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Tiara

REGAL

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Newport Beach



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2019 40' CARVER
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2019 44' TIARA
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2019 38' TIARA SPORT
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68' ENDURANCE 680 LRC 2020
Displacement: 105,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 5



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SEA HAWK 26M > 85FT > AZIMUT > 2002/2012 > 1,200,000 USD
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AUGUST 2019 ♦ VOL. 33, NO. 2 ♦ NWYACHTING.COM

KENAI

KINGDOM



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What's the best way to experience the wild waters of Alaska's Kenai Peninsula? Our managing editor hops aboard North Pacific Explorations' historic yacht *Sea Star* to learn a thing or two about expedition-style chartering. Rugged adventure meets luxury lifestyle.



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ROW LIA, ROW!

Lia Ditton is preparing in Anacortes, Washington to row solo across the Pacific Ocean. She tells her story to NWY readers.



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WINNING STREAK

Local sailor Matt Pistay, fresh from both R2AK and Transpac wins, is having the best sailing summer ever. His victories are ours, too.



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SAIL TO STEAM

A local boater describes his boating evolution from sailboats to motor trawlers in the Pacific Northwest.



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PORTS OF CALL

Vashon Island, Washington

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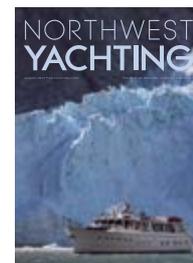
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ASK THE EXPERTS

Boat Towing (part 2)

We conclude a two-part interview with three tow boat captains of TowBoatUS Puget Sound. Crazy stories and wise tips aplenty!

On the Cover



Sea Star poses in front of the imposing Northwestern Glacier of the Kenai Peninsula, Alaska. For scale, she's 85' length overall! The image is but a taste of what was experienced. read *Kenai Kingdom* in this issue.

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2006 WESTBAY SONSHIP 54



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2001 NAVIGATOR 4800 PILOTHOUSE



Bow thruster, twin Volvo 318 HP diesels, two queen staterooms, two heads with showers, Raytheon electronics, generator, inverter, diesel heater, water maker, bimini top with enclosure, hardbottom dinghy with outboard and console w/cover, vacu flush heads, washer/dryer, full galley equipped and much more!

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2004 TIARA 36 SOVRAN



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88' HORIZON E88 2019



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72' NORDLUND 1990 \$499,000



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



60' WESTERN STAR 1987 \$395,000



60' RIVIERA 6000 SPORT YACHT 2016 \$1,649,000



58' SUNSEEKER EXPRESS 1999 \$378,000



57' NORDHAVN TRAWLER 1998 \$995,000



54' WESTBAY SONSHIP PILOTHOUSE 2005 \$699,000



47' TIARA SOVRAN 2006 \$349,000



45' BAYLINER 4587 1995 \$119,900



45' TIARA SOVRAN 2012 \$559,000



40' ALBIN 2006 \$249,900



33' TIARA 3300 OPEN 1996 \$59,500



29' BEAVER PICNIC LAUNCH 2016 \$239,000

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DREAM WEAVER
112' (34.14m) Westport 2006



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



GOLDEN ROSE
92' (28.04m) Ortona Navi 1989



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



ALOHA
54' (13.41m) Ocean Alexander 2007



M&M'S
54' (16.46m) Sabre 2009



TIARA Q44
44' (13.41m) Tiara 2016



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Independent Media for Independence Day



Norris Comer

I love Independence Day, but not only for the surficial lawn BBQ and fireworks reasons. Case in point, I spent this last Independence Day aboard the 85-foot aluminum Burger yacht *Sea Star* in a wild corner of Kenai Fjords National Park, Alaska. What better way to

celebrate America than appreciating a perfect piece of it? No, for me, I love Independence Day because it's a celebration of independence as a concept.

I have a theory that being an avid boater requires a larger than average independent streak. When at the helm or acting as proactive crew, you've ascended the *I'm on a Boat* song references and selfie phase, the I'm-just-along-for-the-ride attitude. As a proper boater, in your own way, you're rebelling against landlubber norms when you grab that tiller, heck, even the idea of land itself. On land, you're part of the swarm. On the water? You're captain, a role that demands a certain amount of self-sufficiency, confidence, and personal growth. Every time out on the water is a small, private Independence Day, if you ask me.

You know what also is independent? *Northwest Yachting* magazine. That an independent, large-format, print publication like ours not only survives but thrives in 2019 certainly defies the odds, and this is only made possible by our incredible readers and advertising partners.

I cringe from my desk as independent boating magazines fall to corporate buyouts all around us. On one level, I understand the desire to survive at any cost. But usually the magazine persists as a ghost of its former self, even if the design stays slick. The boat reviews and general coverage become fluffier and full of lazy listicles (list articles). Long form

and locally minded coverage goes out the window as the publication aligns with a hidden agenda. So goes the boating publication, so goes media as a whole.

There may be a day when *Northwest Yachting* falls, but it is not this day! Like boating itself, every day is our Independence Day.

Onto some business. It's with great pleasure that we're announcing the second annual Northwest Marine Champion Awards for outstanding contributions to the Pacific Northwest marine and lifestyle community. We've made a few tweaks from last year's inaugural awards, and more details will be forthcoming. In the meanwhile, if you have nominations for the following categories, start early and send 'em to editorial@nwyachting.com.

- Excellence in Marine Industry Education (2018 Winner Tory Gering, Core Plus)
- Exemplary Marina Manager (2018 Winner Kathy Garcia, Port Orchard/Bremerton marinas)
- Most Energized Yacht Club (2018 Winner Des Moines Yacht Club)
- Terrific Boatyard Professional (2018 Winner Nigel Barron, CSR Marine Services)
- Outstanding New Yacht Brokerage (2018 Winner Rob Sanderson, Port Townsend Boat Company)
- Outstanding Environmental Leadership (2018 Winner Aaron Barnett, Washington Sea Grant)

These awards are our attempt to give hardworking marine professionals some much needed appreciation. It's in that spirit that we continue to grow together in our own independent Cascadian way. Stay independent, my friends.

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

This Month's Feature Contributors



more at her website rowliarow.com.

Aquanaut Lia Ditton is a writer and professional adventurer whose passionate about sharing her experiences. Now 39, she's racked up over 150,000 nautical miles at sea with countless accomplishments to her name. You can learn



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



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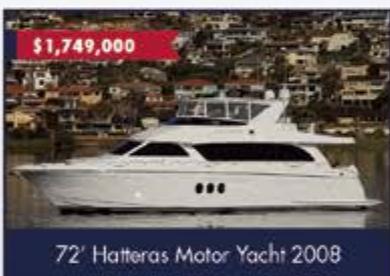
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52' Ocean Alexander 2005



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49' Hampton 490 Pilothouse 2000



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Sea Ray 410 Sundancer 2012



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Boat Show

Stayin' Afloat

Get ready to head down to Lake Union for Boats Afloat

By Evin Moore

The Seattle Boats Afloat Show is returning September 12 to 15 to Chandler's Cove on South Lake Union. Considered the largest in-water boat show on the West Coast, this year's show is projected to showcase over 225 vessels, with tours of boats of all sizes and brands. Besides the boats, industry professionals representing boating electronics, loans, insurance, and gear will be on hand to answer any questions.

The show is hosted by the Northwest Yacht Brokers Association (NYBA), a non-profit organization formed to protect the standards of the marine industry and to create ethical guidelines for yacht brokers in the area. The association is comprised of hundreds of brokers, dealers, and professionals in related industries. Besides

its interest in business standards, NYBA contributes to marine youth organizations, education programs, and boat shows to raise public interest in boating and create a safe boating community. The Boats Afloat Show is part of this effort, as is the Seattle Boat Show, which NYBA jointly produces with the Northwest Marine Trade Association.

While the show is returning to Chandler's Cove this year, there are some questions about how many more years that will be the case. Vulcan Real Estate has owned waterfront property that includes Daniel's Broiler since 1999 and have recently released notices that they plan to demolish Daniel's Broiler and replace it with a 50,000 square-foot building and replace Chandler's Cove with several 30,000 square-foot build-

ings. Vulcan has stated in press releases that they want to create a destination that houses a mixture of new and current tenants. "All I know is this summer they will start designing the redevelopment" said a yacht broker in an interview with *Puget Sound Business Journal*.

Vulcan is still in the designing phase and will work on finalizing plans while they wait for permits, a process that can take several years. Vulcan has made it clear to the businesses on site that they wish to retain current tenants, although previous notices have stated that tenants will have to relocate during construction. It is likely that the Boats Afloat show will have to find a new home, at least while construction is taking place. There are currently no set dates for when construction will begin or end.

Attendees can take advantage of adult sailing lessons, the perfect jumping-off point for anyone who has ever wanted to try sailing. Kids can stop by the toy boat building station, hosted by a crew from the Center for Wooden Boats, and use traditional tools to build their own miniature wood boat. After that, everyone in the family can take a free boat ride around Lake Union. Show goes from out of town can take advantage of hotel discounts through the show's website. The show is open 1100 hours to 1800 hours on Thursday and Friday, and 1000 hours to 1800 hours on Saturday and Sunday. Visit the show website at boatsafloatshow.com to find out more.



With over 200 boats ready for attendees to climb aboard and check out, the Seattle Boats Afloat Show is sure to have something for every boat lover to enjoy. (photos: Alex Kwanten)

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Environment

State Invests in Salmon Habitat

By Evin Moore

Recently, the Washington State Legislature designated \$45 million to salmon habitat recovery projects. Salmon, especially Chinook, are a staple in the diet of the Southern resident Killer Whales, and the reduction in total number of Chinook salmon is thought to be a major contributor to the decline of the orca population. The 64 total grants were awarded by the Washington State Salmon Recovery Funding Board, in association with the Puget Sound Partnership. The grants will go to the counties surrounding Puget Sound and will focus on improving salmon habitat and conserving shorelines and riverbanks.

"When we invest in salmon recovery, it's not just salmon that we're saving," said Governor Jay Inslee. "Whether you live near, love to play in, or simply care about Puget Sound, this funding is a cornerstone of doing that—and

investing in that habitat kick-starts a suite of other benefits. We're also preserving our Pacific Northwest legacy, our way of life, our jobs, our neighborhoods, and our communities."

Species of Northwest salmon have been on the federal endangered species list since the early 1990s, and at one point 14 species of local salmon and steelhead, and 3 species of bull trout were on the list. At the start of the 21st century, 40 percent of historic salmon breeding ground in Washington, Oregon, Idaho, and California had disappeared. There have been recovery efforts over the last 20 years, but in some areas, progress has slowed and even reversed.

"We know that restoring salmon to levels that support our environment, other wildlife, and people, takes time, effort, and of course, sustained funding," said

Kaleen Cottingham, director of the Washington State Recreation and Conservation Office. "That's what makes this continued investment so important, and we're looking forward to seeing it play out in the shovel-ready projects teed up across Puget Sound."

The awarded grants will be used for various projects around Puget Sound, including the removal of a diversion dam that will open up 37 miles on the Pilchuck River, the re-connecting a mile of the Dungeness River with 112 acres of floodplain, and opening 16 miles of habitat on the Nooksack River. Projects are prioritized by local watershed groups, which are the lead entities, as well as regionally ranked by the Puget Sound Salmon Recovery Council. Funds for the grants came from the sale of state bonds.

"The Puget Sound Partnership is committed to recovering salmon populations in this region and we are thrilled to see this funding come through," said Laura Blackmore, executive director of the Partnership. "Salmon are integral to the identity and traditions of the Pacific Northwest and are a vital part of the Puget Sound food web. This funding will support projects that help recover salmon populations and feed our struggling southern resident orcas."

Grants

Grow Boating Grant Program Begins for 2020

By Randy Woods

The application process for the 2020 Grow Boating program, which encourages boating activity in the Pacific Northwest, will begin August 1 and continue through October 1, 2019. The grants are offered to nonprofits that promote the boating lifestyle through special events, sponsorships, and other boating programs in the region.

Sponsored by Northwest Marine Trade Association (NMTA), the Grow Boating program has issued more than \$1.6 million in boating promotions since it was formed in 2003. NMTA said it expects to determine the winners of several grants worth up to \$30,000 by this December, which will be distributed in the spring of 2020.

Mark Yuasa, director of Grow Boating, said the program, funded by a portion of rental fees collected by NMTA at its Seattle Boat Show each January, has reached "a million-plus people" since it began.

Every organization or group seeking Grow Boating grants for their future events must fall into one of the three following categories:

- **Youth Boating:** aimed at programs that increase youth participation in boating activities
- **Discover Boating:** for programs that introduce new people to the world of boating
- **Boater Education/Safety:** for educating new or current boaters on how to be safe on the water

More information about the Grow Boating program can be found at nmta.net/grow-boating.

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Education

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• Anacortes, WA. (Photo: Skagit
• Valley College, Marcus Badgley)

Nordic Tug Owners Fundraise for Marine College Programs

By Evin Moore

In between educational seminars, big dinners, and trivia contests at their summer rendezvous this year, Nordic Tug owners took some time to fundraise for maritime industry education. The Pacific Northwest Nordic Tug Owners Association (PaNNTOA) featured an auction benefitting the Marine Maintenance Technology program at Skagit Valley College (SVC). The auction raised approximately \$5,000 for

scholarships and tuition assistance for students making their way in a marine trade. PaNNOTA is an association made up of over 200 Nordic owners from Alaska, British Columbia, Washington, and Oregon.

The Northwest is one of the boating capitals of the world and the constant activity on our waterways fuels a steady demand for technicians trained in marine manufacturing, main-

tenance, and systems. Local colleges like SVC prepare students for jobs in fields such as marine propulsion, vessel systems, and marine composites. But even with the high demand, many businesses report a shortage of qualified candidates.

In an attempt to get more graduates out in the field, PaNNOTA and local businesses pitched in to raise money for SVC's program. SVC has many

ties to businesses in the area and a faculty of professionals in their fields led by Department Chair Mike Beemer. Students at SVC have access to the Marine Technology Center, a lab built near Fidalgo Bay in Anacortes. There they can earn a one-year certificate, and two-year associate of applied science degrees, and credentials from American Boat & Yacht Council, National Marine Electronics Association,

Continued on Page 23

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Community

Washington Grants \$1.3 Million to Encourage Outdoor Activity

By Randy Woods

Just in time to experience the magical maritime world of a Northwest summer, the state of Washington is doing its part to encourage more young people to enjoy the region's parks, rivers, lakes, forests, and other outdoor areas.

In mid-July, the Washington State Parks and Recreation Commission unveiled the fourth round of its No Child Left Inside grants program, focusing on outdoor recreation for underserved youth. The grants, totaling \$1.3 million, are expected to help about 14,000 kids in 16 counties spend a total of more than 1 million hours outside during the next 12 months.

"This is about investing in our kids and making sure they have equal access to the outdoors," said Washington Gov. Jay Inslee. "We know that kids who spend time outdoors do better in school, are less stressed, and get more exercise and social interaction." The grants, coming from the state's general fund and administered by the Washington State Recreation and Conservation Office (RCO), will encourage a wide range of activities, such as hiking, kayaking, and rock climbing.

This year, No Child Left Inside garnered a record-high 173 applications, which was a 44% increase over the previous grant cycle. Recipients will match the state funding and will contribute nearly \$3 million in donations, equipment, labor, and other resources. However, RCO Director Kaleen Cottingham noted that the \$1.3 million in grants only represents 16% of the \$8 million that was requested, demonstrating the critical need for more outdoor programs.

RCO said it will likely begin accepting the next round of project applications in September 2020, so relevant boating initiatives in need of funding should take note. The winning applicants

for the current round will complete their outdoor projects by June 2021. More information about the No Child Left Inside grant program can be found at rco.wa.gov/grants/ncli.shtml.



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Events

Wooden Boat Festival

By Evin Moore

The Port Townsend Wooden Boat Festival is returning September 6-8 to Point Hudson Marina. The 43rd annual festival, presented by the Northwest Maritime Center, is another chance for every generation of the family to jump aboard wooden boats of all varieties and experience the richness of the Northwest's nautical past. More than 300 wooden boats are expected, from tall ships to trawlers.

There is plenty for the family to do: tour tall ships, row a boat, build a miniature wooden boat, see plays, and sing sea shanties. All ages can try out a paddleboard, and those 12 and up can row a replica of the 26-foot open boats used by the 1792 Vancouver expedition. On the Wednesday and

Thursday before the festival, the Northwest Maritime Center will be hosting a series of seminars on topics ranging from how to turn your boating adventures into better stories and blogs to trouble-shooting electrical and diesel problems onboard.

The Race to Alaska Blazer party takes place on Friday night, and all with a ticket are welcome to join and see racers win awards, share stories, and hear announcements about next year's race at a separate event. Tickets to the festival and party are available online at woodenboat.org or at the main gate each morning. One-day tickets are \$20 dollars and kids under 12 are free. Find out more at woodenboat.org.



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Community

Fundraising for Injured Local Sailmaker

By Evin Moore

On the morning of July 1st, Kerry Sherwin, familiar to many local sailors as the service manager and a sailmaker at North Sails Seattle, was riding his Vespa to work when he was struck by a car in a hit-and-run. He was taken to Harborview Medical Center's ICU with injuries that included a broken arm, broken leg, five broken ribs, broken collar bone, and multiple crushed vertebrae. He is out of the ICU and in good spirits, although he remains in a full neck and torso brace to stabilize his vertebrae.

Fortunately, Kerry is expected to recover and does have medical insurance, but will have many



Kerry Sherwin

additional day-to-day expenses that insurance will not cover. A group of his friends has set up a GoFundMe page so that those who know Kerry (and those who don't, but are members of the close-knit Northwest sailing community) can donate and ease the financial burden of his hospital stay and physical therapy.

The Let's Help Kerry! GoFundMe page says, "Let's pull together and help get him back on his feet and back to hiking, sailing, building tube amps, playing guitar, and making great sails." We couldn't agree more! If you would like to help, please head over to gofundme.com/letshelpkerry and donate, and we give a big "Thank You" to all who have donated so far.

Education

Marine College Programs

Continued from Page 20

and American Composites Manufacturers Association.

"Donations like these are key to providing Skagit Valley College Marine Maintenance Technology students with access to the most current industry-

based education," said Beemer. "It allows our program to provide a highly skilled workforce that supports the needs of industry and recreational boaters."

Besides the Nordic owners, many generous businesses contributed to the success of the auction. Nordic Tugs, which is based in Burlington, Washington; Gateway Yachts, LaConner Maritime, Alt Insurance Group, Garmin, Rainman Watermaker,

SeaKeeper, Yacht Controller, Marine Detail Specialists, and Fisheries Supply all pitched in with goods and services to auction. A dozen marinas on the Salish Sea also supported the auction, including Cap Sante Marina, who hosted the rendezvous. Those interested in applying for SVC's Marine Maintenance Technology Program can apply at skagit.edu.



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Back Cove 33 • 2008 • \$259,000

Waterline 48 • 1997 • \$395,000

Frers 64 • 1978 • \$377,000

Simonis 53 • 2001 • \$549,000

59 Outremer 5X	2012 €1,190,000	43 Hans Christian (Chris)	1986	\$99,000
51 Able Apogee	2000 \$475,000	40 Perry Bella	1994	\$105,000
50 Beneteau	1998 \$152,000	40 Panda	1981	\$95,000
50 Baltic	1999 \$499,000	36 Stanley (LobsterBoat)	1967	\$45,000
50 Lavranos	1990 \$169,900	34 Hallberg-Rassy	2000	\$139,000
48 Chris White Atlantic	2010 \$595,000	34 Red Wing	2008	\$89,000
47 Catana 472	2001 \$420,000	33 J/100	2007	\$76,500
44 Bavaria	2003 \$138,000	30 Mainship	2000	\$64,500
44 Nauticat	1983 \$169,000	27 Pacific Seacraft Orion	1979	\$29,000
44 Nordic	1983 \$107,000	25 Ranger Tug	2012	\$105,000
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Infrastructure

Point Hudson Jetty Project Development

By Evin Moore

It was announced in mid-July that Port of Port Townsend commissioners hired engineering firm Mott MacDonald to create designs and prepare bid documents for the Point Hudson Jetty project. The aging jetty sorely needs a replacement or refurbishment; it was constructed in 1934 and has received little maintenance over its lifespan.

The project was discussed last May, but port commissioners decided to cancel all

bids and suspend the project, citing a lack of adequate funds. The plan at the time was to create a steel combi-wall, an idea that was deemed too expensive and not aesthetically pleasing. Wear and tear on the jetty has continued to grow, however, and damage to the pilings is now visible during minus tides. Many of the pilings have deteriorated with damage from wave action and old age. Quite a few of the basalt rocks that make

of the body of the jetty have slid from their original position.

Port commissioners redesigned the project, focusing instead on rehabilitating the 258-foot South Jetty, the most severely damaged section of the jetty. The new plan calls for the construction of a steel batter-pile, with a stainless-steel mesh lagging system around the existing deteriorated structure. The creosote logs will be removed and the basalt rocks will be allowed to settle into the sea floor, and any remaining space will be filled with granite quarry spalls. Bracing will be laid across the top to create a foundation for a future pedestrian walkway.

Mott MacDonald was selected after a bidding process and is preparing design parameters and preliminary drawings. The port will use a Public Infrastructure Grant from Jefferson County to cover the cost of the planning phase; and a combination \$1 million federal BIG Tier II grant, port reserve funds, and bank loan will likely be used for jetty construction.



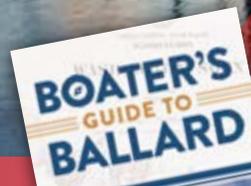
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50' Riviera "Serena"



32' MDI



65' S&S "Amarosa"



27' Ranger Tugs



49' Transpacific "Flying Cloud"



47' Beneteau



44' Worldcruiser



43' Beneteau



40' Hunter Marlow



40' Beneteau



40' Hinckley



39' Fast Passage

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My Boat Story

Wartime Boatbuilding in Portland, Oregon

By Peter Marsh

Seventy-five years ago, after the D-Day landings in France and as the USA began to push the Japanese forces out of the western Pacific islands, every boatyard on the West Coast was enlisted to aid the war effort by producing some type of craft that could be used by the military. This included many wooden boats that ranged from the Higgins 36' plywood landing craft to the 136' YMS double-planked minesweeper. However, there is one type of wooden ves-

sel you will never find in the official list of WWII ships—the 110' wooden barges built for US Army and Navy on the Willamette River in Southwest Portland, Oregon. They were a product of the Portland Shipbuilding Company, a business that claimed the title of the oldest boat-building operation in Oregon into the 1960s, when it disappeared leaving only the faintest wake.

The Portland Shipbuilding Company was founded in 1885

by Charles M. Nelson—a Norwegian immigrant who became one of the pioneers in the construction of the wooden sternwheel riverboats. These fine steam-powered craft provided the only form of reliable transportation between the Willamette Valley farming towns and Portland from the late 1800s to the 1930s, traveling as far upstream as the state capital in Salem, 50 miles south when the river was high. Nelson built 25

Yard workers at the Portland Shipbuilding Company during WWII, when the company built about one 110' barge per week. (All photos: Lawrence Barber)

of them before the highways captured all the freight traffic.

