid-sized, mostly submerged log bobbed in our wake. We slowed to near idle. Apparently, the Umpqua River had sent us a gift.

“Take the helm! I gotta check that out,” said Captain Willett as he dashed below. I turned off the autopilot and did my best to keep to our bearing. More half-sunk logs floated into view. I dodged a big one. Captain Willett returned. “Port engine is out. It’s impossible to say how bad the damage is, but it’s looking pretty bad,” he said. I’ll omit a few mutual expletives here, the bar crossing suddenly not in the bag at all. I pointed off our starboard.

“The starboard engine is smoking for some reason,” I said.

“Yeah, we’ve had a slow diesel leak from that one and I’m planning to check it out in Coos Bay. I’m not too worried, typical new boat kind of problem.”

“Right,” I nodded, deferring to his expertise. “What’s the plan? If we miss that slack tide for the bar crossing, we’ll be a lame duck in the open when that bad weather rolls in.” Captain Willett took a few thoughtful moments.

“Did I show you where the life jackets and life raft are?”

"LET'S DO THIS."

After a brief but adequate safety orientation, Captain Willett and I ran some tests to see what kind of shape we were in. The port engine shook violently when pushed over 500 RPM, so we kept it below that. It was the smoking starboard engine’s big day to take us home, and the harder we pushed, the more smoke we put out.

We huddled again, and Captain Willett put me on engine monitoring duty as he took the helm and issued a *sécurité* to the U.S Coast Guard. With the Coasties monitoring our situation and the starboard engine giving us a respectable 10 knots of speed, our chartplotter was giving us about 30 minutes of wiggle room for our estimated time of arrival to the Coos Bay Bar and slack tide. Notably, the onboard VHF system did not work as well as the skipper’s handheld, an important piece of feedback for Beneteau. Perhaps a longer antenna is warranted? I’d have to ask a technician.

I wrote down the fluid levels, temperature, RPM, and other engine vitals every five minutes for Captain Willett’s logs.



The Umpqua River is one of Oregon’s most beautiful waterways. Running about 111 miles long from its source northeast of Roseburg, it flows north through the Oregon Coast Range and empties into the Pacific at Winchester Bay. For anglers, the Umpqua boasts world-class fly fishing and quarry like salmon, sturgeon, bass, and shad. In this writer’s opinion, stretches of the Umpqua are about as close to paradise on Earth as it gets.

For boaters transiting offshore, the mouth of the Umpqua should be given a 10-mile or more distance, especially in the spring as mountain glacier melt and rains flush entire trees into the ocean. As demonstrated by the log strike during the Swift Pacific Adventure, the river can become an unknowing accomplice in wrecking props.

I was to warn him if something spiked or dipped alarmingly. I felt like a nurse monitoring a patient’s vitals.

We kept in touch over the intercom, a system that worked very well and minimized yelling and shouting back and forth, bringing down the anxiety a notch. I also got well acquainted with the engine access, which essentially lifts the entire floor of the salon. For the purpose of reaching the engines, I’m not sure if it gets any better for a boat this size than the arrangement on the ST 47, although the positioning does completely transform the salon into a loud mechanic’s shop.

After a tense transit, we finally were in position to cross the bar into Coos Bay without time to spare. The seas, once friendly and following, were becoming

sloppier and flat as the winds picked up. It was time to get in, and I joined Captain Willett at the helm on the flybridge. He handed me binoculars.

“Keep an eye for the markers, we’re going to want to line them up and get in there,” he said. I found them and we lined up. “Let’s do this,” he said and we limped in, the white water crashing on the breakwater to either side.

The seas became the sloppiest of all: following and quartering. Captain Willett deftly corrected course as the ST 47’s purchase became a bit slippery. It’s common knowledge that all boat designs are a series of compromises, and the shallow draft that makes getting up on step so easy shouldn’t be expected to thrive in rough seas. I wouldn’t call it a deal breaker, but

Below: The ST 47 arrives to San Francisco, completing the 600+ nautical mile Hero Leg that started in Newport, Oregon. The yacht made it in time for the planned San Diego Boat Show debut.





Left: The ST 47 underway. While called a trawler, the zippy performance may feel more like an express cruiser for many operators.

Right: The yacht completed the ambitious Swift Pacific Adventure admirably and poses in front of the California coastline here.

I'd avoid those following quartering seas as an operator.

We rolled into the Charleston Marina in Coos Bay and put the Coasties on standby at ease, we were now officially the dock talk of the town. We nestled into the transient slip among all-wood commercial vessels getting ready to chase albacore tuna as far as Midway Island. One proudly touted the year 1917 on its transom and flew a Norwegian flag.

LAISSEZ LES BON TEMPS ROULER

The next few days were a whirl of logistics and stretched legs between helpful marina and boatyard offices. Beneteau scored a lift in the Charleston Shipyard to get the prop checked out and I stuck around to help out Captain Willett. Charleston is a tiny working-class community built around the commercial fishing industry, and we probably struck up friendly conversation with half the locals. There weren't too many luxury, European yachts in the marina.

The days in Charleston gave me a chance to make the ST 47 a proper home. The accommodations aboard, including the excellent galley, always felt comfortable and get thumbs up from me as a

crew/passenger. One point of feedback I'd give is that the two guest staterooms with berths are rather small, and I could see older guests or those with limited mobility shying away from the starboard one I resided in with its limited headroom. In contrast, the master stateroom, complete with an island-style berth, is huge, which makes the ST 47 especially well-suited to a boating couple with guests just happy to be aboard or a family with children.

When the yacht was lifted, I got a good look at her underbelly. Turns out, the damage could've been far worse. The impact with the log left a small scratch in the paint, and the port shaft was spared severe damage. On toughness, I have to give the ST 47 high marks. A simple prop replacement was in order, for three of the four port propeller blades were curled, not in a way that was obvious to a casual observer but clear upon closer inspection. Clearly, the log had wedged itself in there.

When Captain Willett and I finally left hull number one at the boatyard, I couldn't deny the emotions I felt while bidding her au revoir from the rental car: appreciation, respect, and affection. She had done everything asked of her, even in trying conditions. Now here she was, seemingly eager to get back on the saltchuck for

round two. I was unable to join him, but Captain Willett finished the delivery in time for the San Diego Boat Show debut, now a plucky underdog success story.

As we left the yacht behind on stands among the commercial boats—some rusting away and others nearly ready to chase seafood again—I thought of her as a young French model, stranded in small town America after car trouble. Disorientated but glad to be safe, she wanders into a bar full of surly fishermen and millworkers fresh off the clock. Rather than shy away or remain aloof in the corner, she sits with them, orders a round of whiskey, and drinks them under the table, somehow one of the guys despite her upbringing and the circumstances that brought her there. As the Cajun French saying goes: *laissez les bons temps rouler!* **NWY**

Specs

The Beneteau Swift Trawler 47 performed admirably in the adverse conditions of the open Pacific during the Swift Pacific Adventure. A hybrid of a luxury trawler and performance cruiser, the yacht is meant to both put in long-distance mileage in comfort and push the throttle for a top speed of around 20 knots when needed. Base price listed as \$733,000. You can check out more specs at beneteau.com. Local dealer in Denison Yacht Sales (denisonyachtsales.com).

Swift Trawler 47

LOA: 48' 4" • **LWL:** 14' 6" • **Draft:** 3' 10"

Displacement (unloaded): 27,958 lbs.

Tankage (Fuel/Fresh):
510 gals./169 gals.

Engines: Twin 425-hp Cummins QSB 6.7L

Learn More: denisonyachtsales.com



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.



On the hard in Coos Bay. Not how a typical "P.R. Cruise" ends, but the damage could have been much worse.



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FROM THE LAND OF THE ICE AND SNOW, FROM THE MIDNIGHT SUN

WHERE THE

Hot Springs For

A BOATER'S
REFERENCE
TO COASTAL
HOT SPRINGS

BY EVA SEELYE



Cruising the coast can be a challenge and your body can pay the price with constant salt spray, calloused hands, sore muscles, and bruises in places you thought impossible. A trip to a few mineral springs that refresh the mind and body might be just what you need to rejuvenate enough to head back out into the unyielding waters with a clear mind and renewed sense of determination. Fortunately for us all, the Pacific Northwest is loaded with natural coastal springs that can do the job.

Thanks to our active fault line and a coastline that stretches on for days, this kind of relaxing getaway is completely feasible in the comfort of our big backyard. British Columbia offers a solid collection of natural hot springs at the water's edge, which means you can cruise right up to them, drop anchor (or even dock in some cases), and soak it all in, give or take a little hike or two. A steamy, therapeutic dip at the edge of civilization accompanied by a stunning view is as good as it gets.

It's important to remember that hot springs, just like any other natural reserve or outdoor location, require a level of respect from their guests, so you and future visitors can have an enjoyable experience. Before you dive in headfirst, do your research, keep the environment at the forefront of your mind, and learn a little hot springs etiquette before you go.

Low



MORESBY ISLAND

ROSE HARBOR

VANCOUVER ISLAND



3

Tallheo Hot Springs

52° 12' 19" N | 126° 56' 15" W

Continuing up British Columbia's coastline and on the west shore of the South Bentinck Arm, you will find Tallheo Hot Springs, just south of the town of Bella Coola. The Tallheo springs, or "lx7piixm" in the Nuxalk language, flows into two pools – one in a rocky grotto about 6.5 feet above the high tide line and the other just beneath it with a steamy temperature of 135° F (57° C). With no dock or moorage buoys, it's safest to paddle the 1.86 miles to the hot springs.



Docked at Hot Springs Cove.

1

Ahousat Hot Springs

49° 16' 6" N | 126° 4' 16" W

The first hot spring destination on our seaworthy tour is a small island off Vancouver Island's west coast called Flores Island. Ahousat Hot Springs is just a short 2.5-mile stroll through Gibson Marine Park's wetlands to the 8' by 20' concrete, water-collecting pool. A little puddle hopping may be in your future, and be sure to keep an eye out for Flores' resident wolf population for which the island is known! Perched on the southwest tip of Matilda Inlet, a killer view is sure to accompany your 77° F (25°C) relaxing soak.

If you have the time, venture down the scenic route via an old boardwalk path that leads to a sandy beach in Whitesand Cove on the island's south end. Vargas Island and Clayoquot Sound can be seen in the distance. You'll likely get to enjoy a little peace and quiet here, compared to the more popular Hot Springs Cove, which we'll cover next. Boaters can drop anchor in Whitesand Cove. The island is also accessible from Tofino (12.5 miles away) by personal watercraft or water taxi, which will drop you at the Ahousat Village (population 400). A \$25 fee to hike the Wild Side Trail is in effect and can be paid in the village.

2

Hot Springs Cove

49° 20' 59" N | 126° 15' 34" W

A short cruise north of Flores Island lies a stunning collection of six natural, ocean-front hot mineral springs in the tidal zone of Clayoquot Sound. Once docked at Maquinna Provincial Park, hike the boardwalk through the rainforest, taking in the coastal views with every step. When you see the steam, you've arrived. The springs cascade down the rocks to the ocean's edge, forming multiple natural pools that flow into each other as the water makes its way to the ocean.

My advice? Start your pool-hopping journey at the ocean's edge where they're cooler and mixed with the saltwater, working your way back to the top where the pools get progressively warmer (up to 122° F, 50° C). What's better than an oceanside soak? Whale watching at the same time! The dock is first come, first served, with a \$2 per meter fee for each night, with a maximum length overall of 12 meters. Anchorage is also permitted. A \$3 park fee is in effect. Campground and restrooms on site.

3

4

Eucott Bay Hot Spring

52° 27' 20" N | 127° 18' 46" W

Eucott Bay Hot Springs is sheltered on the north side of Dean Channel. The mineral water collects in a concrete and rock pool about 6.5 feet above the high tide line on the east side of the bay near a row of six old wood pilings. Hop in for a soak that only slightly smells of Sulphur (it's good for the skin, right?) and an incredible view of the bay and the extensive cascading waterfall beyond or have a seat in the little bathtub for a semi-private soak and a great photo op. Sheltered anchorage is plentiful.

5

Klekane Hot Springs

53° 14' 46" N | 128° 40' 50" W

A magical little spring awaits in the wilderness on the east side of Princess Royal Channel, along the Inside Passage route, with protected anchorage about 6.2 miles north of Butedale. Klekane Hot Springs features a cedar bathhouse where odorless mineral water pours into an 8' by 8' concrete pool covered by a green metal roof. At the source, temperatures vary around 127° F (52° C); 106° F (41° C) in the bathhouse. To find the pool, navigate to the northeastern end of the estuary, about five minutes in from the water's edge at high tide, and just about 65 feet from a small trickling stream.

Hot Springs

ETTIQUETTE

Pack it in and pack it out. Arriving to a hot spring littered with wrappers, beer cans, clothing, and who knows what else is a huge let down and can not only put a damper on your experience but also harm the ecosystem itself. Who wants to get into a pool with dirty, garbage-filled water?

It's not your bathtub. Sure, it might feel like one and look like one, but hot springs aren't equipped to support soap, shampoo, or any other foreign chemical substances. Leave the bath bombs at home and keep these beautiful pools clean.

Respect your neighbors. In some cases, clothing might be optional, especially in the more secluded springs, so either dive into the deep end, or simply prepare to see a little extra skin. Read the vibe, and if your neighbor wants a private soak, it's important to respect that. All in all, most visit hot springs to relax, so as much as you love a solid playlist, it's respectful to keep your music and conversation to a lull. This topic also encompasses resident wildlife. Bears, whales, bald eagles, sea otters, deer, mountain goats, and more frequent these areas so be aware, both for your well-being as well as theirs.

Do your research. Read up on popular times and pool capacity and adjust your schedule accordingly. This will help lessen the environmental impact of your visit and most likely improve your hot spring experience.

Leave no trace. Remember that you're a visitor, so act as you would visiting someone else's home. Many hot springs have been shut down in the past due to misuse, so it's up to us to be respectful of these beautiful sites so we can all go on enjoying them in the future. Use the restroom before you go, leave your pups at the boat, and if you plan to camp, set up far away from the springs themselves.



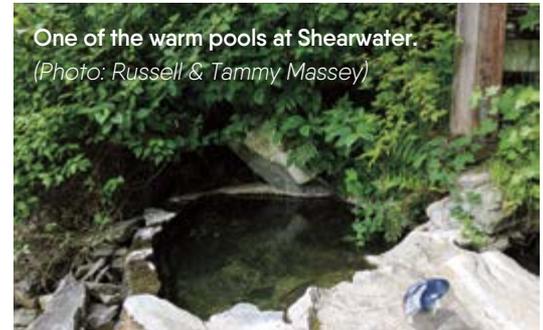
Near Ahousat Hot Springs on Vancouver Island.

6

Shearwater Hot Springs

53° 27' 01" N | 128° 33' 37" W

Located on the north side of Alan Reach in Gardner Canal in a bay between Shearwater and Europa Point, a protected anchorage site awaits and is a warm, toasty treat. Shearwater Hot Springs is a great pick-me-up after a long day on the water. Tie up to one of the two buoys and head over to the two-pool bathhouse for a soak in the warm, odorless, mineral waters that flow up from the cracks in the pools' bedrock. At the source, the temperature boasts a comfortable 106° F (41° C). There is also a trapper's cabin available for public use on the a first-come, first-served basis.



One of the warm pools at Shearwater.
(Photo: Russell & Tammy Massey)



8

Brim River Hot Springs

53° 30' 57" N | 128° 21' 37" W

If you're a lone ranger and off the grid is your happy place, don't miss the Brim River Hot Springs at the north end of Owyacumish Bay in the Gardner Canal. These springs are totally undeveloped and perfectly situated amongst old-growth forests, featuring an exceptional collection of natural plant communities surrounded by towering mountains. Here, the Brim River opens to the sea, and the remote, pristine environment is teeming with wildlife. The undeveloped springs are a steaming 132° F (53° C) and sit about a third of a mile up from the east side of the river. The nearest community is Kitimaat Village, about 40 miles away. River is not suitable for power boats.