Nelson's son Albert took over the yard in the 1930s when steel construction was becoming more accepted by the inland boatmen. To convert the yard to steel construction during the Depression was not feasible, and the yard built its reputation on its expertise with big wooden hulls. Fortunately, there was still some demand for the wooden barges because their solid bottom could withstand heavy impacts and groundings better than steel.

They began producing sturdy cargo carriers in a standard 110' size with a combination of traditional craftsmanship and production-line methods on their side-haul marine railway. Much of the work was still done by hand, but the heavy baulks of timber were hoisted with the aid of a 10-ton steam crane equipped with a 55-foot boom, running along the shore on a narrow-gauge track. There were also a handful of wooden sternwheel steam tugs moving ships around in the Port of Portland that needed regular

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maintenance and repair, which helped keep the yard afloat until Pearl Harbor.

Early in World War II, barges were desperately needed to haul military supplies along the West Coast and to the forward bases in Alaska and Hawaii. With steel in short supply and all the wooden shipyards busy with minesweepers and small craft, the Army and Navy looked for alternatives. There must have been some eyebrows raised when it was suggested they consider wooden barges, but they sent representatives to Portland Shipbuilding to examine one of the yard's standard designs.

They were surprised and impressed by the construction method perfected on the Columbia and Willamette rivers using the plentiful supplies of lumber. It involved stacking large Douglas fir beams to form the sides, drilling through the assembly, and inserting long vertical bolts to create an incredibly solid hull. Portland Shipbuilding was given a military contract and went straight to work joining the numerous marine industries on the Willamette in the war effort.



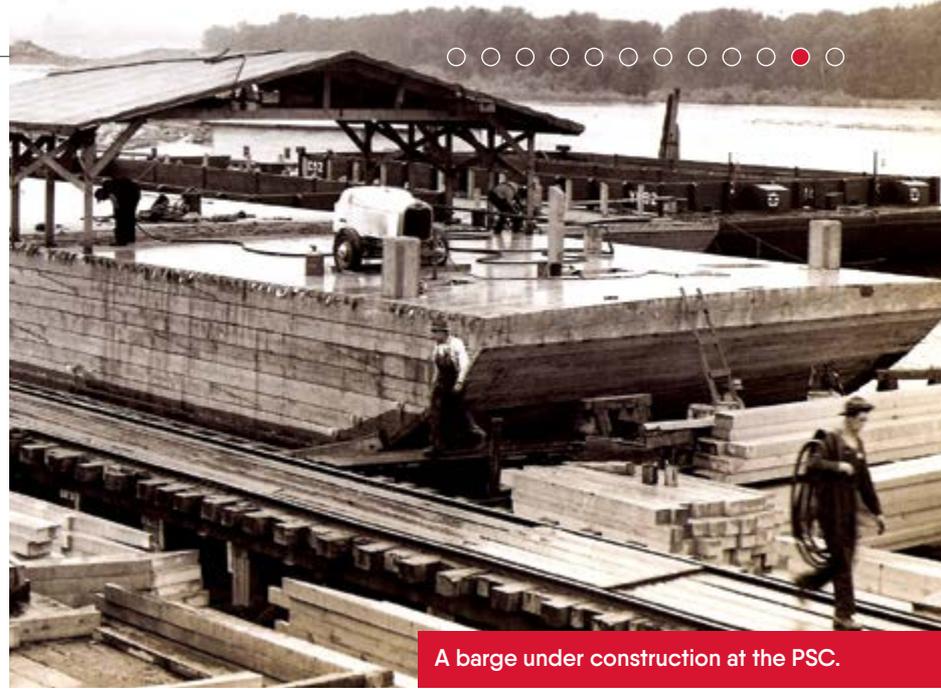
Barge caulkers at the PSC.

"We had 68 men on the job and built 68 barges," Nelson told the *Oregonian's* marine editor Larry Barber in 1969 for a story in the newspaper's weekend magazine on the yard's closure. Good craftsmen were scarce, he recalled, so he promoted half a dozen experienced shipwrights and carpenters to serve as leadmen, directing the work of the scores of inexperienced men who joined the crew after being rejected by the draft. Like the other local four small independent shipyards and the three

Kaiser operations, they started work cautiously, but soon began to speed up production until they could launch a barge every week.

Less than 30 experienced caulkers were available in Portland for all the wooden boats being constructed, but Nelson managed to keep eight to ten of them busy, he explained, although the Navy insisted they use heavy

Continued on Page 28



A barge under construction at the PSC.

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Potion of the Ocean Campari and Soda

By Bridget Charters

On hot days, I like to have something tall and refreshing with a bit of alcohol, lots of ice, and sparkling water or club soda. A spritz of sorts. My potion of choice is Campari, an amaro produced in Italy that is generally used at the cocktail hour.

Campari's most famous cocktail is the Negroni made with gin and vermouth, but I like something lighter and more refreshing. Having a bit of alcohol on a hot day is nice, but too much is overpowering, so Campari fits the bill. Campari was first produced in the mid-1800s and gradually gained fame in the United States

with the posh travel crowds of the 1960s. I had my first Campari and soda on a sailboat in Portofino, Italy; it was quite a surprise!

Campari is sold in 750 ml bottles, so I have a smaller traveler bottle that I take with me on the sailboat and we tuck a few cans of soda in a cooler bag with cheese and crackers. You can vary your Campari spritz with a splash of Italian white wine or prosecco, and you might also enjoy a "Bicyclette", another refreshing drink. While we wait for the sun, practice your mixology. As the Italian would say, "Cin cin!"

Campari and Soda

- 2 ounces Campari
- 4 – 5 ounces grapefruit sparkling water
- Optional – 1 ounce of fresh orange juice for sweetness
- 1 very large lemon wedge

Directions: Fill the glass with ice to the top of the rim, add the soda, top with the Campari; if you like a bit more sweetness, add orange juice. Garnish with a thick wedge of lemon.



My Boat Story

Wartime Boatbuilding

Continued from Page 27

powered caulking machines on the deck to speed up the work. To protect the bottom from rot caused by rain and spray, five tons of rock salt was spread out in each barge to pickle the wood. In 16 months, the yard turned out well over "a mile of barges" for the Army, Navy, and maritime commissions, said Nelson proudly. That meant about one per week!

The company continued to maintain and repair the remaining wooden barges on the Willamette and lower Columbia rivers until 1964, when a big flood destroyed the shipway. In 1969, Nelson sold the property to the city to convert into a new waterfront park. At that time, some of the company's pre-war barges built with high-quality lumber were still working locally, Barber noted in his article.

The Willamette Sailing Club was founded nearby in 1961 and moved to a site close to Portland Shipbuilding in 1967. Amazingly, some wooden barges can still be found in local creeks and mudflats around the Northwest, easily identified by the rows of long bolts reaching up to snare any boater who strays too close.



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Finding Pax by Kaci Cronkhite

By Greg Van Belle

When we found our Cape Dory sloop, she was tied to a guest dock in Port Townsend, the hull riding on the dock due to the absence of any sort of fenders. The rotten docklines were one gust from breaking. She was a mess, but she was exactly what we were looking for. In the three years it took to rebuild her, I found a lot of little clues about her past. Some "hidden" whisky bottles, old 8-track tapes lost under galley furniture, even some faded and water-stained notes from cruises decades ago. We developed quite the backstory for her previous owners, but it was all just entertainment for us as we toiled at pulling wire and repainting every surface we could find. However, it was through these clues that I eventually found the original owner, who told me about taking our little sloop around the world. She had pedigree. That pedigree added to her personality and filled us with confidence.

When I first read *Finding Pax* by Kaci Cronkhite, I admit I was skeptical. Making the story of a boat interesting and readable is a challenge few writers can manage. I expected a dry, itemized list of a boat's history. What Cronkhite delivers, however, is a love story threaded with obscure maritime history and lessons about how people and their boats are intertwined.

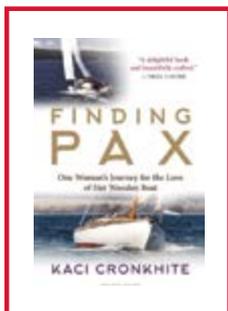
From her perch as the director of the Wooden Boat Festival in Port Townsend, Cronkhite had every opportunity to find and fall in love with any manner of boat. But she wasn't looking for a boat. Her boat found her. It is lucky for Cronkhite and, frankly, for her boat *Pax* that they found each other. Cronkhite had

the resources to do the needed repairs to the wooden hull. She also had the sense to treat the 25-foot Danish spidsgatter with the respect it deserved. Her desire to preserve and honor the boat's heritage led her on a personal quest to discover everything she could about how a boat built the 1930s in Denmark found its way to the Pacific Northwest. What she finds is a series of mysteries and forensic dead ends. Undeterred, she uses every clue that comes her way to puzzle together the amazing history of an amazing yacht.

What sets this book apart from the dozens of others I've read on similar themes is the care and craft of the writing. Cronkhite, who holds an advanced degree in writing, tells her story and the story of *Pax* with poetic care. It reads beautifully and pulls us through the story effortlessly.

So little of this book is actually about sailing, which is part of its charm. In less able hands, this story could easily become about the technical aspects of her rebuild or her time on the water as a reborn pleasure yacht. But Cronkhite takes care to make this story about the boat and her history. It is a lovely read.

After reading *Finding Pax*, I found myself wishing there was a genealogy site for boats. When we buy a used boat, I wish it came with all of the ship's logs and stories and photos of its past. Imagine what a yacht built in the 1970s has seen. Not all our boats made their way here from Nazi-occupied Europe like *Pax*, but every boat has a story to tell. *Finding Pax* just may send you looking for the past of your own boat.



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WA Ecology Offers \$183 million for Clean Water Projects

By Randy Woods

In the wake of a 165,000-gallon sewage overflow in early July that temporarily shut down swimming and fishing activities at Seattle's Golden Gardens Park on Puget Sound, the Washington State Department of Ecology issued \$183 million for more than 100 high-priority, clean water projects statewide.

The improvements are part of Ecology's Water Quality Program, which includes \$169

million for new projects and \$14 million to fully fund clean water projects begun in 2018. These projects are a high priority, Ecology said, as they help to create a healthy habitat for endangered salmon and the Southern Resident Killer Whale population.

"Nearly 90% of our state's water quality funding goes to local communities," said Heather Bartlett, manager of Ecology's Water Quality Program. She

added that the projects can involve anything, "from enhancing wastewater treatment systems to designing stormwater gardens to planting trees along rivers."

Most of the funds—\$124 million—will be set aside for 35 wastewater treatment projects, the department said. Nine of these projects are receiving hardship financial assistance because of their potential impact on residential sewer bills. One

such project involves \$2.2 million to make critical repairs to the wastewater treatment facility in the Yakima County community of Buena, while another will use \$4.8 million to treat wastewater in the city of Vader in Lewis County. Roughly \$33 million in grants will cover 38 communities to reduce stormwater pollution, Ecology said, including \$20.5 million for Puget Sound storm runoff recovery projects. The cities benefitting from this plan include Pullman, Bremerton and Tacoma.

In addition, \$21.4 million from the Water Quality Program grant will be used to control pollution from business activities spanning over a widespread area in 15 Washington counties. **BN**

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Past winners of NMEA Awards include companies such as Furuno and Garmin.



NMEA Adds New Award to Expo

By Evin Moore

The National Marine Electronic Association (NMEA) has added a new award category to this year's NMEA/RTCM Conference and Expo in Portsmouth, Virginia. The Best New Product Award will be awarded to the manufacturer that unveils the worthiest new product.

"In an effort to encourage manufacturers to unveil new products for the first time to the world and trade at the NMEA Conference and Expo, NMEA will be awarding a Best New Product Award," said Mark Reedenauer, NMEA President and Executive Director.

Any product that is introduced for the first time at the NMEA Conference is eligible for the award. Because of the sensitivity of product launches, all manufacturers will be required to notify NMEA that they will be entering a product into this category. The winner will be selected by a panel made up of five NMEA members.

"The NMEA membership wants to come to the conference to see new products before the larger fall boat shows begin," added Reedenauer. The NMEA show attracts a smaller and more technical crowd, which gives attendees more face-to-face time with manufacturers, without the crowds common at consumer boat shows. As another bonus, dealers and installers will get some hands-on demonstrations of new products before the fall shows begin.

New standout marine electronics will still be honored with the separate "NMEA Technology Award", which is awarded to the most innovative product that will provide the greatest benefit to boaters. Both awards, along with the NMEA "Product of Excellence Award" categories, will be presented at the NMEA Conference & Expo Awards Banquet on September 19. To submit a product for consideration, visit the submission page at expo.nmea.org before September 5.



Business Notes continues on page 89

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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.

Bikes vs. Boats Tip: Get it in Writing

Dear Editor,

As a veteran of the Westlake Cycle Track saga I read with interest Peter Schrappen's article Bikes Vs. Boats (July 2019 issue, page 60). Based on our community's experience, I have one word of advice for those involved in the Burke Gilman Trail "missing link" situation: get everything in writing.

Although the Westlake Ave N. community was clearly outgunned by the politically connected and well financed cycling lobby, it was given certain assurances by the city. The cycle track would be a low-key facility with inherent speed reducing design features. Assurances were given, based on similar facilities elsewhere, that the expected cyclist speeds would be around 12 mph and that cyclists would be required by law to yield to pedestrians. Anyone who frequents the area knows that none of these turned out to be true.



The city built what is effectively one long straight away with no speed limit. It installed no traffic law signage and no enforcement resources. It simply built it and then walked away, allowing cyclists to ride however they see fit. Repeated requests by the community for proactive management of the facility have fallen on deaf ears. So, as I said, beware of verbal assurances. Get it in writing.

—Richard Schwartz, Seattle

Kudos for Honesty

Northwest Yachting,

Your July (2019) review of the (Beneteau) Swift 47 (*Swift Currents*, page 66) was refreshing as it wasn't an advertising agent's delight, but presented opinions and experiences that a buyer can use. For example, "I'd avoid those following quartering seas as an operator" (page 70).



Well done.

—Gary Wilde, M/V WILDELIFE

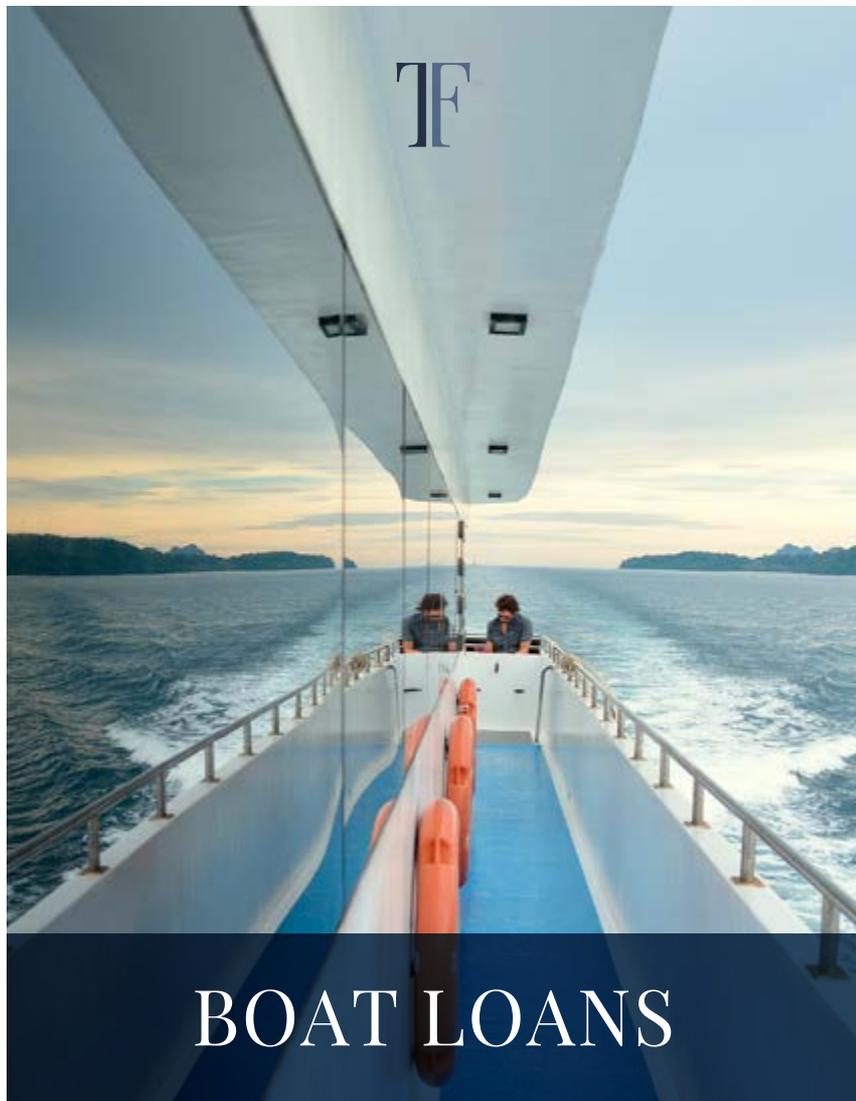
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Northwest Yachting,

Thank you for the gifts to our Jeanneau owners at their rendezvous. Everyone had a great time and we all appreciate your sponsorship!

—Jaenna Rard, Marine Servicenter

NWY: We're glad to hear that you all had such a great time! What's summer without an epic rendezvous? For other marine industry and lifestyle partners (and would-be partners) out there interested in talking sponsorships, we're always keen for a creative meeting. You can reach us at editorial@nwyachting.com.



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Fleming 78

The Pacific Northwest is familiar ground for the Fleming trawler family, which became mainstream partly due to designer Tony Fleming's epic public relation adventures both local and abroad on his own Fleming 65 *Venture*. While his 65-foot model is one of the larger builds of the family, the largest Fleming currently in production is the Fleming 78, an evolution of the now out-of-production Fleming 75.

What defines the 78? Probably the most notable design feature may not be immediately apparent because it is under the waterline—a bulbous bow. The 78 takes a page from the commercial shipping world with this innovative bow, which is deployed on certain vessels to increase speed, range, fuel efficiency, and stability. A proven concept when optimized correctly for a hull's specifics on slower boats over 50 or so feet, the underlying physical concepts are far more complex than simply "breaking the water."

The 101 explanation is that a big wake from a traditional boat represents energy wasted. Think of the traditional wake as

energy that could've been used for forward propulsion. The bulbous bow comes into play by creating a second wake that is the perfect inverse of the first wake, which cancels both wakes in adherence to a physics concept known as the destructive interference of waves. The result is a changed pressure distribution along the hull that reduces wave resistance. Pretty slick! The bulb does increase wetted surface area that also increases drag, but for slower vessels (like Fleming trawlers), the math works out as a net benefit. These are all variables at play to help buttress Fleming's claim that the 78 has 500 nautical miles of increased range over its 75-foot predecessor.

Beyond the bulbous bow, you're getting that same bedrock Fleming aesthetic and experience in a larger package. The 80-ton vessel cruises at a nice 10 knots with the standard twin MAN V12, 1,550-horsepower inboard diesel engines with a maximum speed in the 20-knot range. Standard goodies include twin 32-KW Onan generators, hydraulic steering and stabilizer

systems, bow thruster, and twin Maxwell windlasses.

Accommodations include three staterooms, all with en suite heads with separate crew quarters aft that sets the 78 up well to be a sturdy charter vessel. That the 78 qualifies for the European CE certification for Ocean Class should come as no surprise.

Fleming, a yacht family known for ultimate cruising yachts, calls the 78 the Ultimate Fleming. Need we say more? If interested, you can contact local dealer Chuck Hovey for more information and pricing.

Specs

LOA: 77' 8" • Beam: 21' 5" • Draft: 5'

Displacement: 165,048 lbs.

Tankage (Fuel/Fresh):
3,000 gals./230 gals.

Local Dealer: Chuck Hovey Yachts, (206) 624-1908

Web: chuckhoveyyachts.com



C52 Carver Command Bridge



As boaters, it can be fun to look at new boats and think about what design elements will define the decade. Years from now with that perfect 20/20 hindsight vision, what will boating in this decade look like? When one looks at the new C52 Carver Command Bridge, a mid-sized, ultra-modern luxury motoryacht, so many trends of the age are wrapped into one package that it may just sum up this decade of yachting at a glance. Here is a yacht seeking to be the shiniest at today's marina.

Right off the bat, one sees the near-plumb bow, the bow form that's seemingly won the war of the naval engineers in the many battles for the modern yacht market, thanks to its optimized performance and increased interior space.

The foredeck is built around a sumptuous padded sun lounge, forsaking the working foredeck of old. Further aft, you find the open, but covered, cockpit entertainment area with ready access to a large swim step. The wide open flybridge has a hardtop cover and plenty of comfortable spaces to sip a cocktail and enjoy the ride.

True to modern form, the luxurious open cabin is completely enclosed with huge glass windows. A racecar-style helm is forward, but completely integrated into the massive entertainment-focused salon to the point that the skipper will be relaxing with the rest. Three cabins and two heads are below, including the master suite forward. The C52 is powered by twin Cummins QSC 8.3 inboard diesels that reportedly produce a 20- to 30-knot cruising speed.

The end result of the C52 Carver is a spaceship-looking yacht that seeks to do it all, melding sport boat performance with fully maximized accommodations for a yacht this size. If interested in more information or pricing, you can contact local dealer Alexander Marine USA.

Specs

LOA: 51' 10" • Beam: 15' 8" • Draft: 4' 4"

Displacement: 42,000 lbs.

Tankage (Fuel/Fresh/Black):
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New & Notable Boats



Allures 51.9

What makes a sailboat a no-nonsense, bluewater cruiser? Of course, opinions differ, but one way to start is with a solid aluminum hull, which is hardly a common production sailboat design choice. Among this relatively small family of metal sailboat lines is Allures Yachts of France, which features a brand-new flagship, the Allures 51.9. Part of an evolutionary line that started with the Allures 51 and 52, this third-generation sailboat has the benefit of years of on-water feedback.

Besides the metal, what else makes the Allures 51.9 a go-anywhere, do-anything sailboat candidate? For one, the 51.9 features a centerboard design that can reduce the draft from 9' 7" to 4' 5", making exploring those hidden coves much easier. The twin helms and rudders also add a level of control and redundancy that should be appreciated.

Two conspicuous aluminum arches are also aboard. The forward one keeps the

boom track clear of the cockpit, while the aft arch is a mounting platform for electronics, dinghies, and the like. The twin self-furling foresail plan also seems like a rig meant to make sailing easy and provides some redundancy.

In addition to these hardcore bluewater features, there are a plethora of fun in the sun elements as well: the generous water access integrated into the transom, tons of deck space devoted for lounging, and a lavish interior. Two layouts are offered,

both with three enclosed cabins but with two or three enclosed heads.

Allures Yachts seems to be making a statement with their 51.9, which will probably be on many serious cruisers' shortlists this year. If you want that European cruiser luxury combined with an aluminum hull, it'll be hard to beat. The Allures 51.9 is currently available from local dealer Swiftsure Yachts.