Taking a break at Weewanie.
(Photo: Russell & Tammy Massey)



9

Weewanie Hot Springs

53° 41' 49" N | 128° 47' 21" W

Weewanie Hot Springs is partly sheltered by a small bay on the east side of the Devastation Channel north of Weewanie Creek. Another common recreational haven for boaters, these springs are complete with a pit toilet, picnic area, campsites, and one mooring buoy. The odorless springs erupt out of the ground on the hillside above the 8' by 8' concrete block bathhouse and pour into the pools at a comfortable 101° F (38° C).

10

Hotspring Island

52° 34' 32" N | 131° 26' 32" W

Our final destination, and quite possibly the most epic of the bunch, is mysterious, unique, and way the heck out there. Hotspring Island is way up in Haida Gwaii, but if you're a true hot spring aficionado, distance is just a number; I mean, the island is literally named after the springs themselves, so you know it's going to be good.

Gandll K'in Gwaayyaay, or Hotspring Island, features three remote pools, recently rebuilt after a 7.8 magnitude earthquake in 2012. Cedar boardwalks connect the pools for minimal environmental impact. Visitors enjoy sweeping views over Juan Perez Sound, ideal for whale, bird, or bat watching. Iridescent blue-green algae, moss meadows, salal, and crab apple patches dominate the landscape as a result of these resident springs.

The spring's source is still unknown, some believe the mysterious water originally falls on Lyell Island, then seeps through faults and fissures in the rock to a warm reservoir deep below the surface before the pressure from the heat forces it back to the surface. Other springs are thought to emerge from the seafloor in the area. Changing rooms and showers are on site, but no camping is allowed on or nearby the island.

7

Bishop Bay Hot Springs

53° 28' 14" N | 128° 50' 12" W

Bishop Bay Hot Springs is among the better known of British Columbia's coastal mineral waters. The protected anchorage lies on the east end of Bishop Bay on Ursula Channel about 40 miles south of Kitimat. The concrete, wood-framed bathhouse features two odorless soaking pools; the larger inside pool overflows to feed a smaller outside pool and temperatures fluctuate at around 100° F (37° C) and 106° F (41° C) at the source. Hike the boardwalk trail to find a changing room, composting toilet, three tent platforms, a deck, and an information shelter. Two trapper cabins are also available in the Bishop Bay area on a first-come, first-served basis with two double bunk beds. A dock is available for boats up to 30 feet and three moorage buoys can be found at the end of the bay.



Green trails lead the way to the pools at Bishop Bay. *(Photo: Russell & Tammy Massey)*

T H E C A N O E

JOURNEY

A Celebration of the First Mariners of the Salish Sea

You hear the songs coming across the water before the prows of 11- and 13-person Northwest indigenous canoes come into view. One by one, the canoes draw close to shore. Each skipper stands to ask in his or her language for permission to land. Then, there is welcome and celebration.

This scene is repeated at each stop along the route of the Intertribal Canoe

Journey, the annual late summer gathering of Northwest Native peoples, as canoe pullers travel from their home territories to that year's host destination. This year, an estimated 100 canoes will travel from indigenous nations in Washington, British Columbia, and elsewhere to the Lummi Nation near Bellingham.

The Canoe Journey is a maritime event like no other. It's an athletic feat

BY **RICHARD WALKER**



Paddles rest against an ornately decorated family canoe at Stommish Beach on the Lummi Indian Reservation, Washington on July 30, 2007. A crew paddled the canoe all the way from the north end of Vancouver Island to visit the Lummi Nation (hosts of that year's journey). A week of dancing, singing, and potlatching followed. Photo: Ethan Welty / Aurora Photos

requiring human-powered travel over hundreds of nautical miles. It's a logistical feat; the Lummi Nation expects to host 10,000 people July 24 to 28 for traditional meals, gifting, and round-the-clock sharing of songs and dances by visiting indigenous nations. To top it all off, the Canoe Journey is open to the public as an introduction to a Northwest Native cultural renaissance.

BOLSTERED SENSE OF IDENTITY

The first Canoe Journey sparked an awakening in 1989, the year Northwest Native canoes returned to Puget Sound for the Paddle to Seattle as part of Washington's centennial celebration.

Keep in mind the time: Congress had passed a law only 11 years earlier protecting the religious freedoms of Native Americans; the federal government formally abandoned in 1988 efforts to terminate relationships with the indigenous nations with whom it had signed treaties; and boarding schools, where the grandparents and great-grandparents had been sent involuntarily, were only now closing. The ink was still drying on the law legalizing Indian gaming, which would generate the seed money to fuel a new era of economic development in Indian Country.

Indigenous peoples in Northwest U.S. and Canada had endured more than a century of cultural suppression, and the return to the traditional way of traveling upon the ancestral waters was bringing the culture back: the art of canoe carving, the hosting of potlatches, the teaching of languages, dances and songs. It bolstered a new generation's sense of identity.

"Since Uncle Smitty (Hillaire) came to Lummi's leadership and asked for permission to host (the 2007 Canoe Journey), it's brought back a lot of those teachings," said Candice Lane Wilson, executive director of the Lhaq'temish Foundation. Lhaq'temish is the Lummi people's historical name. "It's about our culture and

the teachings—the language, the songs, the regalia. To see our children carrying on these teachings is phenomenal."

Sam Barr is a citizen of the Samish Nation and deputy historic preservation officer for the Stillaguamish Tribe.

"The Canoe Journey has been a way for youth to get involved in the culture in a really healthy way," he said. "It's alcohol-, drug-, and tobacco-free. You've got all the training and practices, you've got the healthy lifestyle.

You've got to learn how to work together, how to paddle together. You've got the protocols and the songs and the dances. For youth who are looking to strengthen their identity, trying to learn more about their family history, and trying to connect to that feeling inside them, the Canoe Journey is an awakening for that."

The cultural revival sparked by the Canoe Journey has attracted the interest and participation of other Pacific Rim canoe cultures. Participants in this year's Journey will include Alaska Natives from Juneau; Maori from New Zealand; Papuan from New Guinea; Nuxalk from Bella Coola, British Columbia; and descendants of Kamehameha, the 18th and 19th century kings of Hawai'i.

THE FIRST MARINERS

The Canoe Journey also reinstates the indigenous presence on the Salish Sea – as well as the canoe prowess of the First Peoples. Long before Captain George Vancouver's ships explored these waters

Below: A canoe is carried ashore beyond the high tide mark at Taholah during the 2013 Canoe Journey. (Photo by Richard Walker)





Drummers sing a traditional song during the landings in Olympia for the 2012 Canoe Journey / Paddle to Squaxin Island. (Richard Walker)

and the local seascape was dotted with commercial ships and recreational boats, the Salish Sea was trafficked by large, hand-carved canoes traveling to resource harvesting sites, to places of commerce and trade, and to gatherings and celebrations.

"The first Europeans into this area were amazed at the carrying capacity and beautiful construction of the Northwest Coast canoes," a writer for the online forum Native American Netroots reported, citing written observations from that time. "In a moderately sized canoe, two paddlers

were able to make about 40 miles in a day."

Freddie Lane, a Lummi Nation councilman, noted that the Coast Salish people were the first professional marine pilots of these waters, escorting Vancouver's ships to safe anchorages, and later transporting settlers to places of trade. Had the people not reclaimed the right through the Canoe Journey, Lane said, traveling the way of their forebears on the ancestral marine highways would have been lost.

"From what I remember, in 1989, when our elders talked about traveling on the

Salish Sea, we were being challenged—that by not traveling our ancestral highways we would lose them," Lane said. "The Canoe Journey is bringing it all back—the unity, the potlatches. After the diseases and the boarding schools, we're still here."

PROTOCOL AND POTLATCH

For the non-Native guest, the protocol and potlatch that takes place during the Canoe Journey is a cram course in Native culture. It's also a privilege to attend.

Protocol is important part of the event in which representatives of each visiting Native Nation shares its culture with dances, songs, gifts. Presenters will often wear traditional clothing, called regalia. Some clothing a guest might see: capes, skirts, and vests woven of cedar and perhaps mountain goat wool; elaborately embroidered and beaded shawls; and woven cedar hats and headdresses. Speakers will speak first in their native language.

Dances and songs will be shared and usually the men will drum and the women will use intricately carved rattles made of cedar or alder. Many dances and songs are quite old and are inherited or gifted. The representatives will honor and present gifts to the hosts, and gifts may be presented to guests as well.

The host nation, this year the Lummi Nation, will conclude the Journey with a potlatch, in which it shares its own culture, honors the next year's host, and distributes gifts to all guests. In today's world, wealth is often measured by how much one accumulates. In Northwest Native America, wealth is measured by one's generosity. Hence the potlatch, a historical system of wealth redistribution that the governments of the United States and Canada long tried to suppress.

Being a potlatch guest came with some responsibility. Historically, a potlatch guest would receive gifts but would also be on-hand to witness a marriage, the passing on of a name, or the inheritance of intellectual property. The guest would be a carrier of the history of that event, able to recount it for posterity. So, it is with the 2019 Canoe Journey. Lummi's potlatch guests will go forth, able to recount Lummi's generosity for posterity.

"The Canoe Journey is a way for us to show who we are as Lhaq'temish people," Wilson said. As of June 15, the Lummi Na-

Clockwise from top: *Lady Washington* escorts Native canoes to the shores of the Quinault Nation at Taholah during the 2013 Canoe Journey (Photo: Richard Walker); A totem pole is lowered during the 2007 Canoe Journey / Paddle to Lummi. The pole was carried into the protocol tent, where it was gifted to the next year's Canoe Journey host, the Cowichan First Nation (Photo: Molly Neely-Walker); Canoes leave Nisqually for Olympia during the 2012 Canoe Journey / Paddle to Squaxin Island. (Richard Walker)



TIPS FOR CANOE JOURNEY BLISS

1. Do not touch someone's regalia.
2. Some dances and songs are not to be photographed or recorded. Listen for instructions; if in doubt, ask.
3. Don't leave in the middle of a presentation; it's impolite.
4. If you're offered a gift, accept it.

tion had invested \$600,000 in hosting, and the Lhaq'temish Foundation had raised another \$150,000.

INDIGENOUS KNOWHOW

The Canoe Journey has also given First Nations and Tribes a forum to call attention to issues and to propose solutions. The Canoe Journey led to the development of "The Healing of the Canoe" Culturally Grounded Life Skills for Youth curriculum; an evidence-based, strength-based life skills curriculum for youth that uses community-based and culturally grounded strengths and resources to promote well-being and prevent substance abuse.

For several years beginning in 2008 in partnership with the U.S. Geological Survey, several canoes carried devices that recorded water temperature, salinity, turbidity, dissolved oxygen, and pH levels to help the USGS map areas of water quality concern in the Salish Sea.

In the 2011 Canoe Journey, Ta'Kaiya Blaney, the young singer, actress, and environmental activist from the TlaA'min First Nation, wowed the crowd on the protocol floor with her song, *Shallow Waters*. The song tells of the dangers of being silent to environmental risks: "The lifeless ocean, black not blue / I didn't help but deep down I knew ..."

And leading up to the 2019 Journey, representatives of the Lummi Nation toured several states with a totem pole honoring the killer whale ("qwe 'lhol mechen" in the Lummi language) as a call to action

"rather than endless deliberation" to protect endangered Southern Resident orcas and salmon from pollution and other stressors on Salish Sea ecosystems.

The population of Chinook salmon, on which Southern Resident orcas feed, is down 60 percent since the Pacific Salmon Commission began tracking salmon data in 1984, according to the U.S. Environmental Protection Agency. Two big factors, according to EPA, are habitat degradation and warmer water temperatures.

The health of the salmon tells a lot about the health of the environment. And those are not just Native American issues, but issues affecting everyone, Wilson said. "We need to call attention to our public health, our environment, our salmon, and our orcas."

KEEPING THE CULTURE ALIVE

Just as the Canoe Journey has helped bolster a new generation's sense of identity, it has also helped bolster the political standing of Native Nations. Events like the Canoe Journey "give validity to our political entity," Samish historian Barr said. "When it comes to treaty rights, it's definitely a big thing."

The Bureau of Indian Affairs (BIA) recently ruled that the Samish Nation—which was dropped from a list of federally recognized tribes in the 1960s and

fought for re-recognition for nearly 30 years—had a relationship with the United States prior to 1934, qualifying it to have land placed into trust. Tribal governments have jurisdiction and authority over their trust land.

That BIA decision happened "because our tribal members, our predecessors, including my great-grandmother, all kept that culture alive," Barr said. "They kept the culture and politics alive in perpetuity since the treaty, and the federal government was forced to recognize 'You were doing this before, you've been doing it this whole time, and you're still doing it; and so we're going to give you full-on recognition.'"

He added, "The Canoe Journey has done a lot in the Pacific Northwest to raise awareness of the history" of the First Peoples of the Salish Sea. **NWY**



Richard Walker spent part of his childhood on a Chris Craft Super Sport in Long Beach, California, got his first taste of sailing on a catamaran in Newport Beach, California, served as a helmsman and quartermaster aboard USS *Manitowoc* (LST 1180) from 1980-84, and married a lovely San Juan Island woman of Irish and Coast Salish ancestry who also happened to own a 26-foot Nordic Tug. He is a writer, author, and poet serving as a deckhand aboard the *M/V Guemes*.

Left to Right: Past meets present in this photo of the Samish canoe passing a state ferry while en route from Roche Harbor to Shaw Island during the 2008 Canoe Journey. (Photo: Molly Neely-Walker); Pulling long distances in the Canoe Journey requires teamwork and physical fitness, as exhibited by Shasta Cano-Martin of the Lummi Nation during the 2013 Canoe Journey. (Photos: Richard Walker)



LEARNING BY DOING



Thea, a Grand Banks 46, at anchor in Prevost Harbor on Stuart Island.

A boating novice gains a nautical education in a multiday experience with Northwest Explorations.

BY **EVIN MOORE**



Early this past May, I found myself in tiny Prevost Harbor on Stuart Island at the helm of *Thea*, a 46-foot Grand Banks. With my hand on the throttle, *Thea* was headed straight for a horizontal rope suspended between two large buoys that serves as moorage for overnight visitors to the harbor. I was on a three-day trip, part of a course covering all the fundamentals of piloting a motor yacht. To my left was Brian Pemberton, founder of Northwest

Explorations (NWE) and the captain and lead instructor for the weekend.

I was using the rope dock to practice my docking technique, the flexible target more forgiving of amateurs than a traditional dock. "Starboard engine forward," Pemberton said, as he explained the strategy of docking a boat. "Aim for a little ahead of the center of the dock and approach it at about a 45° angle."

Thea's engines idled as we made our way to the dock. I tried to recall Pemberton's



instructions as the moment of truth approached. I put the port engine into reverse at the last second to swing the boat over and then put the engines into neutral.

We silently close the gap and I only wince slightly as the hull presses just a little too much into the rope. "That was excellent for your first time docking," Pemberton tells me encouragingly. That support made me feel a little better, but I knew I had a long way to go. "Let's swing back out for another attempt," said Pemberton.

We finished up our docking practice and moved on to the next exercise. While most people who take the 3-Day Powerboat training course are there to brush up on their skills, I was there because I didn't have any skills to begin with. My boating experience is more limited than I'd like. Besides time in canoes and personal watercraft, my time on boats has been spent as a guest of friends and family, where I could put my feet up and enjoy the good life while someone else had to worry about engine oil levels and finding moorage for the night. I jumped on this course when I thought maybe it was time to learn the finer points of piloting a boat.