Specs

- LOA: 51' 1" • Beam: 15'
- Draft (centerboard up/down): 4' 5"/9' 7"
- Displacement: 36,800 lbs.
- Tankage (Fuel/Fresh): 185 gals./158.5 gals.
- Local Dealer: Swiftsure Yachts, (206) 378-1110
- Web: swiftsureyachts.com



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



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2020 SUN ODYSSEY 349 #74670: **SAVE \$12,358**



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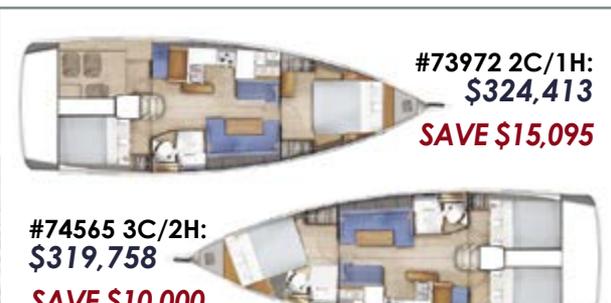
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SAIL LISTINGS

61' C&C '72	Reduced	164,000
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50' JEANNEAU 50 DS '11	Reduced	299,999
49' JEANNEAU 49P '07		349,500
49' JEANNEAU 5049 '05	New Listing	294,500
49' TRANS PAC 49 '86	New Listing	169,000
47' VAGABOND KETCH '83	Reduced \$66K	184,000
46' JEANNEAU 469 '15	New Listing	349,000
45' JEANNEAU 45DS '08	New Listing	254,000
45' JEANNEAU SO 45 '06	New Listing	209,995
44' BRUCE ROBERTS 44 PH '93	Reduced	38,500
44' BRUCE ROBERTS 44 OFFSHORE '80	Reduced	75,000
44' NAUTICAT 44 MS '80	Reduced	185,000
44' SPENCER 44 '73		40,000
43' WAUQUIEZ AMPHITRITE '84		132,500
42' CATALINA MkI '94	SOLD	
41' CHEOY LEE OFFSHORE 41 '80	Reduced	42,000
41' ISLAND PACKET SP CRUISER PH '07	Reduced	299,000
41' ISLAND PACKET SP CRUISER PH '09	Reduced	299,000
41' JEANNEAU VOYAGE 12.5 '89	SOLD	
41' PASSPORT 41 '89	Reduced	149,900
40' BENETEAU 40 '11	New Listing	164,900
40' JEANNEAU 409 '13	Sale Pending	
40' J/40 '90	Reduced	89,500
40' NAUTICAT 40 PH '85	Reduced	139,000
40' SCHUCKER 436 PH '77	Reduced	59,900

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39' JEANNEAU 39i '07	Sale Pending	
38' ISLAND PACKET 380 '00	New Listing	169,500
37' COOPER 37 '81	SOLD	
37' ISLAND PACKET 370 '08	Reduced	229,000
37' TRUANT 37 PH '80	Reduced	39,000
36' CAPE GEORGE PH '73		52,500
36' COLVIN PINKY SCHOONER '03	Reduced	79,000
36' HUNTER '05	SOLD	
36' PEARSON 36 '75	Reduced	19,500
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36' UNION 36 '82	Reduced	59,000
36' SWEDEN 36 '85	Sale Pending	
35' NAUTICAT 35 PH '00	Reduced \$30K	149,500
35' TRIDENT VOYAGER PH '78		59,500
34' COLUMBIA 34 '72	Sale Pending	
34' GAMBLING 34 '74		24,900
34' PACIFIC SEACRAFT 34 '88	SOLD	
33' NAUTICAT 33 MS '85	Reduced	89,900
33' NAUTICAT 33 MS '87/'88	2 SOLD	
32' C&C 99 '03	SOLD	
32' ISLANDER 32 '78	Sale Pending	

31' CATALINA 310 '01	Sale Pending	
30' CATALINA 30 '81	SOLD	
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27' ISLAND PACKET 27 '89	SOLD	
20' LASER SB3 W/TRAILER '08	CLEARANCE!	19,500

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78' LAGOON MOTOR YACHT '20	Inquire	
63' LAGOON MOTOR YACHT '20	Ready Now	2,068,672 €
37' FOUR WINNS Vista 375 '18	SOLD	
35' FOUR WINNS Vista 355 '18	Clearance	349,807
29' FOUR WINNS Horizon 290 '19	SALE - In Stock	225,572
27' FOUR WINNS Vista 275 '18	SOLD	
25' FOUR WINNS Vista 255 '19	SALE - In Stock	139,564

NEW SAIL

51' JEANNEAU YACHT 51 '19	Come See - 4 SOLD!	
49' JEANNEAU 490 '19	SOLD	
49' JEANNEAU 490 '19	SALE - In Stock	499,796
44' JEANNEAU 440 '19	2 SOLD	
44' JEANNEAU 440 '19	SALE - In Stock	189,985
41' JEANNEAU 410 '20	Arriving SOLD	
41' JEANNEAU 410 2C/1H '20	Just Arrived	324,413
41' JEANNEAU 410 3C/2H '20	Just Arrived	319,758
34' JEANNEAU 349 '19/'20	4 Sold	
34' JEANNEAU 349 '20	Arrives October	189,965
32' JEANNEAU SF 3200 '19	Arrived SOLD	
42' ISLAND PACKET 42 MOTOR SAILOR '20	Order from	499,000
38' ISLAND PACKET 349 '19	Just Arrived SOLD	
62' LAGOON 620 '20	Arriving SOLD	
44' LAGOON 46 '20	Arriving SOLD	
40' LAGOON 40 '19	SALE - In Stock	529,854
38' LAGOON 380 '19	Ready Now	439,755



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First Yacht 53

The French yacht building titan Beneteau seems to produce new builds at a blinding pace. Last year was a big one for the company as they renewed their First brand of sport sailboats, including the diminutive and popular First 20. The First family now makes a sharp tack into the bigger yacht world with the First Yacht 53, slated for a September debut at the Cannes Yachting Festival.

The backstory of the design is worth noting, as the direction of the First brand was very much in the air when Beneteau hosted a design competition in late 2016. Of the four competitive projects, the one that would become the First Yacht 53 was chosen, and is a product of design duo Roberto Biscontinini and Lorezno Argento. Biscontinini may be a familiar name for those America's Cup fans out there, as he has been involved with the America's Cup for 30 years. The

resulting design is one that seems to meld the sporty, hotshot legacy of the First family with bigger yacht flair.

While the industry is very much in the sneak peek phase until the debut, there are some features that point to a performance-oriented yacht. The deck is aerodynamically flat, with a low coachroof, and wide, with a broad, open stern like a racer, free of padded sunlounges and the like. Dual racing helms and carbon

fiber rigging add to the regatta-winner feel. There is a proper interior and a tender garage, so while the 53 may be a speedster first, there's some balance with the cruising world at play.

Time will tell how Beneteau's First Yacht 53 makes its mark, but some buzz is warranted. It'll be interesting to see where the First sailboat line goes from here. If interested, you can get more info from local dealer Signature Yacht Sales.

Specs

LOA: 56' 3" • Beam: 16' 5" • Draft: 8' 2"

Displacement: 34,170 lbs.

Tankage (Fuel/Fresh): Not Announced

Local Dealer: Signature Yacht Sales,
(206) 284-9004

Web: signature-yachts.com



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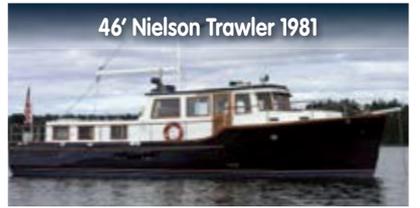
72' McQueen 1977



57' Bayliner 5788 2000



46' Nielson Trawler 1981



40' Ocean Alexander 1983



40' Tollycraft Tri-Cabin Motoryacht 1979



39' Azimut 2000



39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Golden Star Trawler Sundeck 1985



36' Monk 1988



34' CHB 1979



34' PDQ Power Catamaran 2003



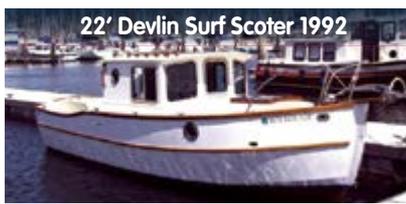
33' Sea Ray 330 2008



26' Cascade Nor'easter Lobster 2002



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



39' CAL 39-II 1980



38' Catalina 380 2000



37.5' Hunter 1990



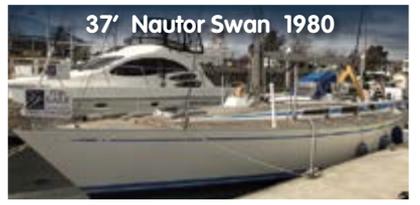
37' Banjer Motorsailer 1970



37' Tayana Cutter 1983



37' Nautor Swan 1980



36' Cascade 1972



34' Ericson 34-2 1990



33' Wauquiez Gladiateur 1983



32' C&C 1980



32' Fuji Ketch 1978



32' Gulf Pilothouse 1988



32' Laurin Koster 1965



31' CAL 1980



31' Cape George Cutter 1981



31' Hunter 1984



20' Pacific Seacraft Flicka 1983



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Nordhavn 41

If asked to blurt out the name of a quintessential motor trawler line, I'd wager a good number of people would say, "Nordhavn!" What eventually led to the creation of Nordhavn was the founding of Pacific Asian Enterprises (PAE) in 1973 by Jim Leishman, Dan Streech, and Joe Meglen in Dana Point, California, as a sailboat company. Part of a wave of West Coast American boat design talents who built their boats in Taiwan, PAE started building the first Nordhavn motor trawlers in 1988. Now a truly multinational company with business connections from the Netherlands to Turkey, the sea salty look and function of Nordhavns are still reminiscent of North Sea fishing trawlers, melding the traditional lines and seakeeping focus with modern luxury.

Nordhavn trawlers continue to be popular and innovative today, and their new Nordhavn 41 (N41) carries the torch onward. At 41', the

fiberglass hulled N41 is a more diminutive build for the brand that currently has both a N120 and N96 line. The size should be perfect for the adventurous couple living the dream, especially when combined with the N41's stringent Category A Ocean CE Certification (the highest seakeeping rating for recreational vessels according to European Union standards).

Accommodations are also geared toward that cruising couple with one- or two-cabin layouts for a more intimate ride. The look is still very much for Nordhavn fans with the stout looking, near-plumb bow, open and uncluttered foredeck, and attack-angled wheelhouse. The bridge above includes a mast for equipment mounting and space for a dinghy with a davit. A sheltered cockpit next to a modest swimstep is aft. The N41 is powered by twin Beta Marine 85 Kubota inboard diesel engines. The designer predicts a top speed of 9.5 knots

with a whopping 8,232-mile range at 6 knots.

All in all, fans of the lion-hearted Nordhavn motor trawlers looking for a 41-foot version should love the N41. Essentially an evolution of the popular N40, a build that still reportedly holds the world record for fastest circumnavigation by a powerboat, the first two N41 hulls have been ordered. To learn more about future availability and pricing, you can contact local dealer Nordhavn Yachts Northwest.

Specs

LOA: 41' 4" • Beam: 13' 11" • Draft: 4' 7"

Displacement: 43,300 lbs.

Tankage (Fuel/Fresh/Black):
900 gals./300 gals./70 gals.

Local Dealer: Nordhavn Yachts Northwest,
(206) 223-3624

Web: nordhvn.com

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Multi-Power Electric Cooler

Eventually the ice in even the best insulated cooler will melt and your drinks will reach that unfortunate state known as room temperature, which at the height of summer can be quite hot. This is where an electric cooler could come in handy, keeping your lunch and drinks at exactly the right temperature. The products from Dometic resemble large coolers with a hermetically sealed refrigerator compressor built in. The coolers in the CFX line are designed to be used in just about any vehicle. They are ultra-low power consuming, built to run

on either AC, DC, or solar power, making them ideal for adventures off the grid.

Built from thermoplastic polymers, their coolers are weather-resistant and fully insulated. A soft touch digital control panel allows users to control exactly what temperature they'd like the interior to be. Energy efficient LED lights click on to allow quick checks of the condition of the food and drinks; and folding handles make the cooler easy to transport. The smallest size in the CFX series can hold 43 cans and reach temperatures as cold as -7°F. Larger

models of the CFX coolers come with dual temperature modes, meaning an insulated separator can be used to divide the cooler into two zones, making it a refrigerator and freezer at the same time. The cooler is equipped with Wi-Fi, meaning users can check the temperature and battery levels remotely once the Dometic app is downloaded. The coolers even have an extra USB port so they can charge small electronics. To step up your cooler game, check out the products from dometic.com. CFX coolers start at about \$1,150.

BBQ All Year Round

Kenyon Frontier Portable Grill

Grilling is synonymous with summer, and no summer gear guide would be complete without a piece of grilling tech. How about a grill that can be used all year round, so your cookouts don't have to end when the season does? The Frontier Portable Grill from Kenyon is an electric grill that can be used outdoors, indoors, or onboard without giving off any smoke or fumes.

The grill can heat to over 500° F in only 6 or 7 minutes. The optional IntelliKEN control panel is made of waterproof ceramic glass and allows users to control the temperature with the touch of a button. There are 16 pre-set heat levels, from 150° F to a maximum of 550° F. There is no gap between the heating element and the grill surface, so even heat is distributed throughout the grill. Drippings are diverted into a

drip tray and never make contact with the heating elements, which prevents smoke. A medical-grade, non-stick surface makes it easy to pull food off the grill and turn it over. Even though it's powered with electricity, the Frontier gives food the classic grill marks of more traditional models. The body of the grill is made of marine-grade stainless steel that is weather resistant and rustproof, measuring in at 21" by 12" and over 7" tall. For easy cleaning, the lid, grill surface, and drip tray are all removable and can even be cleaned in a dishwasher.

Try a new kind of grilling this summer with the Frontier Portable Grill. If interested, head to cookwithkenyon.com. Grills with the optional IntelliKEN controls go for about \$1,300 and without for about \$995.



These Are the Droids You're Looking For

BeerDroid

Every beer aficionado has considered brewing their own beer from time to time, but the complicated set-ups, research, and ingredient hunting can turn a fun idea into a real headache. Or maybe you're someone who has already gotten started with home brewing, but just can't find the time for all the temperature monitoring and equipment cleaning. In either case, the people over at Cooper's Brewery can help you out with their BrewArt products, which includes their automated personal brewer, the BeerDroid.

The BeerDroid brews 10 liters (2.6 gallons) of the beer of your choice in a temperature-controlled chamber. The droid takes advantage of patented EOF (end of fermentation) technology that alerts you when your beer has reached optimal fermentation. When your batch of beer is complete, empty it into the smaller 5-liter storage tanks and keep it secure until it's time to serve.

The brew machine can be controlled and

monitored remotely after you've downloaded the app. Check in on your brew any time of day to make sure it's at the optimal temperature and receive notifications at every milestone in fermentation. The brew droid makes beer using BrewArt's line of pre-packaged ingredients called BrewPrints. The BrewPrints are based off some of the most popular beers out there and come with elements, enhancers, hops, and yeast. The instructions on timing

and temperature are downloaded right to the droid; just add the ingredients and stand back. If you're someone who likes to blaze their own trail, mix and match the BrewPrints ingredients and enhancers to make your own unique flavors. You can even head down to the local brewing supply store and get your own ingredients. If you'd like to dip your toes into home brewing, check out the BeerDroid at brewart.com. Units start at \$499.



- The BeerDroid brews 10 liters of the beer of your choice in a temperature-controlled chamber.
- The droid takes advantage of patented EOF (end of fermentation) technology that alerts you when your beer has reached optimal fermentation.



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Pacific Breeze Easy Up Beach Tent

One of the best parts about exploring on your boat is finding beaches that no one else can reach. Putting down the anchor and spending the afternoon on shore can be very tempting, but hours in the open sun doesn't agree with everyone. A beach tent can protect you from the sun and provide a place to store food and personal items away from the sand. The Easy Up Deluxe Beach Tent from Pacific Breeze is perfect for quick trips to the beach. It weighs in at 6.5 pounds in total, but is large enough to hold four people when assembled. The easy set-up design means that it can be raised by a single person and disassembled just as

smoothly, and a carrying case makes it simple to keep all the parts in one place.

The tent offers sun protection of 50+ UPF and is made from a water-resistant polyester; ocean spray and summer rain showers will roll right off. Five sand pockets are built in to keep belongings high above the floor. Three large windows can be adjusted to let in the preferred amount of sunlight, and the body of the tent itself is breathable, so you'll never get too hot.

If you'd like to see more about beach tents and the other camping gear, check out pacificbreezeproducts.com. Tent starts at \$99.

Short Take

Watch Wherever

The Winegard WAVU Antenna

There are times when you're on the water and you love being disconnected from all the distractions of daily life, free from technology, and able to sit back and just take it all in. And then there are other times when you just want to watch some TV. If you're going to watch some TV, you'll need an antenna. The WAVU W1 Marine Antenna from Winegard can provide boaters with free, HD over-the-air broadcasts within a range over 30 miles.

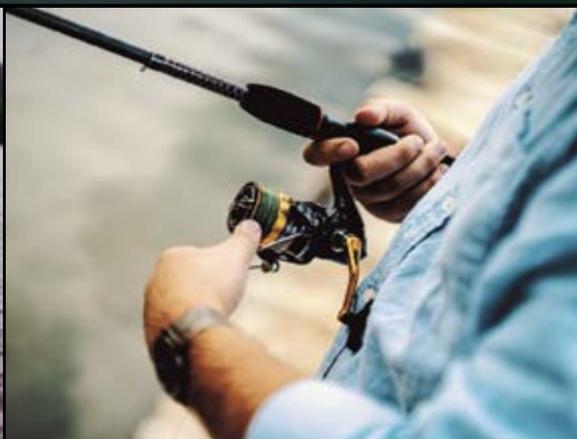
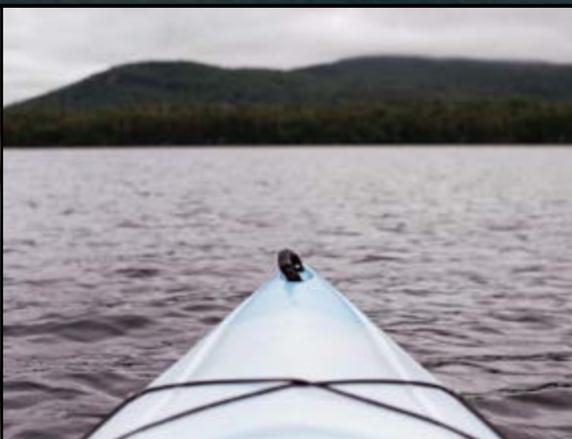
The WAVU antenna is constructed from material that is weatherproof and UV resistant, so it will keep working in any climate you find yourself in. It weighs 2.1 pounds, with a head that measures 15 inches in diameter and a total height of 7.25 inches, including the pedestal base it attaches to. If you're missing the comforts of home, check out the WAVU Antenna W1 on winegard.com. Units start at \$129.



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Fill in the Gaps

Sta-Plug Emergency Plug

Even the most experienced boater can be caught off-guard by a large piece of driftwood or an unmarked rock just below the surface. At times like this, it pays to have something to plug up any hull breaches. The Sta-Plug Emergency Plugs from Forespar are foam plugs that can seal impact breaches in a boat's hull.

The cone-shaped foam construction can conform to the shape of the hole better than traditional wood plugs. A series of ribs around the cone secure it in place and reduce the amount of water that gets through.

Bright orange coloring makes the plug highly visible in an emergency.

The foam does not swell with water and is resistant to mold.

The standard size Sta-Plug is 8" high with a base diameter of 5," although it can be cut with a knife or torn by hand to fit into smaller-sized hull breaches and forced into elongated hull breaches with a tool like a putty knife.



The line of products also includes the Sta-Plug Mini, a plug that measures 4" tall with a diameter of just 2" that can plug holes in the hull up to 1.5" wide and up to 10 feet below the waterline. The plug can be used in temperatures that range from 10° to 275° F.

If you want to add some versatile hull plugs to your emergency kit, twin packs start at \$20. You can order yours or find your local dealer online at forespar.com.

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Check out the latest addition to spinning reels from Penn, with model reel sizes ranging from 2,500 all the way to 10,500.

The Reel Deal

PENN Spinfisher VI

The Spinfisher VI is the sixth iteration in the line of spinning reels from Penn. Its ancestors stretch back to Penn's first line of spinning reels in the early 1960s. Penn hopes the latest addition to the family will build on the strengths of previous generations and introduces a smaller 2,500 size model. Up to this point, the 3,500 had been the smallest

size available, but demand from kayak fishers and those after smaller inland fish led to the development of the 2,500. Sizes of reel now range from the 2,500 all the way to a 10,500 with 50 pounds of maximum drag.

The body of the Spinfisher is sealed watertight so you don't have to worry about salt or grit getting into the gears when you're

hit by a surprise wave or spray down your reel at the end of the day. The reels are all-metal and the gears are constructed with brass or aluminum, depending on the size. Even though the reel is sealed, it is easy to access the

inner workings for occasional repair and maintenance. Penn states that an angler will get about 100 miles of casting from the Spinfisher before the reel is worn out. A line capacity ring allows you to see at a glance when you're battling a fish and how much line is left; the spool is marked out in 1/3, 2/3, and full line rings. If



you're looking for a new spinning reel, checkout the latest in a long line at pennfishing.com. Models start at \$139.



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28' Herreshoff Cat-ketch, '83, recent full int/ext. refinishing. An unusual boat in the NW

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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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AFTCO Barracuda Geo Cool Shirt

Conditions don't get much sunnier than an open fishing boat at the peak of summer, and the best sun protection will always be long pants and long sleeves that won't lose effectiveness throughout the day, which even the best sunscreen do. The Barracuda Geo Cool shirt from AFTCO provides wearers with UPF50+ sun protection and comes in two versions; a standard long sleeve and a long sleeve with added hood and mask to protect the neck, head, and face.

Lightweight, mineral-infused fabric moves heat and moisture away from the body and vents in the side release body heat, keeping wearers cool all day. The fabric is also resistant to stains from fish blood, guts, and dirt, and receives an anti-microbial treatment to reduce odors.

AFTCO is committed to sustainable environmental practices so that fishing can be enjoyed by generations of future anglers. The Barracuda shirt has been manufactured with Bluesign

approval, meaning the shirts are made in textile factories that follow a system of environmental best practices, like sustainably produced components and dyes.

If your fishing warbrobe could use an upgrade, or if you just want a little more sun protection, check out the shirts at aftco.com. Shirts start at approximately \$70.



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Zannaki Pill Organizer

Just because you're having fun out on the water doesn't mean the daily necessities get pushed to the side; any medication you're prescribed is a must, no matter where you are. The weekly pill organizer from Zannaki is a light, compact carrying case for medication perfect for extended adventures away from home. It's made from a composite material utilizing environment friendly grain fiber. This material is free of plasticizer, heavy metals, and BPA.