Based on the number of boating education classes available in the area, it seems many other people feel the way I do about their boating knowledge. Aimed at new boaters, but generally taking students of all skill levels, these classes can range in scope from docking and casting off to the detailed minutia of marine electronic systems. They're offered for powerboats and sail boats by many organizations and there are also numerous independent captains who can be hired to provide private lessons. I joined the 3-Day Powerboat course at Northwest Explorations, a multiday class with a broad focus on every aspect of powerboating to learn more.

THE ADVENTURE BEGINS

Two days earlier at NWE's Bellingham office, I was greeted by their charter manager Emmelina Mojica, and Ryan Downs, who would be serving as the first mate and an instructor during the course. We walked down the new docks, past a small fleet of shining white Grand Banks, to meet a couple named George and Annette, a

pair of newly retired professors who were looking to dip their toes in boating and who would be the other students in the course. We all introduced ourselves and were told that Pemberton would meet with us tomorrow morning before casting off.

We spent the night on the boat and were greeted with a clear day once the morning haze burned off. Pemberton arrived early and we gathered in the cabin so he could go over the focus of the weekend. We would be covering the broadest range of topics as possible, from engine maintenance to docking to navigation to VHF radios.

True to his word, minutes later the floors of the galley were pulled up to reveal the engine room and three of us at a time squeezed in to learn about engines, coolant levels, and sea water filters. "Diesel is dyed pink, which makes it easier to identify leaks from the engines," Downs said. "Checking the pads under the engine in the morning is a good way to keep an eye on any new leaks."

He explained how to check the dipsticks, noting the area between two notches in the stick indicate the correct amount of oil in the engine. "Shine a light into the sea filter to check for anything that's been sucked into the filter. Usually it will be seaweed, but every once in a while, there might be a jellyfish." We practiced detaching shore power cables and taking in fenders before casting off for real, heading out of Squalicum Harbor for the San Juan Islands.

On the open water, George, Annette, and I took turns at the helm as Downs and Pemberton explained the responsibilities of the captain and the lookout. "The crew member at the helm needs to have eyes on the horizon and on the instruments in

Below: *Thea* docked for the night at the Rosario Resort, a popular stopover for local boaters on multiday trips bound both north or south.



Left: The three-day course covers all the bases, including boat electronics.

Right: Brian Pemberton looks on as the author practices docking.



front of them, but also be looking over their shoulder before moving port or starboard," Pemberton explains. "The lookout serves as an additional set of eyes that are constantly scanning around the boat. Be sure to call out any boats or objects that appear, especially if they're in the skipper's blind spot."

A Saturday morning sailing race was underway, and Downs had us looking for bright orange race markers. "This boat here is most likely a judge, see how its bow swung to starboard? They are giving us a good indication of what they plan to do and we have plenty of time to maneuver around them." Downs gave us the rules of the road (or water) lesson.

"Generally, you should clearly indicate which direction you intend to go by turning and holding that heading. If there is any confusion about what an oncoming

vessel intends to do, hailing them over the radio is an option."

As we passed Lummi Island, we took out the paper charts and got a lesson in plotting a course and reading the topography of a map. "See how one side of Lummi Island is flat, and the other is elevated? That's reflected in the topography lines on the charts," Downs says. "Now, you can see something similar in the water. The depth is marked in a similar way. Anything the boat might collide with, like rocks, reefs, or shoals, are also marked."

The day's journey was my first experience of being at the helm for an extended period. Before today, I had never needed to pay attention to blobs on radar screens, charts, or how many knots we were making. My attention this day was pulled between watching the horizon, chart plotter, and the indistinct voices coming in over the VHF radio.

Pemberton asked for opinions on where we would anchor for the night, listing a handful of possible locations. We settled on Prevost Harbor on Sinclair Island, and Pemberton asked me to change course slightly. After the decision was made, the sense of freedom and spontaneity that must come over everyone the first time they're at the helm visited me, and I began to imagine how easy it would be to swing the bow north and head to Haida Gwaii or Alaska.

It was the same thrill that teenagers feel when they get behind the wheel of their first car. Before, being on the water had all been about having fun on deck and taking in the sights, but with the added responsibility came another level of enjoyment.

LEARNING THE ROPES

We arrived in Prevost Harbor and decided it was the right time for a lesson in laying anchor. Pemberton displayed some hand signs meant to relay instructions to the cabin on how much chain to release. The bottom of the harbor was a dark mud that was perfect for anchoring, and Pemberton explained the technique of getting an anchor to dig in and the scope necessary for a secure set. "For a lighter anchor like the one we have, a scope of 1:5 is necessary, meaning if we were in 10 feet of water, we

would need to lay 50 feet of chain.

The scope can go all the way up to 1:10 if we really wanted to be confident that we weren't going anywhere." We practiced launching the dinghy and took it for a cruise while Pemberton got dinner ready.

The next morning docking practice began, with George, Annette, and me each taking turns at the wheel. Improvements came quickly with the guidance of Downs and Pemberton, and by mid-day, we were exponentially better than we had been that morning. Crew overboard drills followed the docking practice; a life ring was tossed in the water and the docking hooks came out. The three of us formed a communication chain with one on the flydeck, one with the hook, and the third calling instructions in between. I'm proud to say I only backed into our poor drifting crewman once.

Thea pulled out of Prevost Harbor and headed toward Orcas Island. I was feeling pretty good about the successful docking practice and the clear weather we were lucky to have in early May. The night before during a course-plotting lesson, Annette worked with Pemberton to chart a course free of rocks and shoals.

Top to Bottom: Turn Point Lighthouse on Stuart Island; Docking practice in Prevost Harbor.



LEARNING CHANNELS

The Puget Sound area has many opportunities for those looking to improve their boating skills, whether it be power boating or sailing:

San Juan Yachting offers multiday powerboating courses and guided flotillas. They can be reached at sanjuanyachting.com.

Seattle Boat Share provide multi-hour classes covering individual topics. They can be reached at seattleboatshare.com.

Those looking to improve their sailing skills can checkout the beginner to advanced classes offered by Sail Sand Point at sailsandpoint.org.

The Seattle Sailing Club provides courses certified by the American Sailing Association (ASA) and can be found at seattlesailing.com.

San Juan Sailing offers multiday sailing courses and guided flotillas. They can be found at sanjuansailing.com.

Brian Pemberton walks Annette through the hand signals that tell the captain how much chain to lay and where to move the boat.



Up until this point, as a novice boater, navigating through currents and tides, and reading bathymetric charts had always been the most mystifying of boating skills. Visions of geometry and sextants and finding the North Star always filled my head when captains started talking about plotting a course, though I knew GPS and radar had made these skills often-neglected back-ups. After even a few hours of reading charts, most of my trepidation had vanished and I felt I could avoid just about any obstacle—around the tranquil San Juans, that is.

We arrived at the Rosario Resort in the early afternoon, the resort's original structure of Moran Mansion majestically overlooking the docks. This was our first

true docking practice, as we'd only practiced casting off and anchoring until now. With Annette and Pemberton at the helm, the *Thea* glided into our assigned slip and I stepped off quickly, Pemberton's lesson fresh in my mind: "If you have to jump, the boat isn't close enough. You can always put it into reverse and try again." My cleat knot was less than spectacular, and docking was followed with some knot tying practice. "One of the trickiest parts is learning the knots," Pemberton offers. "It was the same when I taught mountaineering."

HOMeward BOUND

The final leg back to Squalicum Harbor passed quickly as we dodged kayakers and other cruisers taking advantage of the good weather. I was at the wheel as we approached the harbor, appreciating the radar screens and powerful binoculars on the helm. They seemed to fulfill some childhood dream and using them made me feel like I was charting unknown waters.

I'd had binoculars as a kid, but this was the first time they'd ever served a practical purpose. All three of the weekend's students had come a long way. It was amazing how much knowledge I'd picked up over just a few days.

On idle, the Grand Banks headed for the Northwest Explorations docks. I stood with my hands on the transmission, putting the one engine in forward, then the other, then both in reverse, and so on as Pemberton advised me on the *Thea's* final docking of the weekend.

With much help from Pemberton, the boat effortlessly found her spot on the dock. It was a testament to the education we'd received, that just days earlier I couldn't even read a chart, and now, I was already making detailed plans of my next excursion.

I couldn't wait to get out on the water again to put my skills to the test. **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@nwychting.com

MEETING THE CREW

Brian Pemberton was at one point the youngest licensed captain in the state, arriving at the testing site on the morning of his 18th birthday. He spent 20 years in the business world, serving as a CEO. He retired in 2004 and purchased the Bellingham location of Grand Yachts Northwest, turning it into Northwest Explorations and introducing the Mother Goose Flotilla in the process. He sold NWE in 2017 and came back as a broker in 2019.

Ryan Downs got his start working on educational tallships, like the *Lady Washington*, the state ship of Washington. Since then he's worked on many other boats in different capacities. He's worked as a captain and guide in the San Juans and Alaska for six years. He is working to become a certified marine technician and joined NWE a year ago.



NORTHWEST EXPLORATIONS

Located in Bellingham, Washington, Northwest Explorations is a yacht company that focuses on flotillas, private charters, brokerage, maintenance and service, and training courses. They specialize in Grand Banks yachts, although their fleet contains a variety of powerboats. Their training courses include three-day intensives, one-day classes, women only classes, and private instruction. Northwest Explorations flotillas have also proven to be very popular, with expeditions to the San Juan Islands, Desolation Sound, and Alaska. They can be reached at (800) 826-1430 or nwexplorations.com.

RACING SHEET



Van Isle 2019: The Debrief

Words: Doug Hansen // Photos: Norris Comer & Suzanne Travis

A group of sailors with the right mix of can-do attitude and foolishness wrapped up the biennial Van Isle 360 race around Vancouver Island, known in the sailing community simply as Van Isle. Van Isle takes racers on a semi-guided tour of Vancouver Island, stopping each night in a different port along the east side, and sending the fleet on long offshore treks down the west. This year's event was one for the books, with 36 boats taking part and an awesome mix of competition ranging from the carbon fiber Transpac 52 (TP52) ORC 0 fleet to gorgeously outfitted Swan 441s and a very comfortable Catalina 38 bring up the rear.

The start out of Nanaimo Harbour was full of eager racers ready

to jump right into the adventure. While the leg started off with a ruckus getting out of the harbor, things quickly settled down as the fleet sailed along the shore heading north. Several hours of no wind eventually gave way to a steady northerly that continued to build into the high teens as the fleet reached the finish at Comox.

Out of Comox for Leg 2, things were a bit more subdued with sails hanging limp as the start horn sounded. Things finally got going with a light northerly filling in, but it wasn't meant to last and brought the fleet just about halfway to the finish before evaporating. An afternoon of drifting in the currents with some breaks for whale watching followed. While the fast boats finished just before dinner, it was

well into the evening before the final boats came into the marina, many retiring due to the impossibility of completing the race within the time limit.

The following morning, crews awoke early to motor their boats through the legendary Seymour Narrows in a favorable tide for the start in Deepwater Bay. The race got going in light air, but quickly picked up into the high teens that combined with the current push up Johnstone Strait made for some blistering speeds on the GPS. The new TP52 *Sonic* was off to a commanding lead but ran into light air near the finish, while the rest of the fleet closed in. *Sonic* held the lead and took line honors for the day, accompanied across the finish by a pod of dolphins.

The evening was a special treat; the fleet was a guest of BC Salmon Farmers at the Hardwick Island Fish Farm, but there were no options for moorage anywhere close to land. The leg adds a special challenge as stripped out race boats found themselves out in the cold, sleeping on air mattresses under tarps while the furniture factory cruising boats were well taken care of in warm dry bunks.

The following morning a groggy bunch of sailors awoke and set off for the start without much ceremony as there was a long 41-mile day in store. Higher than average winds got the fleet going and impressive current compressions along the shore made things interesting as boats found themselves overpowered and needing to change down sails in the choppy waves.

As quickly as the heavy weather sails were raised, the wind began to settle back into its normal phase and tacticians called for another sail change, much to the frustration of the bow teams who actually do the work. The wind became fickle again as the fleet neared the finish at Telegraph Cove, eventually drifting to the finish under spinnakers.

A quick stopover at the bar in Telegraph for the evening, then the fleet was off again towards Port Hardy bright and early.



Top: The Van Isle 2019 fleet saw just about every kind of condition imaginable, including low-winds and overcast.

Bottom, left to right: Tight quarters gybing duels were a part of the game. Remember, port to port! The fleet picks up the pace, tacking upwind with a seaplane passing overhead.

Results: Van Isle 360 Race 2019

Listed are full results from all the legs of Van Isle 2019.

	Boat Name	Div	Comox	Campbell R.	Hardwicke	Telegraph	Port Hardy	Winter Har.	Ucluelet	Victoria	Nanaimo	Overall
1 st	65 Red Roses II	1	4	2	1	1	1	2	1	3	4	19
2 nd	Blue	0	1	1	3	4	1	5	1	1	3	20
3 rd	Smoke	0	2	2	2	1	3	2	3	5	1	21
4 th	Riva	1	2	3	2	2	4	5	3	1	1	23
5 th	Serendipity	2	1	1	2	4	5	3	2	3	4	25
6 th	Mojo	2	3	2	3	2	1	2	4	5	3	25
7 th	Jam	1	1	1	4	4	2	1	5	4	7	29
8 th	Sonic	0	4	4	1	5	4	3	2	2	4	29
9 th	Shearwater	2	4	5	1	3	3	4	3	2	5	30
10 th	Mist	0	3	5	5	3	2	1	4	4	5	32
11 th	Freja	1	5	4	3	3	3	4	2	2	6	32
12 th	Zulu	2	2	DNF	8	5	2	1	5	1	1	32
13 th	Glory	0	5	3	4	2	5	4	5	3	2	33
14 th	Wraith	3	1	4	1	6	1	3	12	6	7	41
15 th	Flow	3	6	DNF	3	9	7	1	5	2	6	45
16 th	Lodos	2	5	3	9	1	4	5	7	4	9	47
17 th	STV Goldcrest	3	10	DNF	4	3	3	10	2	7	2	47
18 th	Surfrider	1	3	6	6	6	RET	3	6	6	8	53
19 th	Alegria X	1	7	DNF	7	5	5	6	4	8	3	53
20 th	Ultraman III	1	6	5	5	7	6	7	7	5	5	53
21 st	Paragon	3	5	2	10	5	11	2	6	4	8	53
22 nd	Back Bay	3	12	3	11	8	2	4	3	1	10	54
23	Oxomoxo	3	9	DNF	2	11	6	6	1	5	9	55
24 th	STV Tuna	3	8	DNF	5	2	5	7	8	10	4	55
25 th	Image	3	7	RET	7	1	9	5	7	8	1	58
26 th	Boomerang	3	2	RET	8	4	4	8	4	RET	3	59
27 th	Rubato	2	8	DNF	5	7	6	7	6	8	6	60
28 th	Hana Mari	2	6	4	11	6	7	6	8	6	8	62
29 th	Fortuna	2	7	DNF	7	9	8	10	1	9	7	65
30 th	Iris	1	DNC	DNF	8	8	7	8	RET	7	2	66
31 st	Espresso	2	10	DNF	4	7	11	8	10	10	2	69
32 nd	Gusto	3	3	RET	6	10	10	12	9	3	5	71
33 rd	Blue Joy	2	9	DNF	6	11	9	9	9	7	10	77
34 th	Discernment	3	11	DNF	9	7	8	11	10	11	11	84
35 th	Galmegi	3	4	SCP - 3	12	12	12	9	11	9	RET	85
36 th	Serenite	2	RET	DNF	10	10	10	11	11	11	11	93

The relatively short 28-mile leg included some bobbing and weaving through sandbars, rocks, and islands, all while a 3-knot current pushed boats towards the finish. Leading boats found some light air, but it quickly filled into a rather impressive Code Zero reach, which culminated into a gybing duel to the finish. Port Hardy was a welcomed stop and the first lay day of the race, giving crews some much needed time to repair broken equipment and a break from the constant sail changes of the inside legs.