Pill compartments are stacked on top of each other and can be easily pulled open when medication is needed, making it easy to

use for those with arthritis. The pill organizer is covered in twist-on case that is water-resistant with an organic silicone ring in the center.

The case will keep your medication from spilling if the pill organizer is dropped on the ground or jostled in a traveling bag. The seven round compartments have a 1.5" diameter and a depth of 0.5" and can hold from about 60 mini-pills to 5 large fish-oil size pills. If you'd like to know your medication is right

at hand when you need it, check out the Zannaki Pill Organizer on amazon.com. Organizers start at \$15.



Short Take

Swiss-Army Boat

Burnewiin Gunwhale Mount

Living and having fun on a boat means taking advantage of every possible square inch to store or mount your gear. More than just a rod holder, the GM650 Gunwhale Mounts from Burnewiin can hold a variety of accessories for your day on the water. Besides fishing rods, the GM650 holds fender cleats, fishing knives, bait tables, downriggers, BBQs and pot pullers.

The mount is made from 316 stainless steel and is designed to be flush with the boat's gunwhale. Burnewiin also makes a line of adapters for the products of other manufacturers, further increasing the amount of accessories that will fit the GM650. A locking mechanism in the mount holds attachments in place, even in rough water. If you'd like to mix and match the equipment you have ready at arm's reach, check out the GM650 Gunwhale Mounts from Burnewiin at burnewinn.com. Mounts start at \$165.



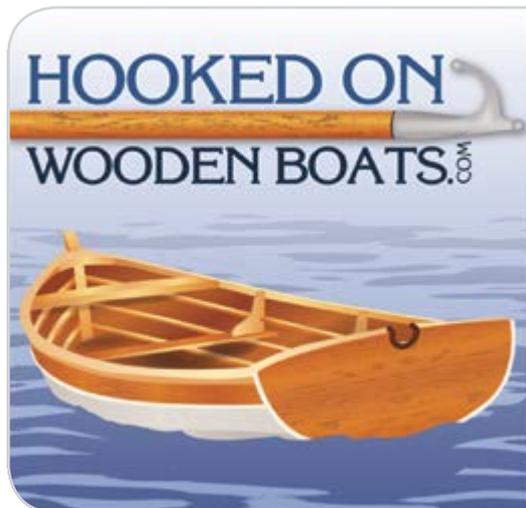
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Podcast Preview // *Hooked on Wooden Boats*

Hosted by a Pacific Northwest local, the Hooked on Wooden Boats Podcast is a “podcast celebrating the art, craft, history, and tradition of wooden boats.” Each episode features an interview with a figure of the Northwest wooden boat and sailing scene. Interviews include a wide variety of guests, like the director of the Northwest Maritime Center, sailors who live on or own historic wood boats, winners of the R2AK and Seventy48, and an interview with Dick Wagner, the founder of the Center for Wooden Boats.

The host, Dan Mattson, is a lifelong boater who grew up on the Columbia River in his family’s assortment of wood Chris Craft, Richardson, and Tollycraft boats. He took up building his own wood sailboats and kayaks in his free time and started his own podcast on the topic in 2011. Check out the full list of episodes on hookedonwoodboats.com.

App: Highball

Free for iOS



Sharing stories over a couple of drinks goes hand in hand with boating. And when you’ve run out of good nautical stories to tell, why not share cocktail recipes instead! The Highball app from Studio Neat is a recipe sharing app devoted to cocktails; jot down your favorites and share with just your friends or share on social media. Recipes are displayed in “drink recipe card” format with bold, clear fonts, enticing color palette, and simple illustrated images. Some starter recipes come pre-loaded on the app, but you can start adding your own immediately.

Navigating the menus is intuitive, just push “Create New Drink” to add your own or download new recipes from the Library. Whenever you make a recipe, it is saved as an image and can be shared through Twitter, Facebook, or messaging apps. What are you waiting for? Download the Highball app, create a new cocktail, and start sharing it! Highball is free for iOS 11 or later.

App: PredictWind

Free for Android and iOS



The PredictWind App is perfect for sailors who want to catch the optimal amount of wind the next time they’re on the water. The app takes advantage of proprietary marine weather forecasts models and data from 20,000 weather stations from around the world to deliver accurate wind predictions. More than just wind, the app can provide information on swell, rain, wind, air and water temperature, and cloud cover, all presented in table, map, and graph views.

All this data is presented in high-definition displays. With in-app purchases, users can unlock features like Weather Routing, which highlights the fastest route between two points using wind data, or the Departure Planner, which offers the best times to take off. There are two versions of the app, one known as PredictWind which is meant for inshore and coastal sailing, and PredictWind Offshore which is meant for use offshore. If you’re interested in adding another tool to your sailing gear, check out the PredictWind App, free with in-app purchases for Android and iOS 9.3 or later.

App: First Aid

Free for iOS and Android



You never know when an emergency situation can spring up, and being out on the water can make any situation dire, as emergency services are much harder to reach. Self-reliance is a must on the water, at least until you get back to shore. A good first aid app could make all the difference in a stressful situation. The First Aid app from the American Red Cross comes loaded with information on how to treat injuries, emergencies, and illnesses. The instructions are clear and step-by-step, making them easy to follow in any circumstance.

Learn how to perform CPR, treat cuts, burns, bleeding, choking, head injuries, heart problems, and many illnesses. User of the app can watch videos explaining techniques and procedures to master skills and then take a quiz to put that knowledge to the test. Tips for how to handle severe weather like hurricanes, tornados, earthquakes, and many other disaster events are covered. If you want a little more piece of mind, check out the First Aid app, free for Android and iOS 11 or later.

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Boating with Missy

By Melissa Gervais

How To Be Invited Back Onto the Boat



I often say that my boat, a 34-foot Bayliner, sleeps six but holds two. I know how fortunate I am to be able to visit places that you just can't get to by car, and I want to share these experiences with my friends. However, the boat can get very small with additional guests and sometimes the close quarters do not bring out the best in people. Posting a list of rules didn't seem very inviting, so I thought I would share some of my keeping-it-real observations. Feel free to share them with your potential guests.

First up, do you remember the 80's band 'Til Tuesday? Well, it is true. Voices carry. It's scientific. The water cools the air above its surface and this slows the sound waves, which cause noise to be amplified. Add a few libations with a loud stereo, and you are instantly a bad neighbor. Instead of using the main stereo with numerous speakers, try using a small Bluetooth speaker and place it on the table where everyone can hear, but the volume is low. As the day wears on, be aware that you may be laughing louder and louder at the same joke. There is an unwritten rule that the generators don't start until 0900 hours and everyone should be inside or quiet by 2200 hours. Respect the serenity.

Also, respect the freshwater. I often remember a certain sister, who shall remain nameless, running the water while she cleaned a bucket of strawberries. Pausing every now and then to chat or sip her wine, the water kept running. At the same time, her sister was running the water on the back deck waiting for it to get cold. News flash: the water supply on a boat is finite and will not get cold. If you are a guest, use the shower saver, bring a reusable water bottle and use it to brush your teeth. Rinse plates or pots in a bucket of saltwater before washing them in the sink. Most boats have two small galley sinks, so wash in bulk and rinse in bulk. Seriously, we can hear the pump from 1,000 paces.

Then there is the business of business. Why do boaters refer to the toilet as the head? In the days before power boating, there was only the wind. A sailing ship cannot travel directly

into the wind, which meant that the bow or head of the boat was always downwind, thereby providing instant odor elimination. The technology has come a long way, but the name stayed. The key thing to remember is that nothing should go in a marine toilet except human waste and a few squares of highly dissolvable toilet paper. Absolutely nothing else. When the toilet is flushed, either manually or automatically, a macerator liquifies the waste, however, it doesn't take very much to cause this delicate flower of engineering to become stuck. Obviously, this affects the entire crew.

A few other notes. Don't stand in the doorway. Don't leave the fridge door open. In the words of journalist Mary Schmich, "wear sunscreen." Learn the difference between port and starboard. I was told that if you drink all the port red wine, you will have none left. Port is red and refers to the left-hand side of the boat. Starboard is green and refers to the right. Not a lot of people smoke anymore, but if you feel you must, remember that you are sitting on a few hundred gallons of gasoline. Ask first. If you think you might just sneak ashore and light up, double don't. It is fire season and most islands have no firefighting resources.

If you are going for a few days, ask if you can bring some food. It is usually easier for the hostess to do all the shopping at once, so offer to bring an appetizer like a meat and cheese platter. Most boats have an endless supply of alcohol, but be polite and bring something. The general rule is to bring twice as much as you can drink. Boating is a communal affair and, instead of walking back to their own boat, boaters will drink your open, chilled bubbles. Offer to bring a jug of bottled water, staying hydrated makes us smile. And the perfect hostess gift? A simple bag of ice.

Don't bring a lot of packaging with you. Excessive wrapping paper, "disposable" containers and plastic water bottles take up room. A huge box of Fruit Loops for an overnight trip is not a good idea. There is no garbage collection on the water, what you take in is what you take out. The ocean is not a dumping ground, and nothing should be thrown in the water! Also, if you see garbage floating in the water, pick it up. If you are only on board for a few days and are getting dropped off at a marina, offer to take a bag of garbage. A group hug will ensue.

The only thing better than a good friend is a good friend with a boat. The chances of being invited a second time are directly related to your behavior the first. The captain is responsible for your safety, so listen to her. She also chooses the music, so be prepared to live with that. **NWY**

Boats like Missy's Bayliner have limited space, and bad guests get in the way - fast. Good ones become de facto members of the crew!



Missy grew up boating with her family in the Gulf Islands. She works for a yacht services company based in Vancouver, B.C. and boats most weekends from April to October. A self-proclaimed weekend warrior, she enjoys blogging about everything cool for women who boat at missygoesboating.com.



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Hotwire

By Jeff Cote

Nautical Networking: NMEA 0183 & 2000

B Back in 1957, the National Marine Electronics Association (NMEA) was formed by a group of electronics dealers who wanted to develop their relationship with the electronics manufacturers. As technology started to take off in the marine industry, the association realized that there must be some way for equipment from different manufacturers to share information. In 1980, the first NMEA 0180 standard was created and then updated in 1983 to NMEA 0183.

The NMEA 0183 protocol defined how electronic signals were transmitted along a serial data bus. Each bus could have many “listening” devices but only one “talking” device. This is the most prevalent network we see on boats built before the early 2000s, however, most boaters never really realized the full benefits of interconnecting many electronic devices onboard.

In most NMEA 0183 installations, the system was used to connect a VHF radio to a chartplotter for GPS coordinates or to integrate an autopilot with a chartplotter to see heading waypoints and routing information.

For the average boater, NMEA 0183 was not plug and play or straightforward to install. If you have NMEA 0183 devices onboard and want to interconnect them, the best approach is to sketch a diagram and label each device and associated purpose (talker or listener) along

with the corresponding wire color. A NMEA 0183 serial network shares basic information well and, if you have it installed on your boat, there is no need to remove it and start over.

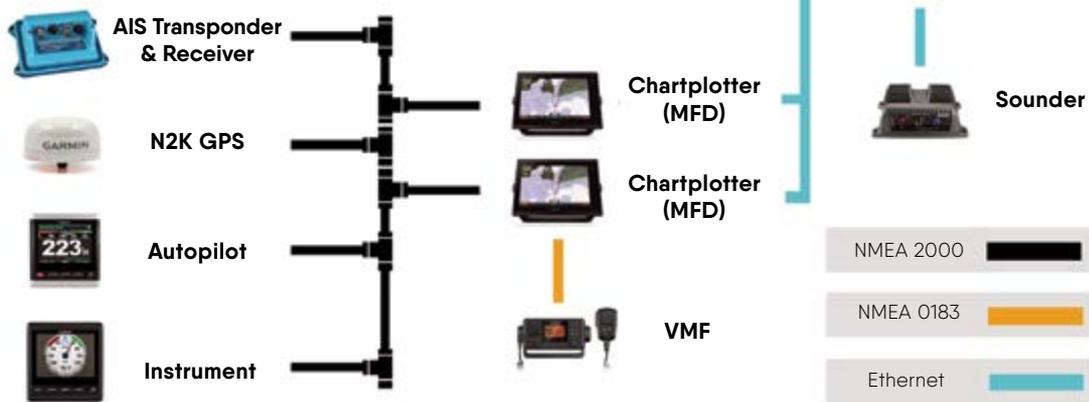
With the increased need to share data across more and more devices, the newer NMEA 2000 standard was developed to allow any device to talk to any device. NMEA 2000 is closer to “plug and play” ready, scalable, and much easier to install.

Unlike NMEA 0183 which uses a serial connection, NMEA 2000 uses a Controller Area Network (CAN bus) which basically serves as a central nervous system enabling all parts of your boat to communicate. NMEA 2000, also known as N2K, replaces all the NMEA 0183 wiring and interconnections with one single cable backbone and allows for multiple, simultaneous talkers and listeners. This protocol was developed by Bosch and is the standard in most vehicles, industrial machinery, ships, and planes.

The data that can be shared over NMEA 2000 is nearly endless. If there is a N2K sensor, it can be shared. Everything from wind speed, barometric pressure, GPS position, AIS targets, fuel flow sensors, smoke detectors, engine integration, bilge levels, you name it. Manufacturers have even created devices that convert NMEA 0183 to NMEA 2000 and vice versa to share info across both NMEA networks.

The NMEA continues to focus on “educating the public in the safe and proper use of marine electronics and strengthening the association’s presence in the marine electronics industry.” They hold regular meetings, training conferences, and have an informative website at nmea.org. They also publish a magazine called the *Marine Electronics*, the *Official Journal of the NMEA*, which is a great resource for new product reviews and technology updates. **NWY**

Making Sense of Networking Organization



Getting all of the systems on a boat to “talk” to each other can be tricky. This figure is meant to make things a little easier. Three primary networking forces at play are NMEA 0183, NMEA 2000, and Ethernet. When connected properly, all systems are united to optimize the boating experience.



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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Racing with Tom Rutten

Behold, the summertime sailing glory of the Rutten Race. Officially the Tom Rutten Memorial Race, the popular Regatta is the last event of the casual Downtown Sailing Series out of Elliott Bay Marina in Seattle. The series is held Thursday afternoons during the summer and is always followed up by food, live music, and fun afterwards.

Tom Rutten passed after a prolonged illness in 2008. He was one of the co-founders and organizers of the Downtown Sailing Series and a well-known salesman for *Northwest Yachting* magazine. It is for Tom, and all go-getter sailors like him, that *Northwest Yachting* sponsors the event every year. The Rutten Race is on August 15 this year, don't miss it!

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Kevin's Catch

By Kevin Klein



Tuggin' on Tuna and Slammin' Salmon!



We are in the middle of the dry season, but out on the water, it will be wet and wild angling through August. There's a lot going on this month, so let's jump right to the top of the fish list with some albacore info.

That's right, it's tuna time!

Charlie the Tuna and all his long-finned albacore buddies will be putting on a show this month. If you've never ran off the coast for tuna, the absolute best way to learn is to book a trip on one of the fast cruising, "six-pack" charter boats. From trolling to jigs, swimbaits, and best live bait stops, these smaller boats will give you the exact experience of piloting your own boat for albacore. Plus, these captains are experts who are on the water daily. Learning from the pros will not only be invaluable for knowing how to catch fish, but also how to set up your boat when you decided to take the leap into tuna town.

If you've participated in the albacore fishery before, you know how fun it can be. These fish pull hard and fast. The first time I grabbed a rod on the troll with a tuna on the other end, it just about yanked the rod out of my hands. Be forewarned, those runs with a screaming reel and a disappearing line can be very addictive.

For those wanting to test their ship and crew in some friendly competition, the Washington Tuna Classic will take place in Westport August 9 and 10. Go to mission-outdoors.org for more info. The Oregon Tuna Classic out of Garibaldi will take place August 23 and 24. Check it out at oregontunaclassic.org. Both events provide support to great causes.

Chinook salmon are one of the highlights of August in the Northwest. Whether it's Northern California, Oregon, the rollin' Columbia river, or rockin' on through Washington to British Columbia and Alaska, the kings are amassing into the silver horde. These heavyweight champions of the salmon world fight a good fight and are a winner for dinner. Hanging a big bad Tyee king is the crown of Northwest angling. We've covered fishing methods for salmon many times in these pages, so now's the time to put all that knowledge from attending King College to work. It's very rewarding to experience Chinook success yourself.

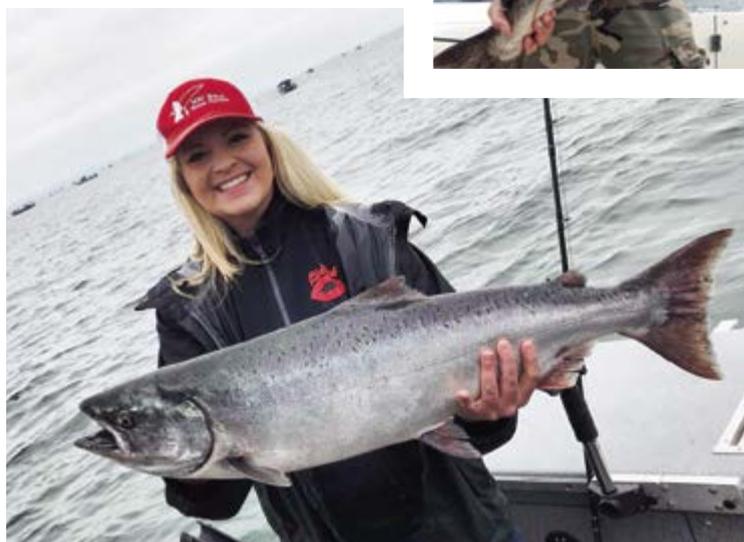
It's an odd year and I don't mean strange. That means pink salmon will return to the area. Pinks are caught when trolling for Chinook and coho, but are also caught while casting from a boat. Lead lures such as the Buzz Bomb are murder on these fish. Cast them out and jig them slightly while reeling back in. While they may not be the best table fair, pinks are fun to catch and usually plentiful. There may be some sockeye around in different fisheries, too. Now we're talking some good eats, just don't put whatever method of heat you're using to the red salmon too long. They tend to dry out quickly if overcooked.

Coho salmon will make their appearance this month. Not the wiliest adversary in the saltchuck, these silver rockets will hit just about anything and do it with wild abandon. Not much is as much fun as some good-sized coho on a hot bite. With all these different salmon species around in August, it's a good time to make sure you know how to tell the difference between them. Chinook vs. chum, sockeye vs. pink...it's not always as easy as it looks. Also, different areas are closed to retention of some species, or have different bag limits. One of the readily available laminated salmon species cards are a good thing to pick up next time you're in the tackle

Continued on Page 86

Right: Erol Turancioli caught this nice August king while downrigger trolling in 2018. Looks like fillets for days!

Below: Michelle Johnson whacked this Columbia river Chinook amongst the masses at the Buoy 10 fishery.



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

Why Write about Boating Politics?

Greetings from the customs office at Poet's Cove, British Columbia! My family just waited an hour to check into Canada before rolling into Port Browning. As my father-in-law just yelled to all whom would listen, "Timing is everything!" Now that fun can once again be the focus of our family trip and we can forget about how many apples to claim, it seems like as good of a time as any to reflect on why *Northwest Yachting* includes a column that covers politics and boating.

Once again, I'll look to timing to inform this piece. Leaving Garrison Bay for Pender gave me time to finish the Robert Caro's excellent mini-memoir *Working*. This author has spent thirty plus years writing about LBJ (*The Years of Lyndon Johnson*) and seven more years on New York urban planner Robert Moses (*The Power Broker*).

On page one, Caro shares what drove him to write about the subjects he did: "From the very start, I thought of writing biographies as a means of illuminating the times of the men I was writing about and the great forces that molded those times – particularly the force that is political power. Why political power? Because political power shapes all of our lives. It shapes your life in little ways that you might not even think about."

Those simple yet elegant last two sentences got me thinking. What is about "political power" and "all of our lives" that comes together at the intersection of boating and politics? Yes, I'm biased on this one, but the two cannot be separated.

Let's count the ways. It was boaters, through a citizens' initiative, that founded Washington's Recreation and Conservation Office. This agency invests about \$17 million every year in boating projects around the state. That's political power. It's a straightforward grant process open to municipalities and state agencies, another layer of political power that shapes everyday boating. Cities that do not prioritize boating do not apply for these grants.

This money is funded by gas taxes that boaters are eligible to collect but typically do not each year. What better example of politics than taxes and where those taxes ultimately end up? As you know, wars are fought on this very subject (Happy belated 4th of July!).

If there's one thing that's certain, it's that our government likes to tax gasoline. Not including the cost of crude oil, taxes are the single highest factor in determining how much Americans pay at the pump. Boaters are no exception. We pay a lot in gas taxes. The federal government adds 18.4 cents on every gallon. On top of that, Washington levies 49.4 cents/gallon (coming in third in the country for most taxes on gas). Because boaters are using the water and not roads, Washington diverts one percent of annual gas sales to the aforementioned RCO "Boating Facilities Program."

We are just getting warmed up here. Here's a back-of-the-napkin list of "little ways" that are affected by political power:

1. Like mooring buoys? Those are often placed and repaired based on political power. (The shellfish industry doesn't like them over their beds for example.)
2. Tired of derelict vessels crowding out boaters and sinking to the bottom, which hurt salmon habitat? Even though boaters voluntarily tax themselves to fund this program (\$3/registration), there aren't enough funds for the Department of Natural Resources to remove all the derelict vessels.
3. Taking a boat to and from Montana? Expect to get stopped and checked because of political power.
4. There are not enough launch ramps between Seattle and Tacoma. That's political power.
5. The Missing Link part of the Burke-Gillman Trail that "Councilmember O'Brien tried to ram through the working waterfront." (Joel Connelly, "What's wrong if businesses get involved in Seattle City Council races?" Seattle P-I, June 16, 2019)
6. Your dock and marina are in bad shape? Everyone knows they need to get repaired. The repairs are slow and/or non-existent. It's not necessarily because of an absentee landlord. More than likely, the permits and improvements are tied up with the Army Corps of Engineers and the National Marine Fisheries Service. All power, all political, all tied to the nexus of politics, boating and the Endangered Species Act and competing interests.
7. Frustrated that your boat repairs take too long or are too expensive? Look no further than your state capitol and their disregard of funding for curriculum that bolsters the trades (until recently, thank you Rep. Gael Tarleton and friends).
8. Fishing, shrimping, crabbing? Political decisions set those calendars.
9. You want to get a new boat and trade in your old one? You only pay sales tax on the difference, thanks to the lobbying many years ago to keep more money in your pockets and keeping you from getting taxed twice (first at the original purchase, second when you trade up).