The next leg moves offshore and into one of the most remote places in North America. The leg to Winter Harbour felt like three completely different days, with steady winds taking the fleet along the coast, shifting to a light air competition with boat tacking feet from rocks to avoid getting swept backwards, and ending with a heavy air run into rugged Winter Harbour. Another lay day gave boats the chance to prepare for the offshore leg down the coast. The forecast was shaping up to be a brutal upwind slog flowed by a light air transition into a spinnaker run to the finish.

The forecast did not disappoint with wind into the low twenties and waves to match, and let's not forget to mention the rain. In what one very experienced racer reported as "the worst sailing conditions in my career of racing boats," the rain did not let up for nearly 24 hours, leaving many on the edges of hypothermia as the sun came up and the wind finally filled to take the fleet into Ucluelet. Another lay day to dry out and warm up, along with a salmon BBQ hosted by the community center, was just what the fleet needed to recharge for the push down to Victoria.

The penultimate leg feels like coming home as the wind sends

the fleet under spinnaker towards familiar waters. Nearing the finish, several boats found themselves in gusting winds above 30 knots and it was a battle to keep boats under control while competition was close and ready to take the lead. The finish in Victoria was a stark contrast to the sleepy fishing towns of the west coast, and the Royal Victoria Yacht Club dinner was as good a welcome to civilization as could be had.

The final leg of the race is a bitter sweet adventure through the Canadian Gulf Islands. With no prescribed route, it is a game of playing the odds and predicting the tides. Light air at the start allowed some boats to establish commanding leads, only to be shot out the back by leading the fleet into the wrong channel. The hero of the day was the Catalina 38 *Image*, who took a gamble to sail straight towards Dodd Narrows,

cutting miles off the rest of the fleet and finishing just after sunset ahead of dozens of significantly faster boats.

Once the dust had settled, my favorite for the win, *65 Red Roses II*, took home the top spot, with the Bieker 41 *Blue* right behind in second place and the TP52 *Smoke* rounding out the podium with only three points separating the leaders after two weeks of intense racing. What a year! **NWY**

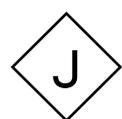
Left: The crew aboard the TP52 *Smoke* enjoy sunshine and good breeze on Leg 1 from Nanaimo to Comox.

Right: The author, Doug Hansen, hard at work aboard *Smoke* during Leg 1.



Kingston, Washington

By Evin Moore



Just a short ferry ride from Edmonds, the town of Kingston, Washington, holds the unofficial moniker of “Gateway to the Olympic Peninsula.”

Kingston was once host to commercial freighters and private ferries for decades and today, welcomes hundreds of day-trippers from the ferry to the peninsula every day.

A laid-back feel greets visitors as soon as they step onto dry land with public parks and beaches just minutes away. Giant Adirondack chairs are scattered around the town, each uniquely painted and beckoning visitors. The “Kingston Big Chairs” were suggested by a local businessman to promote Kingston as a place to sit and stand awhile.

Kingston started as a logging town, at the time called Appletree Cove. A logger named Michael King ran an operation there in the 1880s, building housing for his crew and their animals. After they moved on, these cabins remained and were occupied by old loggers, drifters, and squatters. The area was humorously referred to as King’s Town, which was eventually shortened to Kingston. The bay that Kingston overlooks retains the name Appletree Cove to this day.

The sheltered harbor and steamship dock at Kingston made it a natural stop for boats in the Mosquito Fleet, the name for the privately owned steamers and sternwheelers that served as freight boats and an unofficial ferry system in the early 20th century. The easy access to freight ships made the town a hub for loggers and farmers moving goods from the peninsula to the rest of the state. On the recreational end, Kingston became a popular day trip for Seattleites looking to escape the city.

The legacy of the Mosquito Fleet continues today in Kingston, with hundreds of passengers

crossing back and forth each day. Arrivals step off their boats and are just a block from a scenic downtown lined with eateries that few can resist. All summer long, a farmer’s market stocked with local fare is open nearly every Saturday morning, while Saturday nights are filled with live music played at free concerts. Sweet shops and ice cream parlors—or maybe even The Point Casino—tempt those who pass by

to catch a later ferry or wait just a little longer before heading back to their boats.

The Port of Kingston provides guest moorage and is within easy walking distance of the Kingston Ferry Terminal, the Kingston Yacht Club, and the amenities available downtown. Visitors can stop by the Kingston Chamber of Commerce to learn more about the Kitsap Peninsula.

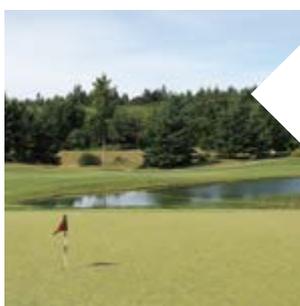
NWY

Great Gaming

Anyone looking for some of the best gaming on the Peninsula should swing by The Point Casino and Hotel. Operated by the Port Gamble S’Klallam Tribe, the Point Casino offers visitors a huge selection of slot machines and table games including blackjack, craps, roulette, Emperors Challenge Pai Gow, and more, with limits in the \$5 to \$500 range. Play PokerNanza, a Bingo-based video poker game, every weeknight with tournaments on Wednesdays and Saturdays.

A night of live music is never far away, with tribute bands covering acts like Tim McGraw, AC/DC, Bruce Springsteen, and Metallica.

Every Thursday night is karaoke night at the casino. Stop by during the summer to take part in blackjack competitions and charity golf tournaments. If you’d like to spread out after too many nights onboard, The Point has an attached hotel and several restaurants. The Market Fresh Restaurant serves breakfast, lunch, and dinner with themed buffet-style dinners Wednesday through Saturday, and the Little Boston Bistro offers casual dining with steaks and seafood each night.



Golf the Day Away

Golfers shouldn’t miss the chance to tee off on one of the best golf courses on the Olympic Peninsula. The White Horse Golf Course is playable for golfers of all skill levels with five sets of tees to choose from. The course is surrounded by beautiful old-growth forests and the sighting of the local wildlife on the course adds to every visit.

The course changed owners in 2010 and they brought in local architects to remove bunkers on the course, making approach shots more accessible, and creating a more enjoyable experience in the process. The grounds have 18 holes, a chipping area, and an all grass

practice facility. A clubhouse, designed after Northwest lodges, offers light meals and a view of the surrounding golf course. A free shuttle that runs from the Kingston ferry to the golf course is available upon request.



Slice of Nature

One of the best parts about visiting small towns is that natural areas are usually just a few minutes away. Kingston is no exception with a sandy beach a short walk from the Port of Kingston and the ferry terminal. Known as North Beach or Saltair Beach, depending on who you ask, the beach is backed by shady trees and driftwood, stretching over 100 yards with a truly Puget Sound view of approaching ferries with Mount Rainer in the distance.

A few miles from downtown lies North Kitsap Heritage Park, a wild park lined with hiking trails. This spot is perfect for a light hike through the woods, mountain biking, or taking the dog for a walk. Kingston itself is home to several open parks, one located at the Port of Kingston, overlooking the marina, and other near the Kingston Chamber of Commerce. Both have excellent views of Mount Rainer and the silhouette of Seattle in the distance.

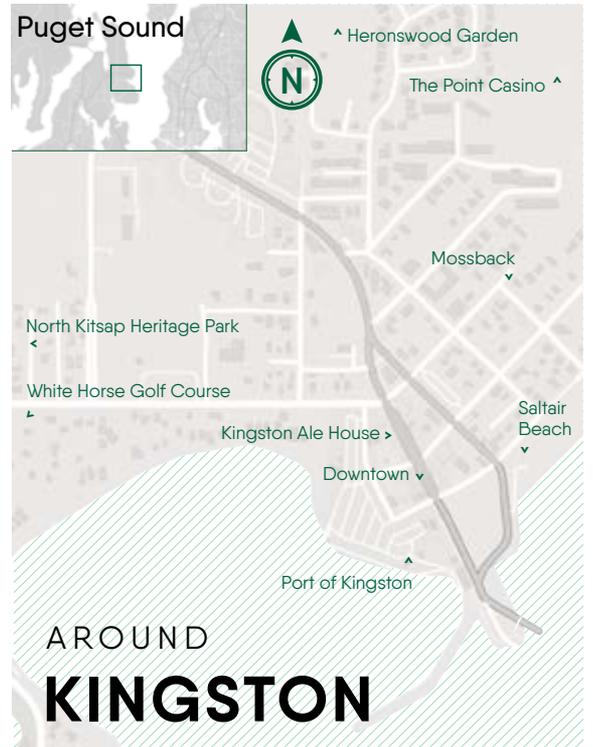
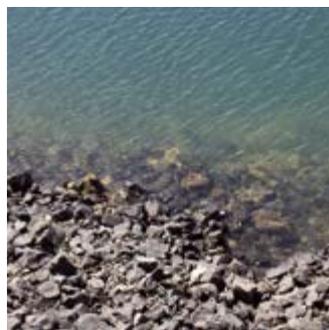
Downtown Gems

Kingston's main street is host to a candy shop, plenty of restaurants, and a boutique shop. The Paisley Whale is a small boutique and gift shop that offers antiques, home décor, and the work of local artist. Flip through their selection of vintage records, furniture, books, and toys. The Clever Giftshop is located down Highway 104 in the Kingston Crossing Shopping Center and sells gifts made by resident artists.

The Kingston Bookery sells new and used books to the area's reading enthusiasts. Mora Ice Creamery in downtown Kingston dishes out old-fashioned ice cream with flavors like dulce de leche and banana split, and original takes like goat cheese and fig and lemon bar. They've developed 70 flavors and have 48 of them on hand any given day. Down the steet, J'aime Les Crêpes serves up authentic French crepes, with savory flavors like Florentine and Vegi, or fruit flavors like strawberry or apple. If your sweet tooth still isn't satisfied, enjoy the handmade pastries of the Sweet Life Cakery, or the salt water taffy and unique flavors of fudge at Little City Candy.



Continued on page 95



GASTRONOMY

Many of the restaurants in Kingston are within easy walking distance from the ferry and Port of Kingston. The Kingston Ale House serves up American cuisine and specializes in burgers, steaks, and Northwest seafood. A full-service bar and a cozy dining room opens onto



a deck in the summer months. Their burger and sandwich menu has a wide selection including delicious pulled-pork, bacon and bleu cheese burgers, and beef sliders. Their seafood menu has got you covered with smoked salmon chowder, crab cakes, or scallops.

Another local favorite is Mossback, which prides itself in its farm-to-table menu that focuses on local foods and fresh-caught seafood. Craft cocktails and Washington wines and beers are served in their lounge. If you've got a craving for Mediterranean or Greek, Kafe Neo Kingston can satisfy that desire. If you're in the mood for Mexican, head over to the Puerto Vallarta restaurant.

Marinas

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Amenities & Moorage:

The Port of Kingston has 49 guest slips from 20 feet to 50 feet. Larger vessels up to 80 feet can be accommodated at the linear tie on the end of the guest dock. For stays under 4 hours, there is a \$5 charge for vessels under 25 feet and \$10 for vessels over 25 feet. Overnight stays are \$1.10 a foot October 16 through April 16, and \$1.25 the rest of the year. Thirty- and 50- amp power and water are included in moorage fees, as are unlimited bathroom and shower access.

Contact/Comms:

The office can be reached at 360-297-3545 and emails directed to info@portofkingston.org. Find out more at portofkingston.org.

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“Look for the helpers. You will always find people who are helping.”

– Fred Rogers [aka Mr. Rogers] quoting his mother’s advice for handling disasters



The Captains

Chris Conti, Owner and Operator for TowBoatUS Puget Sound (right):

Conti has worked in the industry since 1988, starting in boatyards. He made connections with the original owner of TowBoatUS Puget Sound in the late '90s, and one thing led to another. Conti has been the owner since around 2001. He's been a local boater all along and holds a USCG Captain's License.

Chris Justice, Tacoma-based (center):

Justice has boated for many years, but the turning point came in the middle of a longer boat trip when he realized, “I didn't know what I was doing with regards to things like rules of the road and navigation.” He got his captain's license from Tacoma-based Flagship Maritime and, with a recommendation from Skip Anderson, met Conti and was hired.

Sam Ginn, Everett-based (left):

Ginn originally came to the Pacific Northwest to start a dive business called Murky Waters Marine Services. He also ran a pump out boat in Foss Harbor. Justice encouraged him to get his captain's license at Flagship Maritime and now he is the captain of a TowBoatUS boat out of Everett.



The simple truth about boating is that someday you're going to need a tow. Maybe you'll be like me when I needed a tow, a newbie owner of a ragged 1973-vintage Catalina 27 stranded on a mangrove island in Tampa Bay after an old anchor rode failure. Maybe you'll have decades of boat experience and be doing everything right, yet you experience engine troubles anyway. Those of you nodding your heads in agreement get it while the defiant among you secretly know your time is coming.

The topic of towing is interesting because most tow companies will do more than simply tow disabled vessels. These companies fill an important gap in vessel distress situations by responding to incidents that are above the owner/operator's capability to address yet not quite at the life threatening or massive property damage level that require a U.S. Coast Guard (USCG) response.

If you're out of gas because your fuel gauge malfunctioned, how can you get a precious ten gallons in the tank so you can get to the nearest fuel dock? If you just need a battery jump and the only Good Samaritan you flag down doesn't have jumper cables either, what do you do?

It is these situations where companies like the ones that

partner with the TowBoatUS network shine, providing a level of security on the water that can turn a potentially dangerous situation into a story-worthy inconvenience.

Because it's July and peak boating (and boating accident) season, I reached out to the local tow boat captains of TowBoatUS Puget Sound—a BoatUS partner—to learn more about how to be prepared for those worst-case scenarios. Three of them—Chris Conti, Chris Justice, and Sam Ginn—were gracious enough to chat by the Thea Foss Waterway of Tacoma about all that they do: fire response, search and rescue assistance, fuel delivery, salvage, ungroundings, and of course, towing.

NWY: So TowBoatUS Puget Sound is part of the BoatUS network. How exactly does that partnership work?

CONTI: We, and all the towing companies that work with BoatUS, are essentially subcontractors for BoatUS and Geico insurance companies. Being partnered with them gives us first right of refusal for towing their members. In addition to towing, we get dispatched to do salvage work through the BoatUS and Geico insurance companies, as well as others who are out there. We basically do work for any insurance company, but

we're contracted through BoatUS and Geico.

NWY: When it comes to any given response case, what's the behind-the-scenes chain of events? How many people are involved in any given tow?

CONTI: It varies. There are multiple different avenues that we can get dispatched through. Some come through directly from the boaters; they have our number from a business card, or they Google our phone numbers through the web. Other times we get calls from the Coast Guard Station Seattle and they dispatch us depending on the situation. It can depend on factors like if the vessel in distress is in a traffic lane or there is heavy weather, like overheating and taking on water, or something like that.

We also have three dispatch centers for BoatUS: ones in Southern California, Virginia, and Florida. The phone calls get routed to one of those centers and one of many dispatchers will call us and send us. Also, just by being out there running around all the time, people in distress flag us down all the time.

NWY: Obviously, nobody wants to ever need a tow. Do you have any tips to avoiding a towing situation in the first place?

JUSTICE: I'd say maintaining boats saves a lot of the tows. Most of it's [boat problems that lead

TowBoatUS Puget Sound and BoatUS

TowBoatUS Puget Sound is part of the BoatUS alliance that includes over 21 responders throughout the Puget Sound and waters off the coast of Washington. TowBoatUS Puget Sound has five response vessels with seven licensed captains that respond to distress calls 24 hours a day. BoatUS has what is largely considered the largest commercial towing fleet.

Web: towboatusseattle.com

Contact: (425) 344-3056 [Everett], (206) 300-0486 [Seattle], (253) 312-2927 [Tacoma] / towboatuspugetsound@gmail.com



to a tow] maintenance related. Sometimes it's a problem you can't foresee, but proper boat maintenance is probably the number one owners can do to avoid a tow.

CONTI: Checking the engine before going out, especially if it's been idle for a while. Make sure the systems are working. One of the most common problems we have that results in a tow is fuel. When it comes to fuel gauges on boats, a lot of them are inaccurate or inoperable. A lot of people are guessing how much fuel they have in their tanks, so we end up doing a lot of fuel deliveries.

When it's diesel, a lot of the time delivering fuel like normal won't help because they've run the system completely dry. A diesel system must be re-primed which is something we normally won't do on the water and instead bring them to a certified marine mechanic to take care of the re-prime. Some of us do know how to do it because we run diesel boats, but we tend not to get into the mechanic side of things on people's boats.

NWY: *What's the limit of what you all do out there? It seems like there is a fine line between something being a part of the job and above and beyond.*

CONTI: A lot of the time we limit what we do to tow customers in. Fuel delivery is getting a little trickier due to environmental regulations. The cans we use are dripless, but back when I first started we had the standard fuel cans of the day that would almost always leak no matter what you did. So that's an improvement.

Some areas I just won't deliver fuel because my fuel cans get stolen on a regular basis. I've

had to give up on a few areas [with regards to fuel deliveries] over the years until we could get into a more secure dock space, as people would come over to borrow fuel without asking. They'd leave some cash and a note aboard and think we were even.

JUSTICE: Part of the need for fuel deliveries is that there's limited fuel docks on the water around here.

GINN: Yeah. Also, when everything's closed, that little bit of gas we bring can be somebody's lifeline.

CONTI: We usually only carry about 10 gallons. If that doesn't do it, we'll end up towing them.

JUSTICE: I personally always carry 10 gallons of backup fuel. I think it's common sense for all boaters.

NWY: *How important is that local knowledge to what you all do? Does being local boaters help?*

CONTI: Local knowledge is vital to what we do. We tow customers into the port of their choice if possible, but in heavy weather there are some marinas around here that are pretty treacherous to get into while you have someone side tied to your boat. Des Moines can be bad with a southwest wind, same with Tyee. Edmonds is another one that can be bad in five-foot or more seas. It's pretty much impossible.

NWY: *Are conditions such that you guys make no-go decisions, or are those rare?*

JUSTICE: No-gos are very rare.

CONTI: Most of the time we just do it and wish we hadn't later. I had one like that this last winter where we were just stuck in a side tie. The waves were slamming us together. I picked him up at Brown's Point and went to Des Moines. We made it, but it was really bad.

NWY: *What kind of boats do you guys usually run? What makes a good tow boat?*

JUSTICE: We have a variety of different ones. The type of boat is less important than having it rigged for towing. I've run most of ours and they're all a little different, but if it's rigged up for towing, it's good.

GINN: Rigged for towing means bar over the outboard engines [to keep towlines off the motors], a towline post, tow lights, etc.

CONTI: Basically, everything we need to be legal under USCG regulations. I have been trying to switch to all twin outboard driven boats just because the technology for the outboards these days has gotten so good compared to what it used to be 20 years ago. One of my boats has twin Yamahas on it and those things are just flawless. Haven't had any problems with them in the last three years; very dependable. I'm trying to switch all the boats to be like that.

NWY: *What's the process like? Walk us through a textbook tow.*

JUSTICE: You pull up alongside initially. It depends on the situation and people on the boat, but if it's calm, I'll just go up and tie the bridle myself. If it's rough, I'll toss a line to the person on

board and they'll rig it up. Then you tie it on and tow them. If it's rough out, I'll give them more line. Once we get close to our destination, I'll go back to a side-tie to get them into a marina slip or dock. The side tie is much more maneuverable.

CONTI: We usually get a signature afterwards, but once we're hooked on, we consider it our responsibility.

NWY: *I bet you guys have some pretty crazy stories. Care to share?*

GINN: Yesterday, I had an interesting case. It was during a small craft advisory for a 34' Columbia sailboat. He was just off Point Defiance and the entrance to Gig Harbor, and it was blowing pretty good at that time. The tidal exchange just started, but it was just choppy. He has nothing to tie to! He had taken off his cleats and everything because he was working on his boat. I was like, 'what do I use?!'

I ended up tying up to the mast and using the bow pulpit as a sort of guide for the line to keep the sailboat pointed in the right direction. I couldn't just pull off the mast or that sailboat could turn sideways, which isn't good obviously. Super interesting situation. I told the guy to stay at the helm and steer to follow me.

Once I got near Tyee [the destination], we had to pass the container ships. Super gnarly water, a real washing machine. I usually would side tie him there before entering the marina, but in this case, I just shortened the line and told the guy to steer with me as we thread the needle. Once we got in, we side tied the best we could and worked him in. Super interesting.

Part II of this story continues next month! NWY

“*The waves were slamming us together. I picked him up at Brown's Point and went to Des Moines. We made it, but it was really bad.*”

Kevin's Catch

By Kevin Klein



Continued from Page 59

Chinook can be very good. Go to the Lake Coeur d' Alene Angler's Association website at lcaaidaho.com to sign up and fish.

Albacore fishing off the coast should be doable in July. When the warmer blue water gets close enough, the tuna usually follow. Satellite imaging sites like terrafin.com can provide water temperature shots to let you know when to go. Weather plays a big part in this offshore

fishery, too. Watching wave height, swell duration, and wind speed is key for safe and effective fishing. Keep an eye on the weather and don't be afraid to call off the trip if conditions so dictate.

Until next month, let's all enjoy the nice summer weather, get out on the water, have some fun and go get some fish...and crab!
NWY

Kevin's Pick:

DANIELSON CRAB TRAPS

Danielson crab traps are a great choice for the recreational crabber. They are relatively inexpensive, collapsible, durable and functional. The Danielson 24" foldable trap has long been a favorite in the Northwest. I like to add weight to my pots, and Danielson makes that easy with lots of attachment points. Made with vinyl coated steel, these traps will hold up just fine over many seasons. Danielson products are available in most stores that carry fishing supplies. Check out all their products and some interesting company history on their website at danielsonoutdoors.com.



Danielson crab traps are inexpensive, simple, and effective!

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Fid and Samson are best friends aboard *Windseeker*, a Catalina 42 owned by their human companion Mike Sherlock. Their names certainly give them some sea salty cred, as a fid is a splicing tool and Samson is widely known as the "strongest name in rope." In addition to sailing, they love to model their lifejackets as exemplary boating safety ambassadors. Happy summer sailing, gang!

The idea behind Pets on Boats is simple: take a cute or funny photo of your pet aboard your favorite boat, write a caption, and send it to us with a bio of the pet at editorial@nwyachting.com. Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue of the magazine.

We're looking for the best combination of image and words, so grab your favorite four-legged (or winged) crewmember, cast off the docking lines, and get creative with your camera and notepad. We also need large, high quality images for our print publication, so please keep image resolution to above 300 DPI.



Pearl's Pick:

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Continued from page 32



Industry Pulse: Q1 Boat Registrations

By Evin Moore

Boating registration for the first quarter of 2019 was down 7.1 percent compared to first quarter 2018 but is up 3.2 percent on a rolling 12-month basis. The data comes from Statistical Surveys Inc., a survey firm that tracks boat, RV, and powersport registration all over the country.

According to the data, boating is not the only recreational market to take a dip; RV registration was down 7 percent and powersports were down 5 percent. Last year was one of the best for RVs, breaking

the record for new retail registrations. The dip is an expected occurrence, as not every year is likely to break records. In boating, the subcategories of ski and wake have bucked trends by continuing to see year-to-year growth of 2.9 percent and 9.6 percent growth on a rolling 12-month basis. Another strong category was custom and semi-custom yachts over 66 feet, which was up 17.2 percent over first quarter last year.

Outboard-powered boats were down 5.8 percent, but still up 1.2

percent on a rolling basis. Personal water craft were up 4.2 percent compared to last year, and up 9.8 percent on a rolling basis. Statistical Surveys has collected data from 48 states, and North and South Carolina were up, as well as New Jersey, Tennessee, and Connecticut, a state that recently reduced its boat tax by about half. Illinois and Maine were not included in this quarter's data. Maine is currently working to switch over to quarterly reports rather than the annual report system. **BN**

Nuevo Curso de Navegación de América

Continued from page 30

knowledge to as many people as possible and this is one step towards that overall goal. If we can get new boaters excited about spreading their knowledge and joining their local squadrons, this is a bonus for us."

America's Boating Course is an all-encompassing course that has helped countless boaters earn their state boating licenses. The new course offered in Spanish will cover the same topics such as basic boating terminology, weather situations, and the responsibility of operating a boat, to name a few. A printed guidebook supplements the course with full-color images and information on a wide range of boating topics. The course includes an online exam. Certification is a prerequisite for some state boating licenses. To find out more go to americasboatingclub.org **BN**



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Boating Grants up for Grabs

By Evin Moore

Both the Boating Infrastructure Grant (BIG) program and the BoatUS Foundation for Boating Safety and Clean Water Grassroots Grant program are offering money to communities to improve boating in their area. The programs are now accepting applications for the grant money.

The federal BIG program announced that it has \$24.7 million in grants available. The program moves money collected from fuel taxes paid by recreational boaters back into communities that support boaters. Local governments, port agencies, yacht clubs, and privately-owned marinas are all eligible for grants. The grants can be used to construct docks, breakwaters, fuel docks, pumpout stations, bathrooms, and utilities. The goal is to attract transient boaters who will contribute to nearby stores, restaurants, and tourist businesses.

Managed by the U.S. Fish and Wildlife Service, the BIG program was passed by Congress in 1998 with the backing of the Boat Owners Association of the United States (BoatUS). The competitive grant program requires a matching minimum of 25 percent funding to come from state, local and private sources. Funds must be used to build facilities to attract vessels who stay in the communities from one to ten days. The infrastructure must target boats of 26 feet in length or larger.

The BIG program used \$20.6 million to fund 56 projects in 35 states in its history, including the replacement of a 40-year old fuel float in the Strait of Juan de Fuca. Since its creation, the BIG program has provided \$215 million for boating projects. If you are interested in applying for a grant you can find out more at wsfrprograms.fws.gov.

The Grassroots Grant program from BoatUS provides local groups grants of up to \$10,000 to teach boaters best practices for safety and keeping waters clean. A rolling 365-day application process speeds up reviews. Interested parties just need to send a short letter describing their plans, and if they

meet program guidelines, a full proposal will be requested. In the past, projects as various as installing fishing line recycling bins to blimps displaying safety tips have been approved.

The BoatUS Foundation has awarded \$1.3 million since 1989 to organizations promoting safe boating. To apply, head to boat-us.org/grants.

The grants from BIG fund boating infrastructure like the docks below.



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**Garmin Co-Founder
Passes Away**

By Evin Moore

On June 12, Garmin Co-founder and Chairman Emeritus Gary Burrell died at 81. Burrell co-founded Garmin in 1989 with his business partner Min Kao. The company is celebrating its 30th anniversary this year, a time span during which Garmin grew from a half a dozen people to employing over 3,600 in his local community and 13,000 people in total.

"While Gary will be remembered by many as one of the great entrepreneurs of our age, I will remember the unusual way in which he led our company, something he called servant leadership," said Garmin President and CEO Cliff Pemble, one of Burrell's first hires at the newly formed Garmin.

"Whether it was about creating the best product or his behavior as a leader, Gary always considered the impact to others before himself. His example not only inspired my contribution to Garmin, it also positively influenced me as a husband and father. I am forever grateful for the rich and enduring legacy of Gary Burrell."

Burrell was born in Sitwell, Kansas, and got his bachelor's in electrical engineering from Wichita State and a master's from Rensselaer Polytechnic Institute. Burrell worked for Lowrance, Allied Signal, and King Radio Corporation before starting Garmin with Kao.

A \$5 million investment from family and friends got Garmin started, with the company originally specializing in GPS devices for airplanes. Garmin grew to include products for automobiles, marine, outdoor, fitness, and aviation. The company sold 15 million units in 2018. Burrell retired in 2002, but continued as chairman until 2004, when he became chairman emeritus.

During his 50-year career, Burrell mentored thousands of employees and often said that his proudest accomplishment was the number of jobs he helped create. "Gary Burrell has been my friend, mentor, and partner for more than 30 years," Kao said in a release. "His vision, values, engineering skills, and commitment to serving our customers have been the foundation for the growth of our company. It has been both a great privilege and a blessing to have known this amazing man, and I know his legacy will live on." *BN*

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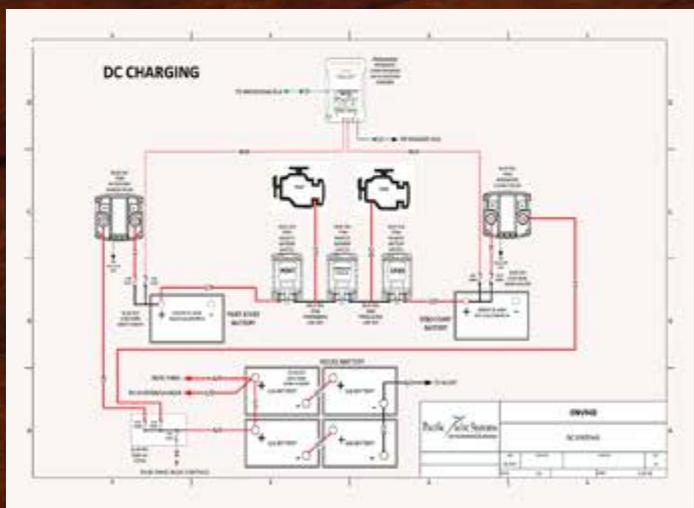
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PORTS OF CALL

Kingston, Washington

Continued from page 87

Fishing Frenzy

Some of the best salmon fishing in Washington can be found in the waters near the mouth of Kingston's harbor. The underwater terrain near the harbor creates an area where Chinook and coho like to gather on both sides of the tide. There is plenty of food there, so salmon can hang out all summer. A natural sand bar that runs north along the peninsula collects the food and provides space for the salmon to congregate.



"Fishing can be good on either a high or low tide, but is often the most productive just before low tide change. Trolling lures such as Coyote spoons, Coho Killers, or a plastic squid trailed behind a dodger works best," adds Mark Yuasa, Director of the Northwest Salmon Derby Series. Both downrigger trolling and mooching are popular methods of fishing in this stretch of water. Trolling works best moving north from Kingston up the peninsula during an outgoing tide, and south during an incoming tide. Hatchery Chinook season is open July 25 through August 31, while coho season opens in early June and goes until mid-July. Check wdfw.gov for regulations.