The list could go on and on, which is the point. There's an old podcast called *It's all Politics*. To that, I say of course, it is and always has been. On a parallel track, once in a while, I'll come across the rant that baseball players should stay out of politics and focus on baseball. Like boating, professional sports would not exist without politics. I say, let's embrace the fact politics and billion-dollar sectors like boating have always intertwined on that same rope, err, line. **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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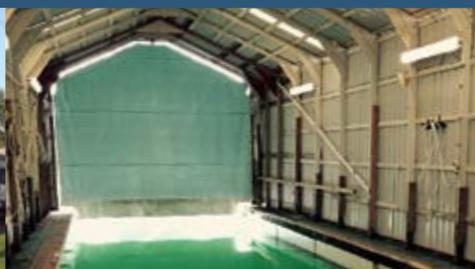
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Galley Gourmet

By Bill Shaw

Roche Harbor's Finest

R

Roche Harbor kitchens are cruising full speed ahead into August with a wedding nearly every day and a full marina, with more boats at anchor waiting to get in. Farmers have their haymaking season, and this is our time "to make hay." The resort is working at full capacity to welcome our guests and exceed their expectations. McMillin's Dining Room opened on June 25, just in time for the Canada Day Independence Day weekend, with a new kitchen and a stylishly remodeled dining room.

The new menu is a celebration of guests' favorites; Potato Crusted Weathervane Scallops, Maytag Blue Cheese Salad, Dungeness Crab & Artichoke Dip, Asiago Crusted Petrale Sole, and of course, our slow-roasted Prime Rib. For dessert, there is Yellow Brick Road Black Berry Cobbler. Also on the menu are many new items that I want to share with all of you this August.

The first is a Northwest classic, wild Alaska Chinook salmon roasted on cedar plank. The aromatic roasted cedar combined with the rich flavor of the wild salmon and accompanied by

roasted heirloom cherry tomatoes and herbed fingerling potatoes is a dish that celebrates the bounty of the Northwest.

Next is our new summer baby spinach salad. This delicious side includes spinach from our farm, strawberries, goat cheese, avocado, pecans, and our poppy seed dressing.

Last but not least is the Oysters Roosevelt, a homage to the late president's alleged visit to Roche Harbor. The freshly shucked oysters come from our neighbor Westcott Bay Shellfish Company and filled with a cream mixture of spinach, bacon, mushrooms, and aged white cheddar cheese, then topped with a mushroom and parmesan crumble, and baked golden brown.

I want to thank all our readers that have introduced themselves to me this summer as I move from kitchen to kitchen throughout the day. Your thoughts and comments are inspiring.



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



Chef's Note: Curing salmon with a dry salt and sugar brine over a few hours adds flavor to the interior of the salmon and creates a salty exterior crust that seals in the natural juices.

Cedar Plank Knowledge: If you can purchase a cedar plank from the web or a gourmet kitchen store, follow the instructions given and disregard the following:

"Cleaning: Planks should be cleaned manually and never be placed in the dishwasher. After use, quickly rinse off with hot water to remove any debris. Wash planks with warm, soapy water and rinse with cold water. Set on edge and allow to dry completely."

Cedar Plank Roasted Salmon

Serves 6 entrees

3 lbs. fresh wild salmon (Chinook, coho, or sockeye) with skin on, and pin bones removed

1 Tablespoon sweet Spanish paprika

2 teaspoons lemon pepper

1 teaspoon garlic powder

1 teaspoon onion powder

1 teaspoon dry Tarragon

1 teaspoon dry Basil

1 Tablespoon sea salt

2 teaspoons brown sugar

½ cup extra virgin olive oil

¼ cup white wine

2 Tablespoon fresh lemon juice

1 Tablespoon fresh garlic, minced

2 Tablespoons fresh parsley, finely chopped

15" x 8" x 1½" Cedar Plank

(Use cedar plank cut from natural cedars from your local lumber yard. Use only untreated cedar lumber.)

Directions: Inspect each salmon filet and remove any pin bones and rib bones. Leaving the skin on the filet adds flavor and healthy omega 3 oils. Cut the salmon filets into long strips from the top of the filet to the belly.

In a small bowl, combine paprika, lemon pepper, garlic powder, onion powder, tarragon, basil, salt, and brown sugar. Sprinkle 2 teaspoons of the seasoning blend over each strip. Place the seasoned salmon unwrapped in the refrigerator and allow to cure for up to 4 hours.

In a small bowl, combine olive oil, white wine, lemon juice, garlic, and parsley. Reserve for basting salmon after cooking.

Preheat oven to 350° F. Place seasoned and cured salmon on cedar plank with a 1-2" gap between each steak. Bake for 10 to 12 minutes or until the internal temperature of the salmon strips are 125°. Remove from oven and baste with olive oil mixture.

Options: Add parboiled potatoes or fresh vegetables on the plank with the salmon for a cedar plank meal.



Oysters Roosevelt

Serves 6 as an appetizer

In honor of President Theodore Roosevelt's anticipated visit to Roche Harbor on July 13, 1906, McMillin's kitchen staff prepared a banquet featuring a bounty of Northwest seafood with roasted oysters as a starter course. While the original recipe has been lost, I have recreated a roasted oyster recipe inspired by the visit of an American icon and the Roche Harbor chefs before me.

- | | |
|--|--|
| 2 dozen medium oysters, freshly shucked (3-4 inches in length) | 1 Tablespoon white cheddar, grated |
| 1 Tablespoon unsalted butter | ½ teaspoon kosher salt |
| 2 strips bacon, finely chopped | ½ teaspoon black pepper, ground |
| 1 Tablespoon white onion, finely chopped | 2 drops Tabasco sauce |
| 2 Tablespoons mushroom, finely chopped | 1 Tablespoon pernod (anise liqueur) |
| 1 Tablespoon celery, finely chopped | ½ cup bread crumbs |
| ½ teaspoon fresh garlic, minced | ½ cup mushrooms, finely chopped |
| 1 Tablespoon all-purpose flour | 1 Tablespoon Parmesan, grated |
| ½ cup cream | 1 Tablespoon fresh parsley, finely chopped |
| ¼ cup, spinach, stems removed, chopped ½" | ½ teaspoon fresh thyme leaves |
| 2 Tablespoons Parmesan, grated | ½ teaspoon fresh rosemary, finely chopped |
| | 2 Tablespoons butter, melted |

Directions: Preheat oven to 400°. Use the convection feature if your oven is equipped.

Shuck each oyster and discard the flat topside of shell. Keep the oyster upright and do not allow any of the oyster nectar to escape from the cup of the shell. Using the oyster knife, slide the blade under the oyster and separate the muscle from the bottom cup of shell, then flip the oyster over to ensure that the muscle is separated. Spread rock salt over the baking sheet to rest the oysters on in the upright position.

In a sauté pan over medium heat, melt butter, then add bacon. Cook bacon until half of the fat is rendered. Add onion, mushrooms, celery, and garlic, then sauté for 1 minute. Sprinkle flour over the bacon mixture, then stir and cook for another minute. Add cream and continue cooking until the mixture thickens.

Add spinach and remove from heat. Add Parmesan and cheddar, then stir to combine.

Season with salt, pepper, Tabasco, and Pernod, then stir to combine.

Combine breadcrumbs, mushrooms, Parmesan, parsley, thyme, rosemary, salt, and pepper in a small bowl. Melt butter and add to breadcrumb mixture. Stir with a fork to create a crumbly mixture.

Top each oyster with 1 to 2 tablespoons of the cream sauce, followed by one tablespoon of the breadcrumb mixture. Place stuffed oysters on a foil-lined baking sheet and bake for 10 to 12 minutes until golden brown and cream begins to bubble. Serve immediately with cold beer.

Chef's Notes: This recipe is a montage of all the great oyster recipes I have enjoyed over the years; but in particular, it's inspired by the famed Oysters Rockefeller, so rich it was named for the famed oil tycoon John D. Rockefeller, and was first served in 1889 at Antoine's in New Orleans.

Antoine's has not changed the recipe since that time, and while the recipe is a guarded secret, after I ate several on a chef's trip to the Big Easy, I deduced the ingredients. It is basically an oyster on the half shell, topped with finely chopped parsley, chives, and a green onion cream sauce flavored with Pernod, an anise-flavored liqueur.

The oyster is topped with bread crumbs, then oven baked or broiled to golden-brown, bubbling goodness. Antoine's offers a variety of other baked oysters on the menu that are equally amazing.

Spinach Salad with Poppy Seed Dressing

Serves 6 small starter salads

- | | |
|---|---|
| 12 ounces fresh baby spinach, cleaned and stems removed | 2 each avocados, cut into bite size pieces |
| 1 cup poppy seed dressing (recipe follows) | 6 ounces goat cheese crumbles (can substitute feta) |
| 1 cup strawberries, washed and cut into quarters lengthwise | ½ cup pecans, toasted whole |

Dressing

- | | |
|--------------------------------|----------------------------------|
| ¼ cup granulated sugar | 1 Tablespoon white onion, grated |
| 1 teaspoon dry mustard, yellow | 1 Tablespoon poppy seeds |
| 1/3 cup white wine vinegar | ½ teaspoon kosher salt |

Directions: For dressing, add sugar, mustard, vinegar, and onion in a blender and puree for 30 seconds on high. While the blender is running, slowly drizzle oil in a steady stream until the dressing become thick. Add poppy seeds and season to taste with salt.

Sort through the spinach and remove any stems or unwanted leaves, then wash in cold water. Dry leaves with paper towels.

In large bowl, combine spinach, strawberries, avocado, and half of the goat cheese crumbles. Pour the dressing over the spinach mixture, then toss gently until the leaves are thoroughly coated.

Mound the dressed spinach in the center of a chilled platter, keeping the spinach light and fluffy. Garnish with goat cheese crumbles and toasted pecans over the top of salad



KENAI

KINGDOM

WORDS & PHOTOS: NORRIS COMER



There's only one way to really experience the Kenai Peninsula: Expedition Style.

Above: The aluminum-hulled *Sea Star* navigates the ice field near Northwestern Glacier of Kenai Fjords National Park.

A A lone man walked into a Texas office building with two roses and a gun. Allegedly, he greeted the secretary with swarthy good old boy charm and offered her the first rose. Probably flattered by his gentlemanly rancher demeanor, she let him pass to the office of an oil tycoon who was working at his desk and perhaps daydreaming of his new yacht *Aquarius* that he acquired from a Pacific Northwest boatyard owner. The yacht was covered and waiting for him on the shores of Lake Union, and the tycoon was likely

fixing to take cues from John Wayne with plans of cruising Puget Sound and beyond.

The lone man tossed the second rose on the desk, causing the tycoon to stir from his thoughts and stare at the flower. The lone man drew his gun on his target's exposed head. Before he could pull the trigger in revenge for a land dispute, the victim glanced up. The upward glance spared his life, but he still took a bullet to the face, ending his active yachting hobby and ultimately leading to the sale of *Aquarius*. The yacht would remain covered and an



Pacific Expeditions (NPE) expedition-style trip of a lifetime.

HOMER TO SEWARD

This particular seven-day, expedition-style trip explores the waters of the Kenai Peninsula between Homer and Seward, Alaska, aboard the 85-foot aluminum hulled *Sea Star*, the charter vessel of NPE. I was invited along, and there were several reasons I was eager to hop aboard.

Prominently, the cast of characters was bound to be interesting. Proudly touting themselves as the “new kids,” NPE was founded in 2016 with summer 2019 being their second cruising season with paying clients. Company founder and owner, Boeing software and electrical engineer, and professional mariner Captain Erick Teevin and his first mate, business partner, Navy veteran, and sommelier Captain Tracy Meyer had impressed me with their unwavering commitment to the expedition-style charter company and their vessel *Sea Star*. I first met Captain Meyer for coffee at The Dane in Upper Ballard in early spring to talk about getting up there.

“We’re really busting our butts to get ready for the season, but we’re on schedule,” she told me. Both professional and down to earth, there was one more trip to the yards before she and Captain Teevin would deliver *Sea Star* to Southcentral Alaska. They’d then receive clients for different legs up and down the Prince William Sound and Kenai Peninsula for the summer. Fortunately for me, a spare berth had my name on it for a leg.

“Surprisingly, there just aren’t that many people up there doing what we’re trying to do,” said Captain Meyer. “If you want to actually experience Prince William

Sound or the Kenai Peninsula and get a real boating experience, your options are super limited.” To learn more about this determined crew giving their all for a fledgling charter company operating in one of the most remote parts of Alaska was part of the draw.

Additionally, I was keen to experience a proper expedition-style charter aboard the singular *Sea Star*. I’ve plied Alaskan waters as an exhausted Race to Alaska (R2AK) sailor, aboard a flotilla-style charter with Northwest Explorations, and as a commercial deckhand trying to fill the hold with salmon in Prince William Sound. But never had I experienced a private berth with en suite head (complete with shower) and a professional chef taking care of the meals, while also seeking that more intimate, fewer-than-a-dozen-clients feel. A challenge for this hybrid chartering world I was entering would be to balance the luxurious and rugged, relaxation and adventure. Could the balance be struck, especially with the lack of an official standard to lean on?

Of course, my thoughts turned to my own selfish boating aspirations. What would it take to explore this remarkable part of the world on my own hull someday, be it sail or power? When talking about The Kenai, we’re talking about hard work in terms of effort and preparation but also big rewards with world-class experiences. How would I grow as a mariner with this trip? I vowed to keep my notepad close.

Finally, and most pressing, I felt a deep yearning to know what The Kenai experience was all about. For all my love for and travels of the 49th state, I had yet to visit this famous part of it. Captain Meyer was correct in that there really is no easy way to get out there. While it’s simple enough

Below: Weather was clear, sunny, and more than 80 degrees Fahrenheit (about 26 degrees Celsius) for most of the trip. Morning fog and low lying clouds like this dissipated quickly under Alaska’s famous midnight sun.



unrealized daydream of many for years.

Flash forward to 2019, and I stand on the bow of *Sea Star*, formerly *Aquarius*, as she deftly makes her way through an ice field toward Northwestern Glacier of Kenai Peninsula, Alaska. The seals are pupping and watch us from their floating ice haul-outs. The hulking blue and white mass of the glacier looms above as a chill wind picks up. A three-story-sized chunk crashes into the sea with a thunderous boom, an echo of the gunshot in Texas that set off a series of events that led me here aboard a North

KENAI

SEWARD

FINISH

START

HOMER

4th Anchorage:
Midnight Cove

6th Anchorage:
McMullen Cove

5th Anchorage:
Taz Basin

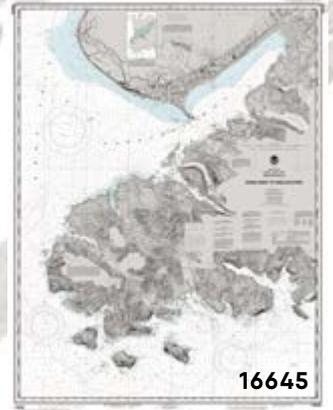
3rd Anchorage:
Tonsina Bay

1st Anchorage:
Port Chatham

2nd Anchorage:
Sunday Harbor

THE CHARTS

Use this article as a supplement, not replacement, to navigation systems and published charts.



16645



16682



16681

to take a train from Anchorage to Seward or to fly into Homer, the protected wilderness in between has precious few access roads. Seaplane drop-offs for anglers and kayakers, or day tours from Seward to the glaciers and back are the most common ways. I'll confess, to have a shot with one of the few chartered vessels that go to those wild waters and lay anchor made me salivate.

My curiosity could only be sated one way; to strike north with *Sea Star* and experience it all for myself.

HOMER TO KACHEMAK

You know you're taking a plane Alaska-style when there's no security checkpoint for the walk-on dual prop and Senator Lisa Murkowski is talking policy in hushed tones on her cell phone in the terminal. After a short Ravn Airlines ride from Anchorage to Homer, I met Captain Meyer and Engin, a

paying client from Turkey who joined the adventure. Retired with a travel bucket list and an avid shutterbug, Engin was eager.

"People keep asking me why I travel so much and I just tell them you have to live your life!" He laughs. "I love traveling alone or with a buddy. People ask me if there is trouble with the family, and I say there is no trouble! We have an understanding, it's healthy."

Fortunately, Captain Meyer turned us loose on the beach-themed spit of Homer for a bit of acclimatization. This was the last speck of civilization for the duration of the trip, and we poked among the many souvenir shops and art galleries. Even though I'd never been to Homer, I had a hunch of a place we had to go—the Salty Dawg Saloon, an unassuming fisherman's bar I'd heard about through the grapevine.

Engin and I bought each other rounds and struck conversation with the locals, mostly commercial fisherman getting started on

their second rounds by noon. Notably, the Salty Dawg's interior is coated with dollar bills with names scribbled on them, pinned on top of the other so barely a square inch of wall is visible.

"What's the deal with the dollars?" I asked the bartender. The fisherman next to me answered for her.

"Back in the day, fishing buddies wanted to buy each other rounds but weren't always in town at the same time," he explained. A fisherman would instead write his buddy's name on the money and pin it up. "If you walked into the bar and saw your name on a dollar, it was yours to take to buy that drink, with your friend who was out there still." These days the dollars are gathered at the end of the year as tips. Naturally, Engin and I put a few on the wall.

Ultimately, the crew was ready for us, and we were whisked aboard *Sea Star* at last. I finally met Captain Erick Teevin face to face, who gave me the distracted but friendly "we'll introduce ourselves properly later" skipper on-the-go greeting I've always respected.

Sea Star tore out of Homer and right into a 20- to 30-knot headwind, and it wasn't two hours before cell phones went dark and I felt like we were off the grid. Currents and countercurrents swirled like mad off the southern tip of the Kenai Peninsula. We'd be heading north and east from thereon.

"It is often pretty nasty here," said Captain Teevin, seemingly always on the verge of a I-love-this-stuff grin. The first moorage was in the shelter of Port Chatham, a cove on

KENAI CRUISERS

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the edge of Kachemak Bay State Wilderness Park. Both Kachemak Bay State Wilderness Park and Kachemak Bay State Park are extensions of the Kenai Mountains, so while the legal designations vary, we were very much on The Kenai right off the bat.

EXPEDITION STYLE LIVING

Of course, I got my *Sea Star* tour eventually. The four staterooms below and aft are all named after native birds, and I settled into Kittiwake aft and port.

"We did a lot of work around here," Captain Teevin pointed out where the aft master stateroom was transformed into two client staterooms. Each of the four staterooms have an en suite head with shower, and combined host a maximum of 11 clients (with plans for 12). Interestingly, when NPE can accommodate a solo traveler they give him or her the full stateroom for a standard rate instead of charging them more for the empty berths.

From the client staterooms below, one travels up a flight of stairs to the large main salon, which is filled with padded seating, a sound system, a book shelf brimming with Alaskan information, and relevant charts Captain Meyer mounts on the wall. From here, one can venture aft to the dining salon (complete with large table, mini fridge, and hot beverage bar) or forward. Going forward, one passes the galley where I met our chef, Greg Claus, busy at work. Keep going and one ends up in the wheelhouse where Captains Teevin or Meyer (or both) stand watch.

"Safety is all about redundancy," explains Captain Teevin. "We've got doubles, and even triples and quadruples, of radar systems, VHF radios, GPS, AIS, you name it." From the wheelhouse, you have access to the engine and crew quarters below or you head out to my favorite spot aboard, the bench-style padded seating of the foredeck. It's on the foredeck, hot mug of coffee in hand, where I spent most of my time aboard with camera and binoculars at the ready.

I'm always amazed at how quickly one falls into the exotic rhythm of life aboard. Generators on at 0700 hours, a soft alarm. Breakfast at 0800 hours, a firm alarm. Captain Meyer mounts the relevant charts on the wall to show where we've been, are, and will be. I ready my things for the day; camera bag, a day pack with a few layers, and apply sunscreen. Because I expressed interest as a boater, I was soon getting orientations on how to start the engines and weigh anchor with the windlass like a new crewmember.

The meat of a day aboard is spent underway with transits between noteworthy



Clockwise from top left: Captain Tracy Meyer leads a shore trip to an abandoned mine. Local water rise foiled our attempt, just a part of the adventure; One of the many waterfalls of Cataract Cove cascade down the mountainside; *Sea Star* at anchor in the Kachemak area.

locations generally ranging between two to six hours. It became clear that, while a skeleton of an itinerary forms the basis of a day, variables from weather conditions to client preference have the final say. For example, we paused for an hour or so near a mother and calf pair of humpback whales working the eastern side of Gore Point on day three. Another mother-calf duo approached. The four joined forces to cast a single bubble net before parting ways. While we sat at near idle a respectful distance away, sometimes they approached so close that the sound of their breaths caused you to start in surprise.

The old fish smell fills your nose.

Sea Star usually ends up at anchor in the late afternoon, which gives the chef some time to prepare dinner while the clients are usually offered either a skiff trip to shore or kayak use (weather permitting). While moored at Tonsina Bay on day three, Engin and I hopped in a tandem for his first kayak ride to explore a hidden lagoon and the many small islands. The following morning, Captain Meyer took us further afield where around 30 seals were hauled out. A sea otter raft of about 20 individuals bobbed nearby as well, sheltered among the rocks

Below (left to right): From upper left, clockwise: Captain Teevin, Engin, Captain Meyer, and Chef Claus together on the bow near Aialik Glacier; Dramatic ice calving at Northwestern Glacier.





Left to right: A pair of commercial fishing vessels were the only other boats seen on this day in Kenai Fjords National Park; A raft of sea otters is found near Tonsina Bay at low tide, sheltered among the rocky islands from weather and predators.

at high tide. A sleeping mother otter with pup almost drifted to us before she awoke. With an indignant squeak and giant black eyes wide open, she paddled slowly away.

ON TO THE FJORDS

The Homer to Seward direction ramps up the intensity as the terrain becomes more and more fjord-like. The first glacier we saw was the Petrof Glacier on day four, a non-tidewater glacier tucked in the mountainous backdrop. A tease of what was to come.

It was also on day four that we steamed through Nuka Passage, Nuka Island to starboard, and left Kachemak Bay State Park behind. We were officially in Kenai Fjords National Park. The feeling of being in the big leagues settled over us as

mountains stopped gracefully dipping into the sea and started diving with utter abandon. Any moment not spent on the foredeck soaking it all in felt like a crime, a guarantee to miss something truly spectacular be it flocks of puffins, more humpback whales, or yet another stretch of the nonstop landscape masterpiece painting we navigated through.

A highlight of the day was always the family-style dinner at sheltered anchorages. Talk wandered naturally from what we were going to see tomorrow to Turkish politics and continued until the summer sun set around midnight.

A little over halfway through the trip we reached Northwestern Glacier, our first tidewater glacier. In true expedition-style,

Sea Star didn't shy away from the action, edging close in the ice field. We arrived mid-afternoon and had the whole place to ourselves.

"The day trips from Seward literally have 30 to 45 minutes scheduled for the glacier," explained Captain Meyer. "We can stay here for hours if we want." Turns out, we did want. You miss much of a glacier's behavior when it's treated as a thing to gawk at for a few minutes and get bored by. To appreciate a glacier you need hours to let your eyes be tricked by the scale of the ice; the different textures from smooth surfaces to spikey towers. When you see ice calve, you need to feel the wake under the hull and wonder where the next weakness in the structure lies. You need to worry about the great ice giant's future, the moraine sandbar representing the glacier's ancient maximum several nautical miles behind.