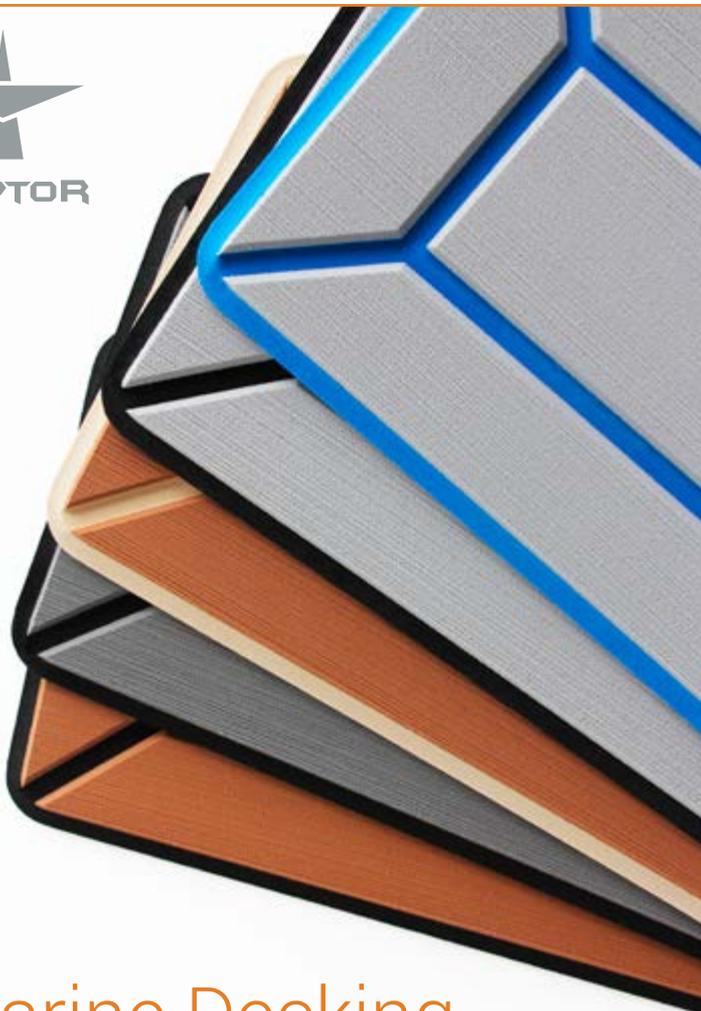
Botanical Gardens

Home to dozens of species of plants from all over the world, the Heronswood Botanical Gardens are a must visit for anyone with a green thumb or simply looking for a quiet place to relax for the day. With plants native to China, Vietnam, Myanmar, Tasmania, and Chile to name a few, visitors are sure to come upon new and unique plants they've never seen before.



The garden was founded in 1987 and passed through several owners until it was purchased by the Port Gamble S'Klallam Tribe at auction in 2012. A new garden was planted since then, paying homage to the original garden while adding to the unique vision. Heronswood consists of winding paths through woodland beds, a potager with fountain, a carpinus hedge, and small ponds. Stone columns and other stone features are positioned around the grounds.

Drop by for a class on practical botany or identifying the native plants of the Northwest. Several times throughout the year, Heronswood sells the products of their botanical efforts during plant sales. Guided tours for large groups are available. The garden is open Friday, Saturday, and Sunday from 1000 hours to 1500 hours.



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Worth Avenue Yachts is seeking a positive and enthusiastic Office Manager to support the newly-opened Worth Avenue Yachts Seattle office.

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Basic duties include:

- Support sales team as required
- Prepare sales-related documents
- Maintain brokers' listings
- Answer phones and maintain lead email protocol
- Organize and schedule meetings appointments, customer events and boat show setup
- Coordinate with IT department on all office equipment
- Provide general support to visitors
- Maintain and monitor sales transactions

Required skills and qualifications:

- Self-starter
- Strong communication skills
- Ability to work well both independently and within a team
- Impeccable organizational skills
- Excellent time management and prioritization skills
- Fluent in MS Office Suite and basic photoshop/lightroom
- Ability to work some weekends
- Ability to lift up to 25 lbs during boat shows & events

Desired Extras:

- Experience working with vendors to coordinate shows and events a plus
- Maritime experience
- CRM experience

Contact: Ray@WorthAvenueYachts.com

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BOATS FOR SALE

Northwest Yachting "Boats for Sale" provides a listing of power and sailboats for sale by yacht brokers throughout the West Coast. To use it, just find the size, type, year, power, and price. Then, note the broker's name and turn to their ad in this issue listed under "PG" to get the broker's address and phone number.

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
					25' Shearwater	2005	76,000	West Yachts	41	27' Ranger Tugs	2017	154,900	Waterline	47	29' Ranger Tugs	2013	174,900	Stan Miller	15
					26' Blackman	1990	69,000	Stan Miller	15	27' Sea Ray	1996	23,500	La Conner	97	29' Ranger Tugs	2012	269,000	Waterline	47
					26' Skipjack	2000	75,000	Stan Miller	15	27' Shamrock	2002	53,000	Stan Miller	15	29' Sea Ray	2001	45,000	Waterline	47
					26' Tollycraft	1977	28,500	Waterline	47	28' Henriques	2003	105,000	Stan Miller	15	29' Sea Ray	1995	23,500	Waterline	47
					27' Grady-White	2016	185,000	Stan Miller	15	28' Pelican Bay	1990	39,900	West Yachts	41	30' Bayliner	1999	35,900	Waterline	47
					27' Ranger Tugs	2015	150,000	Elliott Bay	25	29' Blackfin	1998	88,500	Stan Miller	15	30' Mainship Pilot	2005	88,500	Stan Miller	15
															30' Willard	1973	39,900	La Conner	97
															30' Willard	1976	55,000	Stan Miller	15
															31' Beneteau	2019	169,000	Signature	21
															31' Camano	2004	117,500	Signature	21
															31' Camano	1992	78,500	Waterline	47
															31' Camano	1993	92,500	Waterline	47
															31' Helmsman	2018	289,000	Waterline	47
															31' Ranger Tugs	2015	249,500	Waterline	47
															31' Ranger Tugs	2017	239,500	Waterline	47
															31' Sea Ray	2010	99,500	Waterline	47
															32' Back Cove	2018	359,500	Marine SVC	39
															32' Bayliner	1985	39,900	La Conner	97
															32' Bayliner	1991	44,900	Waterline	47
															32' BC Cabin Trawler	1986	59,000	Waterline	47
															32' Grand Banks	1975	62,500	Stan Miller	15
															32' Rinker	2006	75,000	Stan Miller	15
															32' Trojan	1978	28,800	Waterline	47
															33' Blackfin	1993	145,000	Stan Miller	15
															33' Sea Ray 330	2008	155,000	West Yachts	41
															33' Tiara	1996	59,500	Emerald Pc.	11
															33' Tiara Express	1991	68,500	Stan Miller	15
															34' Bayliner	1989	27,500	Waterline	47
															34' Boston Whaler	2000	149,900	Elliott Bay	25
															34' Boston Whaler	2008	195,900	Stan Miller	15
															34' Luhrs	2002	109,000	Stan Miller	15
															34' Sabre Express	2007	279,000	Stan Miller	15
															35' Luhrs	1990	69,900	Stan Miller	15
															35' Skipjack	1991	109,000	Stan Miller	15
															35' Tiara Express	1997	114,900	Stan Miller	15
															35' Viking	1977	44,500	Waterline	47
															36' Albin Trawler	1979	39,500	Waterline	47
															36' Egg Harbor	1978	44,950	Elliott Bay	25
															36' Grand Banks	1972	48,500	La Conner	97
															36' Grand Banks	1986	132,000	NWExplore	111
															36' Monk Trawler	1988	109,000	West Yachts	41
															36' Tiara Sovran	2004	229,000	Stan Miller	15
															36' Union Cutter	1982	59,000	Marine SVC	39
															36' Wellcraft	2007	169,000	Stan Miller	15
															37' Back Cove	2016	499,900	Stan Miller	15
															37' Cold Water	2008	259,000	Waterline	47
															37' Hershine	1979	39,500	Waterline	47
															37' Island Packet	2008	229,000	Marine SVC	39
															38' Bayliner	1988	49,500	Waterline	47
															38' Bayliner	1994	59,900	Waterline	47
															38' Bertram	1978	64,900	Stan Miller	15
															38' Egg Harbor	1990	89,000	Waterline	47
															38' Helmsman	2017	449,000	Waterline	47
															38' Meridian	2005	175,000	Waterline	47

POWER

20' EdgeWater	2000	26,000	Stan Miller	15
25' C-Dory	2007	65,000	Waterline	47
25' Fisher Potter	1977	25,000	Signature	21

25' Shearwater	2005	76,000	West Yachts	41
26' Blackman	1990	69,000	Stan Miller	15
26' Skipjack	2000	75,000	Stan Miller	15
26' Tollycraft	1977	28,500	Waterline	47
27' Grady-White	2016	185,000	Stan Miller	15
27' Ranger Tugs	2015	150,000	Elliott Bay	25

27' Ranger Tugs	2017	154,900	Waterline	47
27' Sea Ray	1996	23,500	La Conner	97
27' Shamrock	2002	53,000	Stan Miller	15
28' Henriques	2003	105,000	Stan Miller	15
28' Pelican Bay	1990	39,900	West Yachts	41
29' Blackfin	1998	88,500	Stan Miller	15

29' Ranger Tugs	2013	174,900	Stan Miller	15
29' Ranger Tugs	2012	269,000	Waterline	47
29' Sea Ray	2001	45,000	Waterline	47
29' Sea Ray	1995	23,500	Waterline	47
30' Bayliner	1999	35,900	Waterline	47
30' Mainship Pilot	2005	88,500	Stan Miller	15

30' Willard	1973	39,900	La Conner	97
30' Willard	1976	55,000	Stan Miller	15
31' Beneteau	2019	169,000	Signature	21
31' Camano	2004	117,500	Signature	21
31' Camano	1992	78,500	Waterline	47
31' Camano	1993	92,500	Waterline	47
31' Helmsman	2018	289,000	Waterline	47
31' Ranger Tugs	2015	249,500	Waterline	47
31' Ranger Tugs	2017	239,500	Waterline	47
31' Sea Ray	2010	99,500	Waterline	47
32' Back Cove	2018	359,500	Marine SVC	39
32' Bayliner	1985	39,900	La Conner	97
32' Bayliner	1991	44,900	Waterline	47
32' BC Cabin Trawler	1986	59,000	Waterline	47
32' Grand Banks	1975	62,500	Stan Miller	15
32' Rinker	2006	75,000	Stan Miller	15
32' Trojan	1978	28,800	Waterline	47
33' Blackfin	1993	145,000	Stan Miller	15
33' Sea Ray 330	2008	155,000	West Yachts	41
33' Tiara	1996	59,500	Emerald Pc.	11
33' Tiara Express	1991	68,500	Stan Miller	15
34' Bayliner	1989	27,500	Waterline	47
34' Boston Whaler	2000	149,900	Elliott Bay	25
34' Boston Whaler	2008	195,900	Stan Miller	15
34' Luhrs	2002	109,000	Stan Miller	15
34' Sabre Express	2007	279,000	Stan Miller	15
35' Luhrs	1990	69,900	Stan Miller	15
35' Skipjack	1991	109,000	Stan Miller	15
35' Tiara Express	1997	114,900	Stan Miller	15
35' Viking	1977	44,500	Waterline	47
36' Albin Trawler	1979	39,500	Waterline	47
36' Egg Harbor	1978	44,950	Elliott Bay	25
36' Grand Banks	1972	48,500	La Conner	97
36' Grand Banks	1986	132,000	NWExplore	111
36' Monk Trawler	1988	109,000	West Yachts	41
36' Tiara Sovran	2004	229,000	Stan Miller	15
36' Union Cutter	1982	59,000	Marine SVC	39
36' Wellcraft	2007	169,000	Stan Miller	15
37' Back Cove	2016	499,900	Stan Miller	15
37' Cold Water	2008	259,000	Waterline	47
37' Hershine	1979	39,500	Waterline	47
37' Island Packet	2008	229,000	Marine SVC	39
38' Bayliner	1988	49,500	Waterline	47
38' Bayliner	1994	59,900	Waterline	47
38' Bertram	1978	64,900	Stan Miller	15
38' Egg Harbor	1990	89,000	Waterline	47
38' Helmsman	2017	449,000	Waterline	47
38' Meridian	2005	175,000	Waterline	47

LISTINGS NEEDED!

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
38' Ocean	1989	89,000	Stan Miller	15	53' Riviera	2012	1.200M	Stan Miller	15
38' Transworld	1988	85,000	Waterline	47	54' Kadey Krogen	1991	359,000	Waterline	47
38' True North	2006	255,000	Stan Miller	15	54' WestBay	2005	699,000	Emerald Pc.	11
39' Azimut	2000	215,000	West Yachts	41	55' Chris-Craft	1961	97,500	Waterline	47
39' Bayliner	1998	139,900	West Yachts	41	55' Jones-Goodell	1974	159,000	Stan Miller	15
39' Carver	1993	59,000	West Yachts	41	55' Marquis	2008	595,000	Stan Miller	15
39' Krogen	2001	299,000	Stan Miller	15	57' Bayliner	2000	459,000	West Yachts	41
39' Krogen	2003	375,000	Stan Miller	15	57' Carver	2003	395,000	Emerald Pc.	11
39' Pacemaker	1965	22,500	Waterline	47	57' Nordhavn	1998	995,000	Emerald Pc.	11
39' Princess	2013	359,500	Stan Miller	15					
40' Albin Cutter	2006	249,900	Emerald Pc.	11					
40' Ocean Alexander	1983	114,900	West Yachts	41					
40' Pacific	2000	219,000	Waterline	47					
40' Tollycraft	1979	89,900	West Yachts	41					
41' Bracewell	2019	499,000	Waterline	47					
41' Cheer Men	1982	69,000	Waterline	47					
41' Chris-Craft	1961	42,500	Waterline	47					
41' Sea Ray	2012	389,500	Stan Miller	15					
41' Tiara	2002	199,500	Stan Miller	15					
42' Carver	1998	115,900	Emerald Pc.	11					
42' CHB Europa	1984	105,000	La Conner	97					
42' Grand Banks	1977	116,000	Marine SVC	39					
42' Grand Banks	1989	205,000	Elliott Bay	25					
42' Grand Banks	1990	229,000	NWExplore	111					
42' Grand Banks	1969	72,500	Stan Miller	15					
42' Grand Banks	1973	88,500	Stan Miller	15					
42' Grand Banks	1984	139,900	Stan Miller	15					
42' Grand Banks	1999	289,000	NWExplore	111					
42' Kadey-Krogen	1990	225,000	NWExplore	111					
42' Monk	1960	17,000	Waterline	47					
43' Helmsman	2019	549,500	Waterline	47					
43' Nordhavn	2007	649,000	Stan Miller	15					
43' Sabre	1995	279,000	Waterline	47					
44' Tiara	2016	645,000	Worth Ave.	13					
45' Bayliner	1995	119,900	Emerald Pc.	11					
45' CHB	1981	115,000	Waterline	47					
45' Chris-Craft	1955	59,000	Waterline	47					
45' Tiara	2012	559,000	Emerald Pc.	11					
46' Grand Banks	1988	245,000	West Yachts	41					
46' Nielson	1981	249,000	West Yachts	41					
46' Sea Ray	2003	179,777	Stan Miller	15					
48' Krogen	2005	695,000	Stan Miller	15					
48' Navigator	2006	347,500	Stan Miller	15					
48' Ocean Yachts	1997	199,500	Stan Miller	15					
49' Grand Banks	1993	399,000	NWExplore	111					
49' Grand Banks	1995	449,500	Stan Miller	15					
50' Delta Marine	1992	249,000	NWExplore	111					
50' Kristen	2003	580,000	West Yachts	41					
50' Riviera	2012	739,500	Elliott Bay	25					
51' Sea Ray	2000	279,000	Stan Miller	15					
52' Emerald	1996	199,000	Elliott Bay	25					
52' Ocean Alexander	2005	375,000	Stan Miller	15					
53' LRC Trawler	1974	179,000	Waterline	47					
53' Nordlund	1979	148,500	Waterline	47					

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44' ATLANTIC SDMY 1977, T/120 Ford Lehman's, 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, 137" beam, huge bridge, AP, Radar, GPS, inverter, gen, Espar furnace, sea kindly, asking **\$99,500**



41' ROUGHWATER PILOTHOUSE 1977, 120 Single 165hp Perkins, Radar, GPS, AP, 10' Bullfrog, arm davit, diesel heat, in covered moorage, asking **\$54,900**



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



37' CARVER VOYAGER 1995, T/Crusader 1B's, 700 hours, GPS, Radar, inverter, Webasto furnace, 2018 dinghy, marvelous condition, asking **\$72,500**



36' GRAND BANKS 1972, Philippine Mahogany, single factory Cat 320B, 210hp, inverter, GPS/Radar, dinghy, OB, asking **\$44,000**



34' HATTERAS ACMY 1964, T/Chrysler inboards, 125" beam, 2017 powerwinch, 10' tender, 7hp OB, 2019 Webasto furnace, same owner 24 years! asking **\$29,900**



32' GRAND BANKS 1966, 135hp Ford Lehman, Radar, DS, inverter, new anchor windlass, 10' Achilles, 8hp OB, Philippine Mahogany, big time cruiser, asking **\$29,900**



30' BAYLINER ENCOUNTER 1978, T/1996 Chevy 350's with Volvo legs, 20 mph cruise, 8' dinghy, 12V anchor windlass, GPS units, super clean, asking **\$72,500**



30' SEA RAY SUNDANCER 1986, T/2005 5.0L Merc with 2005 OD's, 11' beam, AC, DS, GPS, Radar, 12V windlass, dinghy, outboard, clean! Asking **\$19,500**



30' WILLARD VEGA 1973, 50hp Perkins, 3/4 gph, 1200W inverter, Radar, GPS, AP, 10' electric anchor windlass, super clean, ready to cruise, asking **\$39,900**



28' BAYLINER CONTESSA 1985, 2013 Jasper reman, with V/P duo prop, bimini tops, GPS, 10' beam, dual stations, great buy! asking **\$9,500**



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**



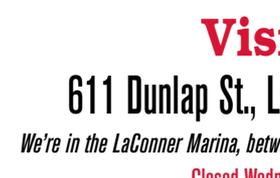
27' SEA RAY SUNDANCER 1996, 7.4L w/duo prop, inverter, GPS, cabin heat, oversized swim platform, full canvas enclosure, trailer, asking **\$19,900**



26' PROWLER SEDAN 1990, 2009 Merc 350, 2015 Alpha 1 OD, 2 GPS units, anchor windlass, 2006 EZ Loader trailer, great accommodations, asking **\$18,000**



25' CHRIS CRAFT LANCER 1969, Ball glass, 2015 Yanmar diesel, 18 knot cruise, 9'7" beam, dual stations, 12V anchor windlass, Radar/GPS plotter, trailer, rare and cool, asking **\$149,500**



24' BAYLINER CIERA 2000, factory Volvo diesel engine, 170hp, 2008 duo prop, 450 hours, 8'5" beam, full camper canvas, 2 axle trailer, very nice condition! Asking **\$24,900**

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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
58' Bertram	1980	179,000	Stan Miller	15	58' Kadey-Krogen	2001	975,000	NWExplore	111	60' DeFever	1984	394,500	Waterline	47	86' Nordlund	1998	1.995M	Emerald Pc.	11
58' Chris Craft	1970	174,900	Worth Ave.	13	58' Sunseeker	1999	378,000	Emerald Pc.	11	60' Riviera	2016	1.649M	Emerald Pc.	11	88' Jack Sarin	2006	1.999M	Emerald Pc.	11

Some Things Just Happen

Yacht Shield with its roots here in the northwest is an anchor. Since 1979 Red Shield Insurance Company has offered marine products for our Pacific Northwest waters. For docks, boathouses, floating homes or yachts, Red Shield Insurance Company is your truly local source for coverage and claims service.

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60' DeFever	1984	394,500	Waterline	47	86' Nordlund	1998	1.995M	Emerald Pc.	11
60' Riviera	2016	1.649M	Emerald Pc.	11	88' Jack Sarin	2006	1.999M	Emerald Pc.	11
65' Hatteras	1988	325,000	irwinyachts	8	103' Cheoy Lee	2011	4.595M	Chuck Hovey	17
65' Luca Fleming	2014	2.995M	Chuck Hovey	17	106' Horizon	2005	3.295M	Chuck Hovey	17
65' Malahide	1972	795,000	Waterline	47	110' Cantieri di Pisa	1998	3.495M	Chuck Hovey	17
65' Moonen	1990	699,000	Chuck Hovey	17	110' Cantieri di Pisa	1998	2.150M	Chuck Hovey	17
65' Pacific Mariner	2004	785,000	Worth Ave.	13	114' Nordlund	2003	5.999M	Emerald Pc.	11
67' Bertram	2005	1.295M	Stan Miller	15	115' Crescent	1994	4.779M	Chuck Hovey	17
67' Tollycraft	1987	395,000	Stan Miller	15	150' Power 6	1983	2.229M	Waterline	47
70' Hatteras	1998	699,000	Waterline	47					
72' Ferretti	2005	685,000	Elliott Bay	25					
72' Hatteras	1981	399,000	Waterline	47					
72' Hatteras	2008	1.749M	Stan Miller	15					
72' Monk	1977	525,000	West Yachts	41					
73' NorthCoast	1998	889,000	Elliott Bay	25					
73' NorthCoast	1998	939,000	Elliott Bay	25					
74' Ocean Alexander	2007	2.435M	Worth Ave.	13					
75' Fleming	2001	2.588M	Chuck Hovey	17					
75' Northern Legacy	1998	1.490M	hampton	6					
76' Alaskan	2008	2.295M	Worth Ave.	13					
76' Tug Boat	1906	130,000	Waterline	47					
78' Tug Boat	1890	79,500	Waterline	47					
83' Monk	1980	389,000	Chuck Hovey	17					
85' Azimut	2005	1.645M	Emerald Pc.	11					

SAIL

20' Laser	2008	19,500	Marine SVC	39
20' Pacific	1983	32,500	West Yachts	41
30' Catalina	1981	14,500	Marine SVC	39
30' Catalina	1986	23,000	Signature	21
31' Beneteau	2000	49,500	Signature	21
31' Cape George	1981	38,000	West Yachts	41
32' Evelyn	1985	17,500	Marine SVC	39
32' Gulf PH	1988	55,000	West Yachts	41
32' Islander	1978	17,900	Marine SVC	39
32' Kettenburg	1934	19,000	Stan Miller	15
32' Kyrie	1985	28,900	Signature	21
32' Laurin Koster	1965	27,000	West Yachts	41
33' Araminta	2000	180,000	Waterline	47
33' Freedom Cat	1981	21,500	Signature	21
34' C&C	1978	33,000	Signature	21
34' Columbia	1972	27,000	Marine SVC	39
34' Gemini	2005	115,000	Elliott Bay	25
34' Jeanneau	2019	189,965	Marine SVC	39
34' KMV Gambling	1974	29,000	Marine SVC	39
35' Beneteau	2016	168,000	Signature	21
35' Brewer Jason	1976	44,900	Marine SVC	39
35' CAL MK-II	1983	34,000	West Yachts	41
35' Nauticat	2000	179,500	Marine SVC	39
36' Bruce Roberts	2001	55,500	Waterline	47
36' C&C	2004	110,000	Elliott Bay	25
36' Colvin	1993	79,000	Marine SVC	39
36' Hunter	2004	98,900	Signature	21
36' Tanton Custom	1981	27,000	Marine SVC	39
37' Beneteau	2004	99,500	Signature	21
37' Nautor Swan	1980	84,750	West Yachts	41
37' Saturna Truant	1980	39,000	Marine SVC	39
38' Beneteau	2018	249,900	Signature	21
39' Cal 39	1978	29,000	Waterline	47
39' Hunter	2015	159,950	Signature	21
39' Jeanneau	2007	139,500	Marine SVC	39
39' Jeanneau	2008	159,500	Marine SVC	39
40' Beneteau	1994	85,000	Elliott Bay	25
40' Fountaine	2018	553,148	Signature	21
40' Hinckley	1970	129,500	Elliott Bay	25
40' J 40	1990	89,500	Marine SVC	39
40' Lagoon	2019	529,854	Marine SVC	39
40' Najad	2007	265,000	Signature	21
40' Nauticat	1985	149,900	Marine SVC	39
40' Nauticat	1985	139,000	Waterline	47
40' Schucker	1977	59,900	Marine SVC	39
41' Beneteau	2000	112,000	Signature	21
41' Beneteau	2019	315,932	Signature	21

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LENGTH & TYPE	YR	PRICE	BROKER	PG
41' Beneteau	2019	315,000	Signature	21
41' Ericson Sloop	1968	37,500	West Yachts	41
41' Passport	1989	149,000	Marine SVC	39
42' Catalina	1992	110,000	Marine SVC	39
43' Beneteau	2005	119,500	Elliott Bay	25
43' Hunter	1995	72,500	Stan Miller	15
43' Luengen	1987	84,500	Waterline	47
43' Slocum	1986	139,900	West Yachts	41
44' Bruce Roberts	1993	49,500	Marine SVC	39
44' Bruce Roberts	1990	37,500	West Yachts	41
44' Island Packet	2007	299,000	Marine SVC	39
44' Jeanneau	2019	399,985	Marine SVC	39
44' Nauticat	1980	185,000	Marine SVC	39
44' Spencer	1973	40,000	Marine SVC	39
45' Bruce Roberts	1983	69,000	Waterline	47
46' West Indies	1977	59,900	Signature	21
46.1' Beneteau	2019	489,859	Signature	21
47' Bayliner	1995	179,900	Emerald Pc.	11
47' Vagabond	1983	249,900	Marine SVC	39
48' J/145	2001	325,000	Signature	21
49' Jeanneau	2007	349,500	Marine SVC	39
49' Jeanneau	2019	519,796	Marine SVC	39
49' Transpacific	1980	129,000	Elliott Bay	25
50' Jeanneau	2011	339,500	Marine SVC	39
51' Alden Ketch	1980	139,500	Marine SVC	39
51' German Frers	1981	49,900	Marine SVC	39
56' Herreshoff	1956	215,000	Waterline	47
57' Alden	1964	79,500	Waterline	47
61' C&C	1972	179,000	Marine SVC	39
65' Bruce Roberts	1997	314,000	Waterline	47
65' MacGregor	1990	159,000	Bristol YS	96
83' Staysail	1934	225,000	Waterline	47

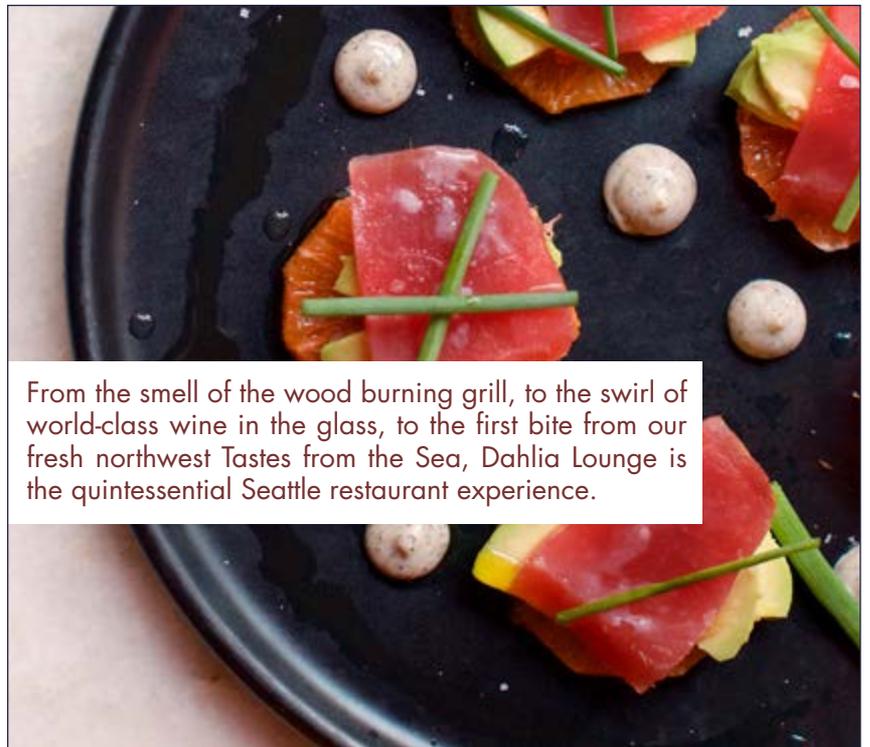
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1947 CLASSIC EUROPEAN CANAL BOAT 54' LOA Classic steel hulled canal boat built in Antwerp, Belgium. Major refit in late nineties with new bottom plating, new decks and totally rebuilt interior. Equipped with Dickinson Pacific galley range and Newport 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**



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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 Otto : 360-378-5224 or chms@rockisland.com for photos. S897-1910**



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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: \$ 550,000.00 P900-1910**



GRAND BANKS 1995 42 MOTORYACHT TWIN 135 HP PERKINS SABRES. 15KW ONAN. THIS IS A BEAUTIFUL BOAT KEPT WELL MAINTAINED AND UNDER COVER IN SEATTLE. NEWER INFLATABLE TENDER WITH 20 HP HONDA. NEW AIR CONDITIONERS, BATTERIES & BATTERY CHARGER. DIESEL HEAT. COMPLETE ELECTRONICS WITH NEWER GARMIN DISPLAYS & RADAR. AUTO PILOT. MUST SEE TO APPRECIATE **Price: \$ 239,000 Contact Mike Canan: 206-979-5479 OR mcanans@q.com P895-1912**



1998 CARVER COCKPIT MOTOR YACHT 8.3 Cummins(1750), 18.5KW Kohler Genset(7000), New appliances w/ 4 yrs, upgraded electronics, Nobeltec, Intellian DTV, Strong Mechanics, just polished, 1999 Avon Dinghy w/ 25 merc running great, **\$229,000. Contact Bruce: 214-783-6975 P911-1912**



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 **206-225-3360. P529-MZ**



1999 CARVER 450 VOYAGER PILOTHOUSE 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 Don (250) 650-0876 or email somersdrw@gmail.com. P907-197**



32' NORDIC TUG 2010 Florian is a vessel that shows pride of ownership. Equipped with a reliable Cummins 270 HP diesel, bow/stern thrusters, AGM batteries, Espar diesel furnace, Raymarine plotter/radar/autopilot, VHF with AIS, dinghy with 8 HP Yamaha and davit arms off the stern. Wide open sundeck to enjoy the view at anchor. Recently surveyed, very clean and well maintained. Florian is currently in the San Juan Yachting charter fleet and has bookings already for 2019. Nice chance for charter revenue to help defray the cost of ownership. Ask us how that works! . **Priced at \$262,000. Please call or email for details. San Juan Yachting - Bellingham Wa. 360-671-0829 email brokerage@sanjuansailing.com. P885-MZ**



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 boat-house in Tacoma. **For specifications and additional photos e-mail sailors11@hotmail.com. To offer call 253-941-1138. P881-199**

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1981 38' ERICSON SLOOP 4 cyl. Dsl. 750 hrs. 54 gal. fuel. 90 gal. Water. Roller furling, full batten main. S. T. winches, lines lead aft. Electric windless, 200' 5/16 Hi-test chain. Fresh water wash down. 33 lb. claw anchor. New Garmin Radar. Garmin Chart Plotter, AIS, below deck auto pilot. VHF. New AC panel, 2000 w. inverter. Microwave, Force 10 stove/oven, double propane tanks. New freezer/refrigerator. Head with separate shower. 25 gal. holding tank. Dodger, teak floor boards. Berthed John Wayne Marina, Sequim, WA. **\$55,000. Call 360-774-0915/360-774-0912. P884-199**