The journey through Kenai Fjords National Park included Aialik and Holgate glaciers, also epicly sized tidewater glaciers. A trio of orcas, two females and a calf, distracted us for hours as they worked the shore for salmon. Cataract Cove was another incredible visit, essentially a massive granite wall over which several waterfalls cascaded, fed by an alpine glacier hidden from view. Captain Teevin push *Sea Star's* nose right into the spray, the expedition-style way.

DOES IT WORK?

As I nursed a farewell beer with Engin at the Seward Brewing Company on day seven, I started to reflect on whether I found the answers I originally sought.

As far as the cast of characters was concerned, I was not disappointed. Somehow juggling the conflicting roles of being at their client's service while also acting as leaders and stewards is no easy feat. In more ways than one, that Captain Meyer both drives *Sea Star* and acts as sommelier with wine recommendations aboard perfectly encapsulates how NPE rolls. That these professionals (varied resumes abound) have coalesced around *Sea Star* is a perfect pairing.

Does it all work? Unequivocally yes. Like the many seemingly contradictory roles the crew succeeds in balancing, expedition style somehow does it all without making hard concessions. If you're a creature of comfort, the luxurious salon, your private stateroom with shower, and the chef's diligence will be much appreciated as you dip your toes in the unfamiliar. If you're after the rugged experience, *Sea Star* still plies through 30-knot winds like the commercial fishermen and the kayaks are at your beck and call. Even gluttons for punishment will appreciate the

Continued from Page 88

IN COMMAND



CAPTAIN ERIK TEEVIN

Captain Erick Teevin is the founder and owner of North Pacific Expeditions. His background includes decades at Boeing as a software and electrical engineer, a professional mariner with stints captaining the *North American* commercial tender for Ocean Beauty Seafoods, lift manager at Telluride Ski Resort, Colorado, and more. You can find Captain Teevin in the off season as a volunteer skipper aboard the historic wooden steamship vessel *Virginia V* in Seattle.



CAPTAIN TRACY MEYER

Captain Tracy Meyer has spent the bulk of her life as a mariner, first on the University of Washington sailing team and then as a Surface Warfare Officer in the U.S. Navy for eight years. Meyer brings a lot to the table aboard *Sea Star* with her 100 Ton Masters License, 200 Ton Mates License, NOLS Wilderness First Responder credentials, and countless other skills including acting as naturalist and sommelier.



CHEF GREG CLAUS

Claus is a rotating chef aboard *Sea Star*. Originally from the Mansfield, Ohio, area, his culinary career has taken him all over the country and ultimately to the Pacific Northwest where he's been a part of many high-profile culinary projects. "I do all the cooking at home too," he said. "I learn something new every time. That's part of the fun!" The author of this article vouches for his excellent meals ranging from themes like "ode to the spruce tip" and decadent desserts. You can reach him at chefclaus@gmail.com.

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ROW LIA, RO

Lia Ditton seeks to be the first person to row land-to-land from Japan to San Francisco. She tells her story as she nears the end of the rebuild of her boat in Anacortes, Washington.



BY LIA DITTON

Curiosity has nearly killed me twice. My first Indian Ocean crossing was on a Thomas Calvin-designed steel ketch, from Thailand to Turkey in 2001. I was 21, a hitchhiking cook on board. We had two close encounters with pirates (or rather opportunists) while sailing up the Red Sea.

My first Atlantic crossing was on the wooden trimaran *Moxie*, built in Maine

by Walter Greene for American Phil Weld, who sailed the boat to OSTAR victory in 1980—much to the chagrin of the French! We left Newport, Rhode Island, foolishly in late September, and experienced 12 low-pressure systems in eight days, a record at the time. The last system was Hurricane Kyle, and the night of the 75-knot winds.

Rowing the North Pacific next year will be my 14th ocean crossing and my fourth

OW!



Ditton in San Francisco with the boat she intends to row across the pacific. The vessel is being refitted in Anacortes, Washington. (Photo: Jeff Singer)

I liked to fly at 30 knots plus.

In 2008, a Danish Olympic rower invited me to join her in rowing the Atlantic. “Me? Row an ocean? You haven’t even met me!” I said. I was a sailor, not an athlete. I didn’t have muscles for rowing, although on more than one occasion I was forced to row a dinghy when the outboard conked.

The only time I’d been in a gym was in the run-up to a modelling gig in New York in 2006. “Fake running, fake cycling, fake climbing stairs, fake carrying jerrycans of diesel...” is my summary.

But a seed had been sown. I was curious as to what it was like to spend that much time at sea in a small boat, so close to the water. Later, I did row the Atlantic with a policeman as my partner, from La Gomera in the Canary Islands to Antigua in the Caribbean, in 2010. I self-funded my part from “danger money” I’d received for delivering a Gunboat 48 catamaran from Cape Town to Abu Dhabi, which took me past the pirate zone near Somalia - something I would never do again. My brother joked that I was rowing with a policeman because I was under the witness protection program (I wasn’t). The policeman and I had only one thing in common: the desire to row the Atlantic. It was barely enough.

I called the Atlantic row my cross-training in preparation for the Barcelona World Race, a non-stop, double-handed, round-the-world race on 60’ monohulls—a race I planned to enter next. I wanted to rig the boat with load sensors and funnel the existing data streams (wind speed, wind angle, angle of heel, rudder angle...) through a synthesizer, so that the boat could conduct its own symphony orchestra. It was a highly ambitious project that saw me spend time with Brian Eno (the forefather of ambient music), Thomas

Dolby (who created the polyphonic ring tone for Nokia), and the electronics engineer from Duran Duran.

It was a rare time in that the organizers of the Barcelona World Race were matching sailors with sponsors – Neutrogena with Ryan Breymaier and Boris Herrmann; GAES Centros Auditivos with Dee Caffari and Anna Corbella and the creative side of my entry application meant I didn’t get taken seriously. “Oh Lia,” said Barcelona Race Director Denis Horeau regretfully when we finally met at the start of the 2010 race. I was in Barcelona for the December race start, but working for Alex Thomson Racing/Hugo Boss.

For 10 days, I was Alex’s videographer, working alongside hired French photographer Christophe Launay. A year later, I discovered Christophe was my stalker. Or rather, Christophe and his various personalities were my stalkers.

Hurricane Kyle in 2002 was, at most, a harrowing four-day experience. Being stalked has lasted more than seven years.

In 2011, I disappeared from the sailing world and moved from the United Kingdom to Spain where I quietly wrote a book. Bloomsbury had commissioned me to write the next in their *50 Adventures* series. The book *50 Water Adventures To Do Before You Die!* is now available in English and German.

CRACKING THE PACIFIC

I did not have a religious upbringing, but I have always believed in the God of Yachting (the GoY). Need a holiday and can’t afford one? GoY sends me the offer of a transatlantic cruise as a speaker. Need to get off a Spanish island and back into the world of sailing? GoY sends me the offer of a Chris White catamaran delivery from Auckland, New Zealand to Valdivia, Chile.

Below Left to Right: Ditton underway off the coast of California, ideal preparation for the Pacific voyage ahead (photo: Alex Sher); Training for the journey - if you’re going to be rowing 10 hours a day for months, you’re going to need all the strength you can get physically and mentally. (Photo: Jenn Heflin).



solo. I will turn 40 years old at sea.

UNORTHODOX BEGINNING

Ten years ago, if you had asked me if I saw ocean rowing in my future, I would have cried with laughter. I breathed to sail the latest and greatest multihulls. My passion was for boats that were like planes, winged leviathans that skimmed the water surface with incredible speed.



Above: While the concept of a seaworthy rowing craft sounds simple, every design element has to be as well executed as any other vessel. Note the solar panels that charge the boat's systems aboard (photo: Christian Agha).

Once I set foot in South America, I set my sights on rowing the North Pacific, solo and unsupported from Japan to the U.S.

Nineteen attempts had been made to row this distance. Two were successful. Both were men, both towed to land for the last 20 and 50 miles respectively. The 17 failures fall under the following headings: challenging departure point, lack of funding, last-minute preparation, late departure, injury, and mindset. Peter Bird was lost at sea in 1996 on his fourth attempt.

Rowing the Atlantic in 2010 had been a real trial, supporting a seasick, homesick person and trying to become a team through those challenges. Rowing the Pacific was going to be about record setting, to be the first woman to row the North Pacific and the first person to row land-to-land.

I can't tell you how many times I have been asked why I am rowing the Pacific. Nobody seems to buy the idea of me

wanting to set a record, although I am sure when Gerard d'Aboville set off in 1991 or Emmanuel Coindre in 2005, their reasoning wasn't questioned.

Never have I felt more connected to the ocean than on a 21' rowboat. Whales sonar-ping the hull or surf the same wave, eyeballing me sideways. "Squeak, squeak, squeak!" dolphins swim up to the gunwale a foot from where I sit. "I don't speak dolphin!" I joke back. Sometimes a dolphin pod swims around the boat for hours, keeping me company like a dog at your feet.

FIRST BOAT AND SAN FRAN PREP

In the spring of 2016, I bought my current rowboat. I bought a survivor, a boat that washed up in Ireland after spending three months alone at sea after its owner stepped safely onto a passing ship. The boat needed much repair, but I was fortunate to secure a sponsor who paid for the repairs.

I shipped the boat to San Francisco. A perfect training ground, I thought, as the San Francisco Bay is like an ocean in a bowl. I became a well-known sight out on the Bay. Ferry captains would hang out of the window and wave. The tourist boats from Alcatraz to the Golden Gate would divert and their passengers would stare down on me. Commercial ships would see my AIS transmission and out of curiosity, turn on their apocalyptic search beams to find me in the dark. (I can't tell you how terrifying that is!)

My attempts to row out to and around the Farallon Islands - 26 miles west of San Francisco - became news in the San Francisco Chronicle newspaper. On record, no one had rowed to or from the Farallon Islands since 1892 and the era of the lighthouse keeper.

My first and second attempts served unexpected blows of humiliation and defeat.

Waiting for me at the dock after the first attempt was a mother and two young girls. They had been following my tracker. "Not today," I thought. "Please no." The mother gave one of the girls a nudge. I had barely tied up the boat.

The little girl looked up at me standing in front of my ocean rowboat, as if I were magical, as if I were a Disney princess. She handed me a note on pink paper and my eyes glistened. "I admire you for trying," I read the note. "You will do it next time."

The note reminded me of when I was 10 years old. Our town was sponsoring sailor Josh Hall in the solo BOC round-the-world race. His boat *Spirit of Ipswich* was in front of the town hall on a cradle, and our school bussed us there to draw his boat. I won the drawing competition. Even now I can remember the thrill of climbing the ladder to his boat, meeting Josh, wearing my prize (t-shirt) until it wore



A major allure to rowing is the intimacy involved with the sea, especially when solo. This style of travel may be slow and difficult, but it is also rewarding. (Photo: Charles Hambleton)

FOLLOW LIA!

Thanks to a recent partnership with Twinkl, the international education resource company, the RowLiaRow education program will be available free to download worldwide and will match the U.S. and U.K. school curriculum for four to 11-year olds. If your school would like to follow along, sign up for the newsletter at rowliarow.com.

out and listening to the cassette tape of Josh sailing under full power. Until then, I didn't know that sailing around the world was an option. Meeting Josh and his boat threw open the doors of possibility.

I wondered if that day I did the same for the little girl with the pink note.

NEW BOAT DESIGN, SAME PLAN

For two years, I told the world that I couldn't row the Pacific until I had a new boat that could withstand a typhoon. Finally, I commissioned Jim Antrim to design a potentially lighter faster boat. But was my delay really about the boat? In part, I think it was. In part, I think it wasn't.

I couldn't have foreseen that in training my body to row the Pacific, I would find the mental strength to face my biggest fear. Not typhoons, sharks, or waves the size of buildings. Not rowing 5,500 miles across an ocean. In February, this year I spoke out for the first time about being stalked and publicly named Christophe Launay as my stalker. Speaking out was the boldest, scariest thing I have ever done.

By the time this article comes to print, we will have finished the refit at Betts Boats in Anacortes, Washington. I weighed up the advantages of rowing the boat I have, in which I have now rowed 2,067 miles and experienced two storms, versus a new boat in which I have zero experience. I made the decision to row across the Pacific in the Phil Morrison-designed boat that I already own, but make it typhoon proof.

Thanks to boatyard owner Jim Betts, my boat is now 100 pounds lighter with carbon roll-over bars across the cockpit, carbon cabin faces with custom carbon hatches, and a main cabin with better ergonomics and reconfigured for my 5' 8" height.

The continuation of the project is thanks



(Photo: Jen Heflin)

to a special family of people I call my "Believers" who pledge between \$1 to \$250 per month via patreon.com/rowliarow. In return, I offer a backstage pass to the project with special updates and access to a private Facebook group where I share behind-the-scenes content.

I'm hoping to fund the costs of the row with my Slice of History campaign. After I row the Pacific, my boat will be cut into 60 three-inch thick ring frames or wall sculptures. Each Slice of History will go on to have a new life, adorning the walls of homes, offices and schools, to tell the story not of how Lia Ditton became the first woman to row the North Pacific, but of what the mission came to represent: resilience through adversity, determination against all odds, and dogged unwavering perseverance.

When you buy a slice, you receive a Certificate of Slice Ownership / Willy Wonka-like ticket to the Slice Exhibition private viewing, where the slices will be hung from the ceiling like the vertebrae of a dinosaur in the Natural History Museum. Each Willy Wonka ticket is a beautifully engraved 9" wooden chopping board, and

my joke at presentations is that in the worst case scenario, where I have to be rescued and my boat abandoned and unavailable to be sliced, you have a chopping board! At \$3,500 for individuals; \$5,000 for corporations, twelve out of 60 have sold.

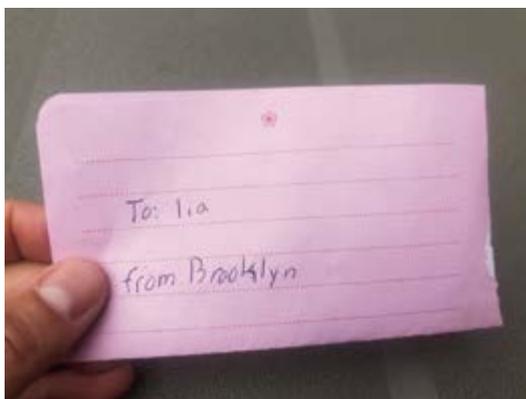
To add even more art to the equation, Wes Archer, one of the original animators for the *Simpsons*, has designed the new vinyl wrap for my boat. My struggle will become art with the beautiful vertebrae of my boat set to inspire generations.

In December, I will depart the Pacific Northwest for Japan to prepare for the expedition of my life. Think of my row as the super-slow Olympics as I will leave before the Tokyo 2020 Olympics and chances are, I will still be rowing after the Olympics. The plan is to reach the same shores in San Francisco Bay where the little girl gave me her pink note. **NWY**



Aquanaut Lia Ditton is a writer and professional adventurer whose passionate about sharing her experiences. Now 39, she's racked up over 150,000 nautical miles at sea with countless accomplishments to her name. You can learn more at her website rowliarow.com.

Below, Left to Right: A pink note from a little girl contains major motivation for Ditton; Ditton at-sea, taking a pause at rowing to check the equipment as weather becomes rougher; Calm seas and clear skies give Ditton moments of complete serenity while rowing.



WINNING STREAK

Local sailor Matt Pistay is on a hot streak after securing the Race to Alaska 2019 win in June as skipper, then winning the Transpac 2019 aboard Sail Hamachi in July as crew. His victories are all of ours.

By Norris Comer



Looking back, the first time I met Matt Pistay was perfect. We were at the Angry Beaver, a hockey dive bar tucked unassumingly in the Greenwood neighborhood of Seattle. Normally either a low-key watering hole for locals or a rowdy sports bar of jersey wearing fans during hockey season, on this particular Thursday at least a hundred local sailors took it over. True to form, the jubilant atmosphere was as intoxicating as the drinks the sailors inhaled. It wasn't long before the place was just as nuts as a Stanley Cup night.

Why had sailors invaded this hockey bar on a random evening? To celebrate at the invite of Matt Pistay, skipper of the winning team of Race to Alaska 2019. The team name? Team Angry Beaver—Skiff Foundation in honor of this very dive bar.

"Alright, alright, time to say something," said Bob Pistay, Matt's proud father and former sailmaker and yacht broker, summoning the six Beavers to a small stage in front of a projector. The crowd laughed and cheered as the mic was passed around. When it was his turn, Matt looked to The People and spoke.

R2AK #5

"My favorite story is that the race started here in this very bar," he began to cheers and hoots. "We met about six weeks before the race from PT (Port Townsend) to Victoria (Leg #1 of R2AK) because we didn't have a team name at the time."

The "we" was the crew: Matt Pistay (skipper), Gavin Bracket, Brent Campbell, Alan Johnson, Mats Elf, and Simon Miles. The combined accomplishments of this

squad of local sailing talents include Melges 24 and 32 national championship wins, scoring places on the Optimist National USA and Swedish teams, a Swiftsure Yacht Race win on a Farr 30, and more. Clearly, this was not the usual pack of guys catching a game on TV. Their race machine? A Schock 40 named *Velvet Hammer* (formerly known as *Secret Squirrel*).

Pistay continued.

"So, after a few pitchers we're having a good time, throwing out some weird names that didn't stick, after a time we were almost done and ready to press the submit button."

Thus, Team Angry Beaver was born. The Skiff Sailing Foundation part of the name is also steeped with significance. A 501(c)3 nonprofit dedicated to supporting high performance sailing, their endorse-



Left: The Angry Beavers underway to victory in R2AK 2019. (Photo: Taylor Bayly/R2AK)
Right: Sail Hamachi absolutely flying to first place in Hawaii during Transpac 2019. (Photo: ©Sharon Green/UltimateSailing.com)

ment certainly gave the Beavers clout. The last R2AK team to partner with the Skiff Sailing Foundation was Team Jungle Kitty – The Skiff Sailing Foundation in 2016. *Jungle Kitty*, a crowd favorite monohull in a fleet of multihulls, took second. As per R2AK tradition, the team was awarded a set of steak knives.

In many ways, Angry Beaver – The Skiff Sailing Foundation is a name that perfectly presents this ace team: one half coveted high-tier sailing endorsement, one half hockey dive bar. In this case, the fun half is well earned.

“Turns out, the (Angry Beaver) owner had no idea that we took their (bar) name until we finished in Ketchikan,” continued Pistay to the laughing sailors. “And then they said they’d throw us a big party with beer and everything, so this is that party.”

Pistay glossed over the harrowing high winds that defined the fifth annual R2AK experience. In stark contrast to 2018’s extremely low-wind year, 2019 was high octane. Many teams reported facing gusts of up to 50 knots in the Hecate Strait. The Beavers completed the race in a timely 4 days, 3 hours, and 56 minutes. They were followed by Team Pear Shaped Racing on their formidable Chris Cochrane 10.6m custom trimaran, *Dragon*, which finished in 4 days, 6 hours, and 23 minutes. If one had to pick a favorite to take gold this year, most probably had their money on *Dragon*.

In a testament to how slow the conditions were last year, we can look to Team Sail Like A Girl’s times as a control study. The winners of 2018, they completed the race with a commanding 6 days, 13 hours, and 17 minutes. This year, they

took fourth with a much faster 4 days, 14 hours, and 23 minutes. It’s the same boat with largely the same crew, but with different conditions.

Pistay wrapped up his story, the fun and jokes put on the back burner for some genuine appreciation.

“We’re here with all of our good close friends from this Seattle sailing community, like you guys, coming to support us... it’s not only us winning, it’s everyone in this room winning together because we are a close community and we share the win with everybody!”

The wave of awwws and claps ended Matt’s rundown of the R2AK win. For most stories, such an idyllic scene cues the end credits. Here is when the protagonist hangs up his or her hat, a job well done, and a chapter of relaxation can begin. Not



Clockwise from top: *Hamachi* racing in her home waters, Skatchet Head Race 2017. (Photo: Jan Anderson); Team Angry Beaver on *Velvet Hammer* carving up R2AK 2019. (Photo: Drew Malcolm/R2AK); *Hamachi* the boat has competed in previous Transpacs, like here in 2015; Sail *Hamachi* at the early morning win in Hawaii; *Hamachi* enjoying a high speed sled ride across the Pacific, Transpac 2019 (Photo: ©Sharon Green/UltimateSailing.com).



so with Matt Pistay. His best summer ever was just getting started.

TRANSPAC #50

For Pistay, R2AK—a life achievement for many—was just a warm-up. The buoyant vibe of the Angry Beaver celebration a pleasant memory, he dove into preparation for his next sailing endeavor: crewing on team Sail Hamachi in Transpac 2019.

Hamachi may be a familiar name to some local sailors out there. Owned by Seattle sailors Shawn Dougherty and Jason Andrews, the 1999 vintage J/125 is active on the local sailing scene. The duo brought together the best for their Transpac 2019 run, including Frederic Laffitte as strategist, his son Lucas Laffitte as bowman, and David Rogers as navigator. Matt Pistay's official position, as per the team's bio on 2019.transpacyc.com, was "Cat 3 Cooler Jockey."

Many eyes were on Frederic Laffitte, known as "The Godfather" among his crew. A true master of the sea with countless sea hours under his belt, he is also the president of PYI Inc., a Lynnwood, Washington, manufacturer and distributor of high-quality marine parts. When the Godfather speaks, you listen.

In a twist for Pistay, he'd be up against another *Velvet Hammer*, this one a J/125 like *Hamachi* that shared the same name as his R2AK ride. *Velvet Hammer* would be just one of many tricky opponents, including two additional J/125 teams for a total of four, to take on in Transpac 2019.

For context, the Transpac Race is one of the world's great yacht races and goes back to 1906. Starting at Dana Point, California, and ending off Diamond Head, Hawaii, the race is famous for fast downwind sailing and the long open water course, an imposing 2,225 nautical miles. This is a true sailor's

affair, a definitive endorsement of skill.

"I've done a Transpac," may be the single best concise answer for a skeptical captain asking, "Do you have sailing experience?" In the movie *Jaws*, fictional oceanographer Matt Hooper (played by Richard Dreyfuss) even pulls this card to impress the sea salty fisherman and shark hunter Quint (played by Robert Shaw). "I've crewed three Transpacs," says Hooper with justifiable pride, confident in his sea skills.

How did this team of six do, Cat3 Cooler Jockey and all? They took the whole thing, both their division and overall.

As I write this, Pistay and company sleep halfway across the Pacific, news of their victory recently declared after several nail-biting hours of uncertainty. Many other boats weren't too far behind, and corrected time is what matters most for podium wins. Now officially first place, Transpac #50 was won by Sail Hamachi on July 21 at 02:21 hours. Their winning corrected time is 8 days, 52 minutes, and 37 seconds.

Winning both category and overall first isn't the only cause for celebration here. What makes the win even more rewarding is the big, competitive field—the largest in the entire event's history with a whopping 90 entrants. For perspective, the previous record was in 1979 with 80 entrants. The fact that the crew are Transpac newbies is frankly amazing.