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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**



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 undercover 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**



PRICE REDUCTION- 50' SYMBOL PILOTHOUSE-1997 FAST TRAWLER, TWIN CUMMINS POWER, \$279,000 BRING OFFERS Jack Sarin NA designed, well maintained, triple cabin family or couples yacht. Powered by twin-Cummins Diamond C Series 450hp diesels with ZF transmissions. She cruises 8 to 18 knots efficiently. Garmin/Raymarine electronics/radar. WESMAR Bow Thruster, electronic engine controls at 3 stations, for ease of docking and maneuvering. Webasto Hydronic diesel heat. Nick Jackson 1/2 ton crane for handling dinghy- 11'6" BULLFROG with 30hp Honda. 600 gallons fuel capacity. Full canvas bridge enclosure. Alaska proven and turn key, ready to cruise. **\$279,000 Offers. Contact Steve 253-677-8950. P888-199**



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1951 CLASSIC 52' FAN-TAIL TRAWLER One of a kind Classic Fan Tail Trawler built by noted Benson Brothers yard in Vancouver BC. Great live aboard/cruiser , SE AK Veteran , 2 state rooms/heads, stand-up engine room with economic single 6-71 Detroit 6:1 Twin disk gear, 7 knots at 3 gals/hr. , Westerbeke 7.5 KW get set, 1000 gals. fuel, 230 gals. water, 40 gal holding tank, Large enclosed aft deck, newly covered fly bridge. Would consider trade for a smaller glass boat. **Price: \$89,500. Call or Email for photos and information. Capt. Vic Cano, (360) 319-8195 victorjcano3@gmail.com. P894-1910**



58' MONK TWIN DIESEL FLYBRIDGE CRUISER 1950 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: \$143,500. Calls ONLY 805 206 4394 FOR OWNER FLY IN. P910-1911**



BAYLINER 4388 FLYBRIDGE SEDAN MOTOR YACHT. Ordered in 1994 with the engine upgrade option of 310hp instead of the stock 250hp. This upgrade included larger shafts and Hurth Transmissions. Fast cruise is 15 knots at 2,400 rpm and slow cruise 8 knots at 1,600 rpm, WOT 20 knots. With Her hard chines and V entry She walks through rough water. Digital Fuel Flow meters help you to maximize your cruising range. 8kw Westerbeke and inverter allows you to power everything while underway. 3 zone heat, LED lights, electric dinghy davit. We purchased a 70 footer and regret having to sell this beautiful boat. **COME SEE US AT THE ANACORTES BOAT SHOW NEXT MONTH! \$ 79,00.00 You can reach me at 360-319-7119. P879-198**



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. 206.225.3360. **S657-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 **Price: \$499,950. Located in Damascus, OR. Contact: 503-819-0411. P835-199.**



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**

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



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 **206-225-3360. P582-MZ**



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/Vacuflush. Raymarine radar/plotter, ex shade 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**



OUTSTANDING 1965 70' LONG DISTANCE OCEAN CROSSING FLUSH DECK CRUISER This "little ship", 100 tons, designed for comfort and safety with lots of redundant systems built to military specs. Exceptional engine room with work shop. Cummins 250NH mains; 2-40kw Cummins gens; 2 Outback 3500W, 32V inverter/chargers; 1,000 gals. water; 3,900 gals. fuel. Large aft king master stateroom and aft galley with pass through to huge aft deck where you can enjoy the world sail by, full-size stairways, wide side decks and 6'6"+ headroom everywhere, Three staterooms, 2 heads, walk-in deep freeze. Beautiful use of Burmese teak, mahogany, Am. Black Walnut and oak throughout boat. Large hanging lockers, good storage. Teak boarding ladder. PNW location, **Price: \$399,000. Contact Bill. 619-850-7113, echopalm@yahoo.com. P914-1912**



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**

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56' Custom Winslow RDMY



Boating in the Pacific Northwest can sometimes feel like a grand tour of a maritime museum, due to the many good old boats still active on the water. One such example is *Seafarer*, a 56-foot Custom Winslow RDMY that harkens back to the roaring twenties, 1926 to be exact. Built by Lake Washington Shipyard and designed by local legend John Winslow, *Seafarer* has a Carvel planked cedar hull, oak frames, and teak weather decks and transom representing wood craftsmanship rarely seen in the 21st century.

Elegance is a word often thrown around in boat description literature, but it is earned here. Part of *Seafarer's* beauty is her long, slender form due to her narrow beam of 12 feet. For reference sake, a Nordic Tug 40 (a yacht 16 feet shorter) has

a beam of 13 feet. The shape is reminiscent of the classic Lake Union Dreamboats, also all-wood yachts built narrow and long. Purported benefits are seaworthiness, handling, and fuel efficiency.

Seafarer's hull form may be a piece of history, but there's plenty of additions aboard to enjoy the perks of modern boating. The yacht is powered by an '80s model Gray Marine 6-71 diesel inboard and can purportedly maintain a respectable 9-knot cruising speed at a conservative fuel use of 4 gallons per hour. Perhaps this efficiency has something to do with the narrow beam and long form.

Thanks to a major refit in 2007, *Seafarer* also has new wiring throughout, new plumbing, hydraulic steering, a newer 8-kW Northern Lights genset, updated electronics and appliances, and more.

There's a lot to love about historic local yachts like *Seafarer* that are still chomping at the bit to run liquor across the Canadian border like it's the Prohibition again. When these boats are properly kept up and decked out with 21st century goodies, they can offer a lot of boat for a steal. If you want to learn more about *Seafarer*, you can contact La Conner Yacht Sales. Price listed as \$49,000.

Specs

LOA: 56' • Beam: 12' • Draft: 4' 6"

Displacement: 54,000 lbs.

Tankage (Fuel/Fresh/Black):
470 gals./150 gals./80 gals.

Local Broker:

La Conner Yacht Sales,
(360) 466-3300

Web: laconneryachtsales.com

Cascade 27



Many fiberglass production sailboats that have lengths around 27 feet and are from decades past still loom large in sailboat lore: the Catalina 27, Hunter 27, Ranger 26, etc. This family of boats—made to be simultaneously seaworthy, fun, beginner friendly, and affordable—are ubiquitous to the point where a marina may seem a little wanting without a few of them in their slips. Enter the Cascade 27, one of the Pacific Northwest's contributions to this fleet.

Cascade Yachts were originally built in Portland, Oregon, and were the product of lead designer Robert Smith (former Sparkman's and Stephens Yachts' designer) and a team of local sailors. The company roots go back to 1954, and Cascade Yacht Works

is still in business, now out of Warrenton, Oregon. They may have been the first to use the term bulletproof literally when describing their builds, for they actually shot their boats with firearms back in the day to prove their strength.

With its sloop rig, fin keel, spade rudder, and small skeg for a propeller and shaft, the Cascade 27 was designed primarily for coastal cruising. The small, seaworthy cockpit and relatively wide side decks certainly imply open water voyages.

An example of a Cascade 27 boat is *Skylark*,

a 1983 model currently for sale. It is decked out with a slightly wider than standard cabin house and a Universal M2-12, 11-horsepower diesel engine. The owners allegedly took *Skylark* to Hawaii and back, and a custom trailer makes the Sea of Cortez and inland waters all that more accessible.

If you're on the market for a reliable sailboat that won't break the bank, the Cascade 27 is a statement of Cascadian pride. *Skylark* is currently for sale with the Port Townsend Boat Company and listed at \$16,500.

Specs

LOA: 27' • Beam: 8' 9" • Draft: 4' 5"

Displacement: 6,500 lbs.

Tankage (Fuel/Fresh/Black):
20 gals./20 gals./15 gals.

Local Broker:

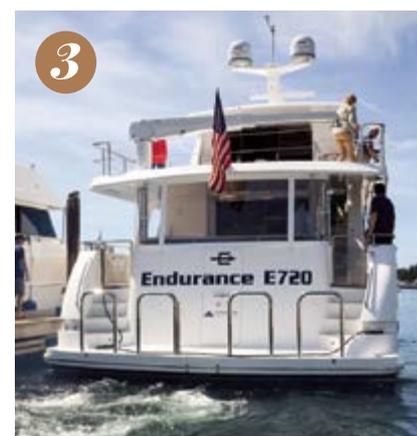
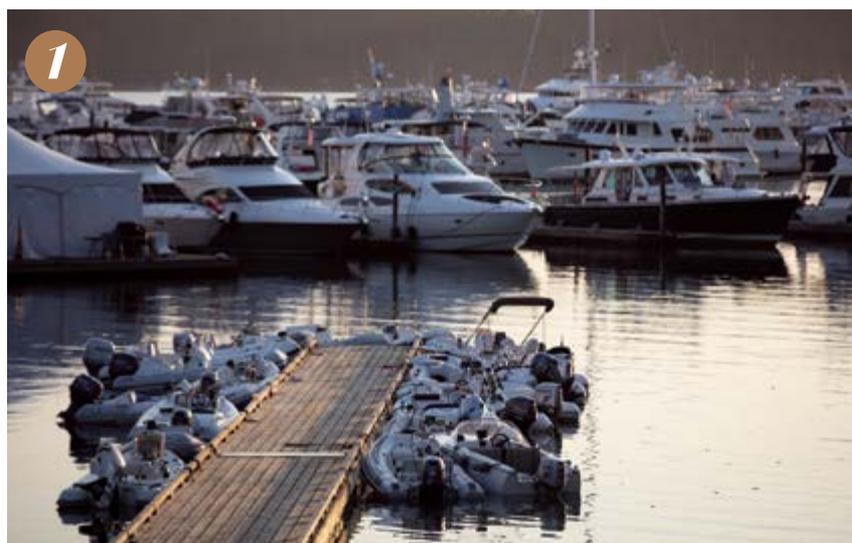
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Web: porttownsendboatco.com

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

Out & About

1. **Sunset from the Dinghy:** This idyllic scene is from the annual Hampton Yachts rendezvous held at Roche Harbor, San Juan Island. Taking the dinghy to shore with your fleet companions is part of the experience! (photo: Levi Clark/Soundview Photography)
2. **Hangin' with Hampton:** The dock at Roche Harbor Marina was a happening place during the Hampton Yacht rendezvous with a full lineup of seminars, festivities, and summertime fun. (photo: Alex Kwanten)
3. **Hitchin' a Ride:** Visitors to the Hampton Rendezvous got to sample a ride on the new Endurance E720 (see *Perfect Lines*, pg. 56, for a closer view. (Photo: Alex Kwanten)
4. **Ocean Alexanders Everywhere:** The big annual Alexander Marine rendezvous in Roche Harbor rang in the boating season for many.
5. **Women Boaters Unite:** A mainstay of the annual Alexander Marine Rendezvous in Roche Harbor is the all-women's on-water yacht handling and cruise session. Looks like a good time!
6. **Galley Gourmet, Rendezvous Style:** Bill Shaw, the head chef of Roche Harbor Resort and *Northwest Yachting's* Galley Gourmet food column contributor, also makes regular appearances at yacht rendezvous as a cooking instructor. He is pictured here at the Alexander Marine rendezvous in Roche Harbor. For tips from the maestro, see *Galley Gourmet* (pg. 62).
7. **Van Isle Vibes:** Bright eyed crews were fresh and rearing to sail on the first day of the iconic Van Isle 360 sailboat race took them all the way around Vancouver Island in a series of legs. Here crew (and besties) on the Transpac 52 *Smoke* get ready for day one. (Photo: Norris Comer)
8. **R2AK Pre-Race Hype:** The pre-R2AK race festivities is a huge part of the culture around the infamous 750-mile engineless race from Port Townsend, Washington to Ketchikan, Alaska. Notable among the lineup this year was Team R2Ache with their epic human-powered paddlewheel attached to an otherwise unassuming MacGregor 26. They made it the whole way, well done!
9. **Early Start, North or Bust:** R2AK racers and magazine photographers alike rubbed the sleep out of their eyes for the early start to Leg 1 of the race from Port Townsend, Washington to Victoria, B.C. Here Team Sail Like a Girl glides under the predawn sky. (Photo: Eva Seelye)
10. **Team Angry Beaver at The Angry Beaver:** Team Angry Beaver's victorious Race to Alaska journey came full circle during a sailor's party at the bar where legend says it all began, The Angry Beaver. A hockey themed dive bar in the Greenwood neighborhood of Seattle, The Angry Beaver is where team skipper Matt Pistay and teammates steeled their resolve to take on the infamous R2AK 2019.
- 11/12. **IPYS Takes on Rosario:** The boat rendezvous fever continues with this shot from the successful Inside Passage Yacht Sales rendezvous to beautiful Rosario, Orcas Island.
13. **All the Aspens:** The annual Aspen Spring Owners Cruise, held the first weekend of June, saw a fleet of 16 Aspen Power Catamarans cruise down the Hood Canal to the Alderbrook Resort. "It was a great time!" says Steve Graf of Aspen Power Catamarans.
14. **The Signature Event:** Signature Yachts' All Fleet Rendezvous was another success this year at Poulsbo, Washington, with almost 70 boats participating (May 31 to June 2). Next year's event is slated for June 5 to 7, 2020.





ADVERTISER INDEX

July 2019

Alexander Marine USA.....	2, 3, 4, 5	La Conner Yacht Sales	97
Aspen Power Catamarans.....	35	Marine Sanitation.....	96
Banana Belt Boats	71	Marine Servicer.....	39
Bellingham Yachts.....	12	Monkey Fist.....	47
Bill DeVoe, Attorney at Law.....	90	Nordhavn.....	104
Black Max Electric Bikes	93	NW Explorations	111
Boat Insurance Agency	48	NW Funds	51
Boat US.....	55	NW Yachtnet.....	61
Boyle & Associates.....	22	Pacific Marine Foundation.....	48, 87
Boynton Yachts.....	10	Pacific Yacht Systems.....	94
Bristol Marine Insurance	42	People's Bank.....	28
Bristol Yachts Northwest.....	96	Philbrook's Boatyard LTD	50
Bullfrog Boats.....	42	Philbrook's Roche Harbor	98
Cardinal Yacht Sales	53	Point Roberts Race Week.....	49
Carter Volkswagen/Carter Subaru....	28	Port Gardner Yacht Brokerage	97
Certified Professional Yacht Brokers.....	91	Port of Bremerton.....	46
Chuck Hovey Yachts.....	17	Port of Seattle.....	30
Constructive Energy.....	99	PropEle Electric	32
Crow's Nest Yachts	19	Prism Graphics	92
CSR Marine	98	Raptor Deck.....	95
Dahlia Lounge.....	99	Red Shield Insurance	98
Denison Yacht Sales	110	Rozema Boat Works.....	38
Downtown Sailing Series	58	Sail Northwest	27
EagleCraft	37	Seattle Yachts	43
Elliott Bay Yacht Sales	25	Seaview Boatyard	40
Emerald Pacific Yachts	11	Signature Yachts.....	21
Fisheries Supply	45	Silver Seas	33
Flagship Maritime.....	87	Stan Miller Yachts	15
Fournier Insurance	109	Sterling & Associates	18
Fraser Yachts WW.....	7	Sundance Yachts.....	64, 65
Gateway Yachts	29	Sure Marine Services Inc.....	91
Geico Insurance.....	20	Swiftsure Yachts.....	23
Hampton Yacht Group.....	6, 112	Trident Funding	34
Holmes Marine Specialties	99	Twin Rivers Marine Insurance	26
Hot Stove Society	108	Waterline Boats	47
Hylebos Marina.....	42	West Yachts.....	41
Irwin Yacht Sales.....	8	Whidbey Island Race Week	49
KAMGear	108	Worth Avenue Yachts.....	13, 31, 48, 95



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