How did *Hamachi* pull it all together? More in-depth racing analysis is sure to come in the following days after *Northwest Yachting* goes to press for this August issue, but early theories abound. Co-owner Jason Andrews had some initial thoughts on July 23 between post-race errands.

"Our goal was simply to give it all we had by focusing on safety, fun, and winning — in that order. We had hoped to make a strong showing in our class, but finishing in first place overall definitely surpassed all our expectations."

"It really came down to this extraordinary group of Pacific Northwest sailors and the great chemistry we had as a team," added co-owner Shawn Dougherty. "Each member contributed complementary skills, and everyone came together with the common desire to compete at the highest level, while having fun at the same time."

BEST (SAILING) SUMMER EVER?

Both of these wins are the kinds of achievements diehard sailors dream about.

Continued on Page 91

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Kokua, the writer's powerboat, is a CHB 34' trawler which he enjoys to this day. He made the switch to power after years owning the Cape Dory 27, Peponi.

SAIL TO STEAM

Many boaters start as sailors before embracing the trawler lifestyle. Local boater Greg Van Belle tells his evolution from sail to power, with a little history on the world's transition from sail.

BY GREG VAN BELLE

When we finally sold our beloved Cape Dory sloop, *Peponi*, several years ago, I volunteered to deliver her from Seattle to her new owner in Olympia. We took her out for a sunset sail the night before I left. A crisp northwesterly wind blew all evening as we tacked and jibed our way around the Puget Sound with no destination.

At one point I set her on a beam reach, trimmed up the main a little bit, and left her to steer herself, which was one of the reasons I loved that boat so much. She was perfectly balanced under sail. I made my way to the bow and stood forward of the headstay, listening to the sound the water made as the bow cut through the chop.

The next morning, all signs of the previous evening's breeze were gone. Puget Sound was mirror calm as far as I could see. It was late April, but the forecast was for sun and calm winds. My farewell cruise on *Peponi* was going to be a long steam south, not the solo sailing adventure I had hoped for. I should have expected it. And today I'm glad for it. Having to motor my way south past Tacoma and through the Narrows, and around the labyrinthian channels of the South Sound confirmed our choice. We were switching from sail to power. The time had come.

Wind to Power, The Context

The true age of sail gave way to the age of steam sometime in the late 19th Century, when naval powers began modifying or rebuilding their fleets with either auxiliary steam engines or dedicated power plants. Notably, the British *HMS Devastation* (not a subtle name, that one) became the first battleship to enter service without sails of any type. Steam-powered ships and tugs had been in service long before this, of course, but they were typically used in short service, on protected waters, or transiting the canal systems of Western Europe. Sailing ships were equipped with small steam engines as auxiliary power, but ships capable of

making long crossings on steam power plants were the ultimate goal.

The advent of oceangoing steam vessels changed naval warfare and commerce forever. No longer wed to the predictable tradewind routes across oceans, and free to maneuver in harbors and narrow channels, ships delivering goods around the world became faster, more efficient, and



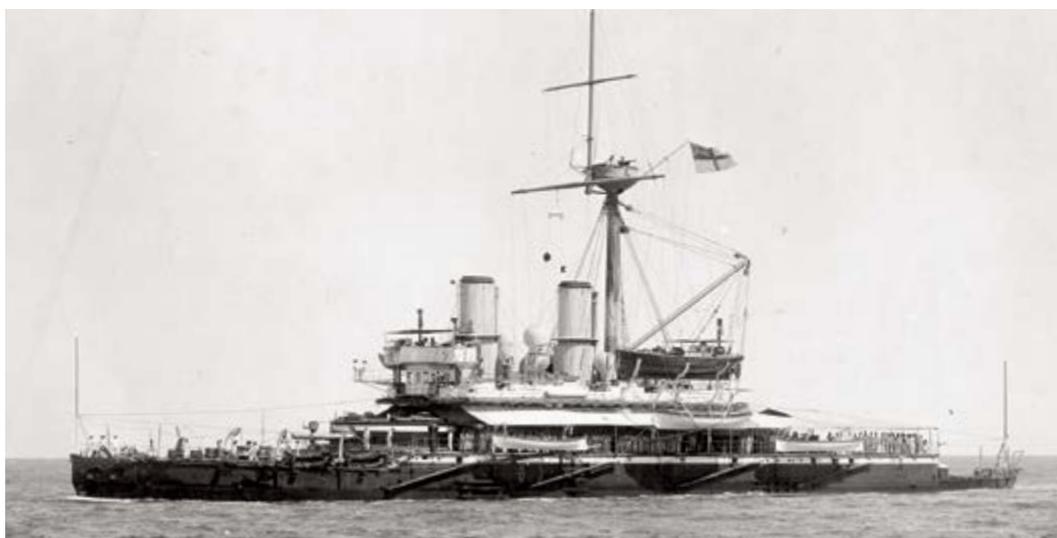
less likely to be plundered by pirates lurking at the end of the well-worn highways across the oceans. Naval powers launched ironclad ships with all manner of power plants, but coal-fired steam was long the engine of choice.

For crewmen, the switch to coal-powered ships was not necessarily an upgrade. Coal was dirty, heavy, and dangerous. Below decks on one of these early naval ships was a dark, dangerous place. The use of a finite fuel source limited the range and course of these ships. Sure, they were no longer stuck on the same tradewind routes, but they could only go as far as their onboard fuel supply would allow. And, importantly, they could only take on new coal stores in limited locations. Pirates and military adversaries took advantage of this new limitation in largely the same way they did the tradewind routes.

Still, it is impossible to catalog the advances in naval tactics and shipping efficiencies born from the widespread adoption of the steam engine. The Suez and Panama canals came online. Narrow harbors all over the world became viable trade ports. Speed, efficiency, and power quickly made the remaining sailing ships a quaint reminder of the past.

Sail power remained the number one option and choice for recreational boating for many decades after sails were completely forgotten by commercial shipping, however. Obviously, sail power persists today for cruisers and racers. Take a look

Below: *HMS Devastation* looks diminutive compared to the warships of 2019, but in 1871 it was the first ocean-going ironclad and the first truly long-distance power boat.



Left: *Kokua* the motor trawler provides space, comfort, and convenience while underway.

Right: The writer working on the rigging of the Cape Dory 27' sailboat *Peponi* in 2011.



at your local marina and try to count the masts in the forest of aluminum.

A Boater's Evolution

I grew up on sailboats. We never owned a boat – my parents decided to spend money on food and heat instead, I guess – but we had friends who did. I was eight years old when my dad took me with him to a race off of Shilshole. His friend Tim had a Ranger 22 that was magic to me. I still have visceral memories of the little motor being shut down and the mainsail popping full of wind as we tacked around the starting line. I knew nothing about sailing except that I loved it. Instantly. Tim was a terrible sailor. More than once we sailed back across where the finish line was supposed to be, only to find that the

race committee was already back at the bar. I didn't care. Racing didn't matter.

I spent my library time at school looking for books about sailing. I drew pictures of sailboats on my notebooks. At home, I built sailboats out of Legos, eventually figuring out how ballast worked when I taped a fishing weight to the bottom of my plastic creations. I made sails out of aluminum foil. The bathtub regattas were epic after that.

This is all to say that I loved sailing. And I still do. But we're a powerboat couple now. Our own age of sail came to an end with an abrupt decision to sell *Peponi* and get into the trawler life.

The lore is that sailors give up their boats for power boats as they get older or as they or their partners lose the ability to work the lines and move around on deck. Some get tired of waiting for the wind. Others, like my neighbor at the marina, find a little more money in retirement and can finally afford to upgrade to the larger power yacht they've always wanted.

Our switch happened fast, and the decision to do so seemed abrupt, but it was a long time coming. It was born of the sort of discussion that would make a marriage counselor proud.

Peponi was our boat on paper, but it was my boat. I found her. I did the research. I rebuilt her. My partner, Hayden, loved the boat and enjoyed sailing with me, but the boat never felt like hers, and while *Peponi*

ably took us wherever we wanted to go, it was never truly comfortable as a cruising platform. We found ourselves—against type—spending more time onshore at bars and restaurants than we did sitting on deck sipping our own wine and eating our own snacks. Hayden never loved the idea of being down below on a sailboat in the few sunny months we have here in the Northwest.

Importantly, we found that we rarely actually sailed our sailboat. In this way I think the sailing gods were watching after my ego and my heart a little bit as I set the autopilot and motored *Peponi* south toward her new owners. If it had been windy, I would have taken my time and squeezed every bit of sailing I could out of her along the way.

And that would have been the memory I had as I walked away from her the next day. Instead, what I remember is exactly what I know to be true about our time with that sloop. We spent more time motoring in no wind or against currents than we did making perfect crossings of the Straits of Juan de Fuca on an afternoon breeze.

Trawler Temptation

Two weeks later, I was back in Olympia. By sheer coincidence, the trawler we bought was located just a few slips away from where I had delivered *Peponi*. Other than the sea trial, I had zero experience on large, single-screw power boats. I found

STEAM TO DIESEL

Just as steam power eventually replaced wind-in-the-sails motive power, diesel engines eventually replaced steam as the primary power for boats. Unlike the wind-to-steam transition, the diesel revolution was evolutionary, slowly supplanting steam power as petroleum became cheaper and the engines more practical. Investment in internal combustion engines produced diesels larger and more powerful than steam engines, so while the wind-to-steam revolution prompted major changes to hull design, the diesel revolution was primarily one of scale.

Rudolf Diesel invented his engine in 1893, but it wasn't until 1896 that it was practical. The first diesel ships, canal/river freighters in France, were launched in 1903, and the first diesel submarines, also French, a year later. Diesels grew in size and scope. By 1939, a quarter of global cargo ships were diesel powered. That's around when diesel began to supplant steam in trains.

The modern marine two-stroke diesel was introduced in 1922, around the time marketshare of steamships overall peaked. Two- and four-stroke diesels, and modern overhead valve gasoline engines, were the typical powerplants for private pleasure craft after 1935.

Left to Right: Two very different cruising experiences – aboard *Kokua*, the miles go by smoothly and passage is easy, irrespective of wind. Aboard *Peponi*, the trip is more elemental and closer to the water (with appreciably more labor).



Peponi was not the writer's first Cape Dory sailboat. Here his 19-foot Typhoon sits on a mooring buoy near the Hood Canal Bridge back in 2012. Unbeknownst to Van Belle at the time, a motor trawler was in his future.



everything about our new 34-footer intimidating, not least of all the feeling of unease at only having the one engine and no other way to move the thing. Though it never happened on *Peponi*, I had been caught on the water with a dead engine on a previous sailboat and being able to sail back to the dock gave me comfort.

Still, here I was, piloting a boat that seemed far too large, with a big engine and no sails. I overworked the thrusters to get out of the slip with zero subtlety or finesse. I tried to remember what the previous owner told me about the systems and how hard to run the engine. Something beeped at me for a few minutes. I felt too high up on the flybridge, like I was somehow upsetting the balance of the boat. For the first hour or so of the delivery trip, I had nothing but feelings of regret. This big old powerboat wasn't my scene.

Until it was.

A month or so later, Hayden and I filled the fuel tanks and set off for the Gulf Islands. We cruised at a comfortable 8 knots and sat on the flybridge sipping coffee. We moved around the deck and cabin easily. We spread out. There was room for all of our stuff. The galley was well-stocked. It was bright and airy down below. At one point, I set the autopilot and went below to find that Hayden was settling in. Unlike on *Peponi*, she was moving aboard and making the space her own.

A little breeze came up as we crossed the Straits of Juan de Fuca for Cattle Pass. Had we been on *Peponi*, I would have raced to get the main and jib flying. Instead I just watched as the wind ripples spread across the otherwise calm water. In ten minutes, the wind was gone. I would have been left powering along with the

sails uselessly flapping around, until I dropped them onto the deck, hoping for another breeze to fill in. Instead we powered along, slowly but surely, toward our destination. If this were a storybook tale a whale or at least a porpoise or two would have surfaced right then, but life can't be perfect...

I am still young enough to sail, and I still take any ride offered on a racing boat in the Puget Sound (did you hear that, readers? If you need a decent hand in the cockpit for a race, give me a shout). I have thoughts of maybe getting another small sloop, so I can scratch the sailing itch when it strikes me, but I must say that I truly love cruising slow on our powerboat. The advantages for us are hard to overstate, and the fact that Hayden considers this boat "ours" instead of "mine" is chief among those advantages. We named her *Kokua*, Hawaiian for "togetherness, help, or cooperation."

I also still marvel and the grace and beauty of a nice sloop. I can pick out most designers and brands from a distance, and

I still walk the docks and dream about taking a classic sailboat across an ocean. But I have also come to find a lot of the modern slow-cruisers to be true beauties. I appreciate recreational trawlers and tugs far more than I ever thought I would, and when I window shop for our next boat it is trawlers, not sailboats, that I am looking for.

Historically, the shift from sail to steam was one of necessity and competitive advantage. We are under no such pressure, and many of us will cruise under sail for as long as there is water and wind, but I can tell you from experience that the shift from a lifetime of sailing to a second chapter strictly under power can be a smooth transition. **NWY**



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

The writer himself enjoying a sunny day on the dock aboard his previous boat, the Cape Dory 27 *Peponi*. Notice the pond-like conditions? No Puget Sound sailing in store for that day. Best enjoy a beer instead.



RACING SHEET



Summer Fun in the PNW

Words: Doug Hansen // Photos: Maria Swearingen (SailingPDX)

R Recovering from Van Isle 360 this summer has been an ordeal unto itself; catching up with work, earning back points with the family, and trying to figure out what to do when you're not waking up and racing every day hardly leaves time for sailing. Part of the prescription to avoid full withdrawals is to take part in some "just for fun" racing. It's easy to get lost in the world of target boat speed and optimized weather routing, so getting back to the basics of what makes sailing fun is just what the doctor ordered.

Monday nights on Puget Sound, the local PHRF fleet sets to the water in the heavily attended Ballard Cup, which is tipping the scales with over 70 boats signed

up and packing the waters off the Shilshole breakwater. As the fleet ranges from heavy cruisers to purebred race boats, the traffic adds an interesting mix to the tactics with the constant need to keep clean air and choose your tacks wisely.

Anyone would be hard-pressed to show me another group of boats that cover such a wide spectrum in boat speed and experience, with some using the series as practice for other events, while others just focus on getting around the race course safely. They are all out for a good time, and good times are to be had. Once safely back at the dock, the group moves on to The Sloop Tavern, the host yacht club and sailing cultural icon, for beverages and awards to wrap up each week.

Taking the week into mid-swing and back to the freshwater, Duck Dodge takes the come-as-you-are attitude of Ballard Cup and kicks it into overdrive in more ways than one. The two-lap "race" every Tuesday night is wilder than I remember in years past, and the post-race raft-up is easily one of the best evenings in the city. A different theme each week sets the tone, and they include everything from Prom Night to the full-blown Animal House toga party.

The Dodge has been a long-time favorite and its popularity has clearly rubbed off on the locals, many who race "Duck Dodge only" boats that rarely, if ever, leave the lake. While it's easy to get into the mix and race your way to a gold duck, it's al-

most better to be a spectator and sit back and enjoy the mayhem that is 150 boats going around the same buoy at once. While there are always close calls, and sometimes the race has the occasional inexperienced skipper with no business being in the middle of the race course, it is hard to find anyone not smiling as the raft-up breaks up at 2200 hours and the madness disperses.

Back in the saltwater again, Elliott Bay Marina is doing their part to keep sailors' blood pressures low, thanks to both the Leukemia Cup and the Downtown Sailing Series. This year's Leukemia Cup left something to be desired for wind, but was a fantastic way to kick off the summer on the water and in the shadow of the city. Truly a fundraiser, the Leukemia Cup raised over \$70,000 this year for the Leukemia and Lymphoma Society with the help of the 45 boats that took part.

Following along after Leukemia Cup, the Downtown Sailing Series runs on Thursday nights and attracts an impressive fleet of immaculately maintained cruising boats along with several of the larger racing boats coming out each week. This race follows along with the common theme of "don't take it too seriously," and the crew counts on both the TP52 *Smoke* and the RP55 *Crossfire*



Top: The leeward mark was a make-or-break moment where a clean rounding could launch racers into the lead.
Bottom, left to right: The intensity continued to rise as the wind built and the points became closer through out the weekend; Staying in control while pushing for every ounce of speed in a tight pack of boats takes both skill and nerves.

Results: RS Aero North American Championships

Listed are selected results from the complete 2019 RS Aero NA Championships.

RS AERO 5

	Sail	Skipper	Yacht Club	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	1131	Yannick Gloster	Santa Barbara Sailing Club	[1]	[1]	1	1	1	1	1	1	1	1	1	1	10
2	1247	Catherine Gloster	Santa Barbara Sailing Club	[2]	[2]	2	2	2	2	2	2	2	2	2	2	20
3	xxx	Lucy Jones	CYC	DNS	40											

RS AERO 7

	Sail	Skipper	Yacht Club	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	2024	Dalton Bergan	Seattle YC	3	1	1	[4]	3	4	[6]	1	1	1	1	1	17
2	2	Stephen Cockerill	Stokes Bay SC	1	2	2	[6]	4	2	1	3	[6]	4	2	4	25
3	1514	Andy Mack	SYC/HRYC	2	5	4	2	[6]	5	4	[11]	3	2	5	2	34
4	1976	Jay Renehan	Seattle YC/CYC	[1]	3	5	5	[9]	1	2	6	5	8	3	6	44
5	1969	Michael Karas	Seattle YC	6	-	3	[12]	1	10	7	2	4	3	8	3	47
6	1478	John Renehan	WW17SS	4	6	[8]	3	8	6	3	[12]	8	5	6	7	56
7	2019	Connor Hughes	Sail Sand Point	5	[12]	6	10	5	7	[12]	4	2	9	4	10	62
8	1248	Andy Schmidt	Seattle YC	7	4	[9]	7	7	9	5	[10]	9	6	9	8	71
9	1516	Philip Gordon	CGRA	13	9	10	1	[14]	11	[14]	5	7	12	7	5	80
10	2228	Jim Barrett	CYC Seattle	9	10	7	8	[15]	13	11	[14]	11	13	12	11	105
11	1250	David Rogers	CYC Seattle	12	15	13	14	[17]	[16]	8	7	10	10	13	9	111
12	2483	Mark Reed	CYC	8	7	OCS	13	12	15	[20]	8	16	17	11	13	120
13	2278	Jen Morgan Glass	Seattle YC	15	8	14	15	11	8	[17]	13	13	11	[18]	14	122
14	2484	Scott Malone	CYC Seattle	10	11	11	11	[18]	17	9	18	12	14	[20]	12	125
15	2209	Ashley Kenny	Seattle Yacht Club	14	14	12	9	10	12	13	15	[17]	16	14	[21]	129
16	2082	Chris Lanzinger	Seattle Yacht Club	DNS	DNS	DNS	DNS	2	3	10	17	14	7	10	-	135
17	1515	Paul Lisagor	CYC Seattle	DSQ	16	16	16	16	19	15	9	15	15	DSQ	17	154
18	1481	Daniel Herron	CYC Seattle	17	13	15	19	13	[21]	16	16	[21]	18	17	18	162
19	1726	Jacques Garrigues	CYC	16	17	18	18	[20]	20	18	19	18	[22]	16	19	179
20	1384	Molly Jackson	Port Townsend SA	DNS	DNS	DNS	DNS	19	14	21	20	20	19	19	15	195
21	1249	Michael Sealey	Butte Sailing Club	18	DNF	17	17	[22]	22	22	22	19	21	21	20	199
22	1732	Keith Hammer	Seattle YC	DNS	DNS	DNS	DNS	21	18	19	21	22	20	15	16	200

RS AERO 9

	Sail	Skipper	Yacht Club	1	2	3	4	5	6	7	8	9	10	11	12	Total
1	4	Marc Jacobi	Cedar Point YC	[1]	1	1	1	1	1	1	1	1	1	[3]	1	10
2	2233	Dan Falk	CYC Seattle	2	2	[3]	2	3	3	2	3	3	3	2	[4]	25
3	1872	Derek Bottles	Seattle YC	[9]	3	2	3	5	4	3	[7]	2	4	1	3	30
4	1249	Madhavan Thirumalai	Cedar Point YC	5	5	6	4	7	2	[9]	2	[9]	6	8	2	47T
5	1377	Mike Johnson	CYC	[7]	7	4	RET-AF	2	6	4	4	4	5	4	7	47T
6	248	Jay Leon	Seattle YC/CYC	3	[6]	5	5	[9]	5	6	5	5	2	6	6	48
7	1127	Todd Wilsie	CYC Seattle	6	4	[9]	[8]	4	7	5	6	6	7	5	5	55
8	1644	Eric Becker	CYC Seattle	8	[9]	7	6	6	OCS	7	8	7	9	7	9	74
9	2232	James Baurley	ABYC	4	8	8	7	8	DSQ	8	[9]	8	8	9	8	76

had close to thirty people aboard enjoying the sunshine. The whole event wraps up with hot dogs and drinks on the grass that overlooks downtown Seattle to the east and the dramatic sunset to the west. It is no wonder why it is one of the best attended and most anticipated series of the summer.

In stark contrast to the just-for-fun racing that is going on through the week around Seattle, the Columbia George Racing Association hosted the RS Aero North American Championships down at the Cascade Locks. The single-handed dinghy has been taking the world by storm, quickly replacing the aging Laser in many fleets, thanks to its updated design that fixed many of the traditional problems with other single-handed dinghies.

This year's championships brought the boats out of the woodwork with 33 vessels lining up and some serious contenders among the top group. Sailing started off with light conditions for the first few races, but as the weekend continued, the wind built into the conditions that stretch of river is known for.

Fleets were scored in three separate divisions depending on the sail and mast they chose. Dalton Bergan, just coming back from the Van Isle 360, took the top spot in the highly competitive Aero 7 fleet, with Yannick Gloster taking home the win in the Aero 5, and Marc Jacobi rounding things out with a win in the Aero 9 category.

As summer trundles on, racers are looking forward to big events of the fall, but first things first, Whidbey Island Race Week happens one last time. This year's regatta is shaping up to be quite the send-off with over

60 boats registered and bands lined up all week. It's not going to disappoint.

The event is slated to move to Point Roberts next year, so

this is the final act in a story that goes back to the early '80s. The new location hopes to pump some juice into the event and with large fleets of 40' and even

some 52' boats putting it firmly on their calendar, it is sure to set the tone for a new era in short course racing in the Northwest. **NWY**

Right: Keeping clean air off the starting line was critical in the lighter winds early on in the regatta. Top boats were able to hold their lane and keep the speed up in traffic making them difficult to reel in.





Vashon Island, WA

By Evin Moore



Towards the southern end of Puget Sound and stretching most of the distance between Tacoma and Seattle lies Vashon Island, an oasis of small town living and private farms amongst the urban development that characterizes the shores surrounding it. Accessible only by boat or ferry, the lack of bridges to the mainland have turned Vashon into a sort of time capsule, with century-old buildings still occupied and lovingly maintained, deer wandering down gravel roads, and an orchard or winery around every corner. Residents of the island have done everything in their power to keep it that way, resisting multiple attempts to build bridges to the mainland over the past several decades.

Vashon Island, alternatively known as Vashon-Maury, was named by Captain George Vancouver for his friend James Vashon, while Maury Island was named by Lt. Charles Wilkes for a crew member named Maury. At one point, Vashon and Maury were two separate islands, until an isthmus was built between the two in 1916. Before Vancouver's expedition in 1792 and Wilkes' in 1841, Vashon was a favored hunting and fishing ground for coastal Native Americans. Logging on Vashon began in the 1850s with settlers from Seattle arriving in the 1860s. It would be another 20 years before the populace grew to the point that a semi-regular ferry service would be established. Most inhabitants made their living as farmers at this point, with strawberries growing especially well.

Life on the island was largely rural and peaceful, the only hiccup being the ferry service. The ferries to Vashon at this point were mostly private and part of the infamous Mosquito Fleet, the majority owned by the Puget Sound Navigation Service. After some steep price increases and freezes in service, the incensed islanders created their own ferry service, and ran it until Vashon was added to the state ferry system. While Vashon has always been dependent

on boats for access to the mainland, residents have always preferred ferries to bridges. This insistence on keeping Vashon a true island has maintained its rural character. Locals have shut down bridge proposals in the 1950s, '60s, and '90s, with no plans to change their minds anytime soon. These were fortuitous decisions, as much of the island's appeal is the character previous generations of inhabitants sought to maintain.

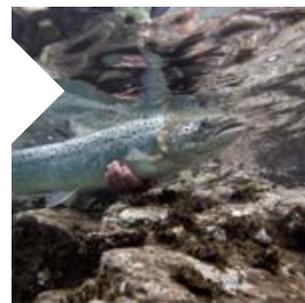
Today's downtown Vashon looks much the same as it did in pictures from 70 years ago. A healthy respect for the community's past seems to be a common trait among locals. Events like

the annual strawberry festival keep traditions alive; first held in 1909, the festival pays homage every July to the crop that used to cover the island's farmland. The island today is a haven for small farms and artists' workshops, with many day-trippers coming across to take advantage of the mountain biking trails and kayaking opportunities. Many just wander the downtown, window shopping at galleries, bookstores, and gift shops. Whatever draws visitors to the island, they're sure to enjoy the slower pace and the family-owned businesses that make every trip feel like a step back in time. **NWY**

Gone Fishing

Puget Sound is home to great salmon fishing, and what could be a better launching point than an island right in the middle of the action? Fishing is allowed on most parks on the island, including Point Robinson Park and Maury Island Marine Park. Salmon hunt for the foraging fish that call the area home. Blackmouth salmon are a favorite for anglers in the cold winter months, while millions of pinks pass through each spring and summer.

"An underwater shelf known as Allen Bank – between the southeastern side of Blake Island south to the channel marker off Point Vashon at the northern entrance of Colvos Passage – is another ideal fishing spot," said Mark Yuasa, Director of the NW Salmon Derby Series. Spot shrimp are another good catch in the area; they are best caught in steep inclines in depths between 225' and 325', although some will have success in depths that are both deeper and shallower. Conditions around Vashon fit these criteria nicely, as do areas just a stone's throw from Vashon.



Fine Wines

For an island that measures 37 square miles, Vashon is host to an abundance of wineries, many of whom offer tastings to visitors. While some wineries have on-site vineyards where they grow cold weather grapes, many buy their grapes from eastern Washington and turn them into world-class wines. Vashon Winery is located centrally on the island and hosts tastings in a retrofitted red barn. They offer tastings April through September.

Palouse Winery is located on the north part of the island and produces 1,400 cases of handcrafted wine a year. They offer tastings on weekends all year round, with some special holiday events. Nashi Orchards to the south grows Asian and European pears and heirloom apples to produce perry (fermented pear alcohol) and hard cider. They offer tastings on weekends. These are just a handful of the wineries on Vashon; do a little research and visit one or all of them.



Day at the Beach

Vashon Island is home to countless small beaches along its shores, but one of the more unique is KVI beach, also known as Point Heyer. Owned by Sinclair Broadcasting, but open to the public, KVI beach serves as the location of a radio tower and is home to a small estuary and salt marsh. Voted the "Best Place to Build a Sand Castle" by denizens of Vashon, the beach is a favorite of dog walkers and bird watches. The salt marsh is an ideal habitat for birds and makes this area a hot spot for sightings of sandpipers, bald eagles, osprey, semipalmated plovers, and the occasional sighting of peregrine falcons.

In the waters just off the beach, steelhead and Chinook salmon eat the sand lances that forage there. A slow-moving, meandering stream runs through the park, home to tiny fish and small speckled crabs. The beach is sandy and great for sunbathing, exploring trails, or playing fetch with any four-legged crew members.

Point Robinson Lighthouse

Off the eastern tip of Maury Island sits the Point Robinson Lighthouse, which has kept watch over the East Passage since 1885. In the 1870s, the Lighthouse Board decided mariners would benefit from a lighthouse on the spot and built a combined light and fog signal. The original steam whistle gave off a six-second blast every minute when conditions were foggy and used 35 tons of coal. The lighthouse was upgraded in 1915, including the addition of a 38-foot tower. The lighthouse continued to be run manually until 1978 when it was fully automated.



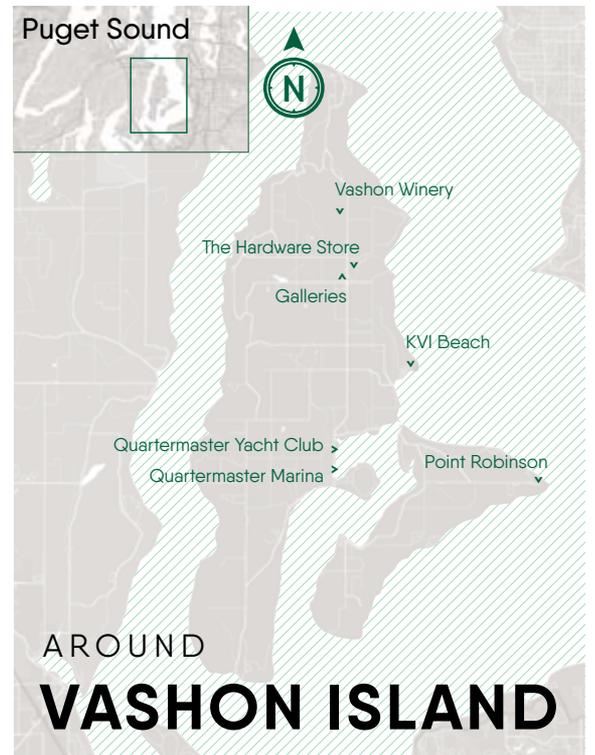
Today, the area is a 10-acre park and protected marine area, with sandy, driftwood-scattered beaches and trails. Benches and picnic tables are placed near the water for visitors to enjoy, and walking trails through the woodland on the grounds offer plenty of places to explore. Visitors to the spot can take a tour of the lighthouse, with tours available most Sundays, May through September. The original lighthouse keeper's quarters have been restored and are available for rent. For navigators, the characteristic is Fl(2) W 12s (white light, 3 seconds on, 1 second off, 3 seconds on, 5 seconds off).



Art Hunting

An abundance of art galleries, museums, and artists' studios can be found in downtown Vashon and all over the island. The Vashon Center for the Arts has existed in one form or another since 1949 and was created to show off the art of friends and neighbors. Today, collections can be seen in their Koch Gallery and Fong-Wheeler Atrium, where they display the work of artist from all over the Northwest. Private galleries like Valise show off the work of local Vashon artists, which can range from paintings to photography.

Raven's Nest is a gallery that is co-owned by one of the finest Tlingit artists and carvers. Consequently, Raven's Nest offers an excellent array of art showcasing the traditional style of Northwest Coast Native Americans. The Hinge Gallery is a combination frame shop, art gallery, and art studio that offer Vashon Island themed prints and gifts. The Starving Artist Works in downtown is an art gallery that includes more practical works of art like custom pillows, bags, and furniture that can be put to good use as well as admired.



GASTRONOMY

Residents and visitors to Vashon have a wide array of restaurants to choose from, with diner food, burgers, BBQ, Thai, classic American, and much more all within walking distance of each other downtown. The Hardware Store is housed in the former Vashon Hardware Store, the oldest commercial building on the island and is a listing on the National Register of Historical Places. It serves up lunch and dinner, but we dropped by to take advantage of the weekend brunch menu.



The Red Flannel Benedict with poached eggs, slow-cooked corned beef brisket with red beets, and house made hollandaise on an English muffin was cooked just right. If you stop by for dinner, try the baked lahvosh pizza, Baja fish tacos, or their steak and noodle salad. The May Kitchen + Bar in downtown Vashon offers Thai food in an atmosphere that makes guest feel they've been transported thousands of miles away. Gravy serves up southern cooking and BBQ, while those looking for a quick bite can swing by Perry's Vashon Burgers.

Marinas

QUARTERMASTER MARINA:

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23824 Vashon Highway SW,
Vashon, WA 98070

Amenities & Moorage:

Quartermaster Marina is located in Quartermaster Harbor near Dockton. It has overnight moorage and a pump-out station. There are some rooms available for rental.

Contact/Comms: (206) 463-3624

QUARTERMASTER YACHT CLUB:

47° 23' 7.37" N 122° 27' 51.45" W
23428 Vashon Highway SW, Vashon, WA
98070

Amenities & Moorage:

The Quartermaster Yacht Club is located directly next to the Quartermaster Marina. It offers guest moorage to members of yacht clubs who share a reciprocal moorage agreement with the club.

Contact/Comms: (206) 463-3624

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ASK THE EXPERTS

Photo: Dan Logan/iStock.com

Towing and Vessel Response (Part II)

FEATURING **THE TOWING CAPTAINS** OF TOWBOATUS PUGET SOUND

“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



TowBoatUS Puget Sound

TowBoatUS Puget Sound is a regional partnership between a local towing fleet and TowBoatUS. Owned by Captain Chris Conti, it currently consists of a fleet of seven tow boats. Conti’s operation was once called Point Defiance Marine Services and based out of Tacoma, Washington.

We continue the theme of boat towing in this two-part Ask the Experts article with three TowBoatUS Puget Sound captains.

They have plenty of tips and stories to share! You can read part one in the July issue in print or online at nwyachting.com.

NWY: Care to continue your tales of towing from last month?

JUSTICE: Two months or so ago, I got a call after midnight. A guy had fallen off his sailboat while it was cruising around under power. Basically, a sailboat was motoring on its own as the owner somehow swam to shore and was chasing it in a kayak. I had to go out there and find it in the middle of the night.

I found it a couple of miles from where he lost it, aground on its side on a beach. We ungrounded it, got it back to his house, and thankfully, he was alright. It could’ve been bad if he fell off in open water.

CONTI: Last year you saved someone as they were being towed into Chinook Landing. The passenger fell overboard and was going under, so CJ [Chris Justice] jumped right in the water and saved him.

JUSTICE: Even had my phone in my pocket. That was great. Always make sure you have your lifejacket on, especially if you can’t swim.

NWY: You guys clearly do a lot more than just tow: prop wraps,

salvage, search and rescue. Is that part of the fun of the job?

JUSTICE: Yep, the variety of work is exciting. We do boat fire response. Boats taking on water is always interesting.

GINN: The different people you meet is fun, too. There are definitely quite a few characters. But generally, everyone is super grateful when you get them in safe. It feels good to help someone, especially families with kids or older people aboard. That’s a good feeling.

We offer services of clearing props when people back up on their dinghy line or a crap pot. We’ll just get in the water, no problem, and unfoul the prop to get them going again.

NWY: Any comments on boat operators with an altered mental status due to alcohol or marijuana? What are some human element factors in a vessel response?

CONTI: Oh yeah! Usually we try to make sure everyone has lifejackets on, especially if they are intoxicated. We’ll handle it ourselves without getting them too involved, you get a sense of who is going to be helpful or not.

I had a situation once where an intoxicated person fell overboard during a tow because they were out on deck where they shouldn’t have been. They grabbed an antenna that they

THE BOATUS 411

Founded in 1966, BoatUS is considered the nation’s largest recreational boating advocacy, services, and safety group. Here’s a look at a few of the numbers behind the more-than-half-million-member association:

601,351

BOATUS MEMBERS
NATIONWIDE (annual dues: \$24)

615



TOWING VESSELS
IN THE FLEET



312

PORT LOCATIONS
ACROSS THE U.S.

76,418

ANNUAL REQUESTS MADE
FOR ON-WATER ASSISTANCE

\$791



AVERAGE COST OF ON-THE-
WATER TOWING SERVICE FOR
A NON-BOATUS MEMBER

GET TO KNOW **THE CAPTAINS**



Chris Conti

**Owner and Operator for
TowBoatUS Puget Sound:**

Conti has worked in the industry since 1988, starting in boatyards. He made connections with the original owner of Tow BoatUS 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.

"It's definitely seasonal around here, so we are busy in the summer and it slows down in the winter."



Chris Justice

Tacoma Operator:

Justice has been boating for many years, but the turning point came in the middle of a longer boat cruise 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, met Conti, and was hired.

"I've been doing this for six years now and I love it," Justice says.



Sam Ginn

Everett Operator:

Ginn originally came to the Pacific Northwest to start a dive business called Murky Waters Marine Services.

"I had a really good time doing that, but I got tied of scraping barnacles under boats. I decided I wanted to get back on top of them," says Ginn. Justice encouraged him to get his captain's license at Flagship Maritime and now he is the captain of a Tow BoatUS boat out of Everett.

must've thought was a handrail and went right in. Fortunately, we were in a marina and getting them out was easy. Keeping an eye on the customers on board is always a factor.

When it comes to tows, we'll contract with paperwork just to make sure we're all on the same page about cost estimates and details. With salvage, we establish a verbal contract at the time. Often at the time, we don't have a lot of time for that stuff, especially in a salvage situation where a boat is taking on water and you only have minutes to save it before it's under. You have to get the pump rigged and primed to get the water out of there. It all depends.

JUSTICE: I try to help customers who are paying out-of-pocket and don't want to break the bank. For example, if they are trying to get to their homeport but there is a perfectly fine public boat ramp nearby that can work for them and their trailer, I'll suggest it to save them the cost of the longer tow to the homeport.

NWY: *So, the services you guys offer is always the same, but the cost and level of coverage is*

between the customer and their provider, or lack thereof?

GINN: Yes, we always show up and give our all for the job at hand. The cost of our services to the customer are between them and their insurance provider or membership status.

JUSTICE: It's all about that gold membership! I'm a firm believer.

CONTI: Both BoatUS and Geico have different levels of insurance coverage. BoatUS has an unlimited card and an unlimited gold card. The gold is the best because it covers dock-to-dock tows under 25 miles. It covers breakdowns at sea, one hundred percent up to 50 miles or \$3,000 cost. Gold covers fuel deliveries—other than cost of fuels, jump starts, groundings, prop disentanglements, and more.

What's cool to me is that the gold level covers any boat you own, borrow, or charter. If a gold card member who boats up here in the Pacific Northwest goes to Florida, charters a boat, then goes out and it breaks down, he's covered by TowBoatUS.

It makes things easy; help is just a phone call to us away. I've

had a few breakdown experiences and fortunately, I could rebuild the starter, but it was enough for me.

GINN: As a boater, I'm a big believer in that gold card. Before I even knew these guys and first got my boat, I heard so many stories of people needing a tow from Seattle to Tacoma and spending thousands of dollars.

I heard it often enough that I thought if I had to use it once, it basically pays for itself for ten years of coverage. It's also not just about me, because it covers somebody else's boat that you're borrowing that breaks down. Before I even moved my first boat, I made sure I had it.

JUSTICE: TowBoatUS also has a really nice app now for your phone. I got a call from dispatch the other day from someone who used the app. It sounded like they had been waiting a while, but when I got to them, they said they used it 15 minutes ago. I was impressed with how quick it was, and it pinpoints coordinates. This world is getting high tech!

NWY: *What about the gear you all take aboard? Is there an official checklist boaters should*

try to follow?

CONTI: We have checklists that I go through on a semi-annual basis. There's equipment lists I fill out every year for TowBoatUS to make sure the equipment is up to snuff. What's needed and required varies somewhat between inland waters and the ocean, but we're well set up with extras on our boats as well.

JUSTICE: If I have a pump on board, I'm good to go! Extra fuel, jumper cables, basic tools, plugs, dive gear, patch materials...

GINN: I use a dry suit and take the tank and the whole bit when I jump in. Some guys will go with a long hookah line, which is lot less gear. I'm more comfortable in the water with my complete setup.

NWY: *Any final tips for those summer boaters out there? How do we stay out of trouble or be helpful when we're working with you guys?*

CONTI: Don't go boating without a membership!

JUSTICE: Once in a while, you get someone who thinks they need to throw a line off. There's been a few times where I'm going past the breakwater and getting ready to side tie, and then the boat operator throws the tow line off. That's definitely not what we want at that point, so please wait for us to indicate for when to untie.

GINN: I had that happen to me, too! [Laughs] NWY

“I had a situation once where an intoxicated person fell overboard during a tow because they were out where they shouldn't have been. They grabbed an antenna that they must've thought was a handrail and went right in.”

Kevin's Catch

By Kevin Klein



Continued from Page 57

shop. And, as always, check the regulations before you go. No matter which species of salmon you catch, make sure and save those heads and carcasses for crab bait. Nothing is more effective for limiting out on the Dungeness than floggin' a nice oily salmon noggin!

Crabbing should still be open in many areas around the Northwest; and it is the cure for any summertime blues you may have. Fire up that crab cooker and crack open a cold one before cracking some hot dungies.

There are three Northwest Salmon Derby Series on the docket for this month. The Brewster King Salmon Derby August 2 to 4; the Vancouver Chinook Classic in Richmond B.C., August 17 and 18; and the Columbia River Fall Salmon Derby in Woodland, Washington, on August 31. Go to nwsalmonderbyseries.com for more details. Enjoy the summer while it lasts! Time to get out on the water and get after those fish!

NWY

Kevin's Pick:

BIG HAMMER SWIM BAITS

If I had to choose one lure to use for all species of fresh and saltwater fish in the Northwest, it might just be Big Hammer Swimbaits. From tuna, halibut, ling cod, rockfish, bass, walleye, and beyond, these lures will draw the attention of just about every fish species. Since 1993, Big Hammer has been making swimbaits that are durable and action-packed. Their hydrodynamic square tail design gives them attractive movement through the water even at low speeds. Check out the full lineup, from 2" to 9", at swimbait.com.



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“My hair is better than yours.”

Behold Jonathan, the big red dog of *Northwest Yachting* contributor and avid local boater Melissa Gervais. According to Gervais, “His favorite pastime is crabbing and prawning in Centre Bay, Gambier Island (British Columbia). He can spot the buoy from a nautical mile and always tries to catch it as we approach. He started boating when he was eight weeks old and I can’t keep him out of the water!” This Irish Setter just can’t get enough!

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: *Crewsaver Pet Float*

Like human crew, all doggos aboard should be equipped with proper floatation devices to be safe on the water. The

Crewsaver Pet Float does the job while allowing the wearer his or her natural free range of movement. They come in multiple sizes. You can pick one up from Fisheries Supply for \$44.95.



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Left (top to bottom): Aialik Glacier of Kenai Fjords National Park is awe-inspiring; Stellar sea lions lounge, the big male watching over his harem; An orca hunting salmon along the shore. Like orcas in Puget Sound, resident Kenai populations tend to feed heavily on salmon runs while transient pods go for marine mammals.

Continued from Page 66

hot tea and coffee in the dining salon aft.

As far as growing my own knowledge, I feel far more informed than I would've thought. Not only will captains Teevin and Meyer eagerly talk boat with you, but they'll even show you how to start the engines and weigh anchor if you ask them. They have that instructor bent, further reinforced by their new boating operations workshops during relocation runs and in Puget Sound during the off-season. A scouting trip with NPE combined with extensive preparation and resources like the book *Exploring Alaska's Kenai Fjords* by David WM. Miller should set you, and me, up for cruising success.

To my most pressing questions about what The Kenai experience was all about, it was mid-beer sip in Seward when I realized this was a place to be felt, not explained. Descriptors like rugged, wild, and the like are apt, but my attempts at such prose are inadequate. In isolation, other artistic mediums aren't up to task either. It's easy to find jaw-dropping photography of the region, but even the most excellent of them seem lacking. What is the visual of a feeding humpback mother without the sound

of her calf's breath? What is the sound of its breath without the old fish smell? To wax poetic of calving glaciers is a start, but what is the description of a fjord without the funneled gusts of chilled wind sending sensual goosebumps up your arms? What are the goosebumps without the dread that the glaciers could be gone in our lifetimes?

Finally, no description of *Sea Star* is complete without the good-natured banter of the crew, the post-dinner chats of whatever you please, and being on the hook under the midnight sun. A morning beer ritual with a friendly Turk aboard. The inner body high when appreciating that you haven't seen any other boats in days. Experiencing The Kenai expedition-style hits a person at every level and left me both speechless and with so much to say. If you have a shot, I say go for it. Just leave the guns and roses in Texas.

NWY



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

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Victoria International Marina Wins Environmental Award

By Evin Moore

The Victoria International Marina in Victoria, British Columbia, recently received the top rating from Georgia Strait Alliance's Clean Marine BC program. The Clean Marine BC program was designed by the Georgia Strait Alliance as a program for marinas, shipyards, yacht clubs, and harbor authorities to voluntarily join and receive recognition for their environmental efforts. The Alliance works to improve environmental best practices and reduce the impact of recreational boating on the Strait of Georgia.

Craig Norris, CEO of the Victoria International Marina, says; "Having Environmental Science as my degree and life's work, I am privileged to represent an ownership group that allowed our team to do the right thing from the beginning." Norris went on to say recognition by Clean Marine BC is an honor and "a feather that will be proudly displayed in our caps." The marina earned its five-anchor rating through their excellence in environmental practices. These practices include everything from installing LED dock lighting with photocells to sponsoring reef balls, transplanting eelgrass, and supporting local ecotourism.

"We know that how we run our operations can minimize the impact that our facility has on the environment and on the water around us," said Steve Sinclair, director of operations at the marina. The marina has focused on the environment from the ground up and beyond, and has attempted to integrate an environmental perspective into every level of their operations.

Other onsite features that led to the perfect rating include docks constructed from steel pilings and not creosote-soaked logs, a pump-out facility with access from all dock areas, docks made from encapsulated concrete, and a clubhouse fireplace fueled with bioethanol.

"It's wonderful to see that Victoria International Marina made minimal disturbance to the environment a priority from the onset," said Christianne

Wilhelmson, executive director of Georgia Strait Alliance. "The facility's commitment is evident by its remarkable achievement of receiving the top-anchor rating in Clean Marine BC." **BY**

Left to Right: Steve Sinclair, Michelle Young, and Christianne Wilhelmson



Photo: Cheryl Onciul/Georgia Strait Alliance

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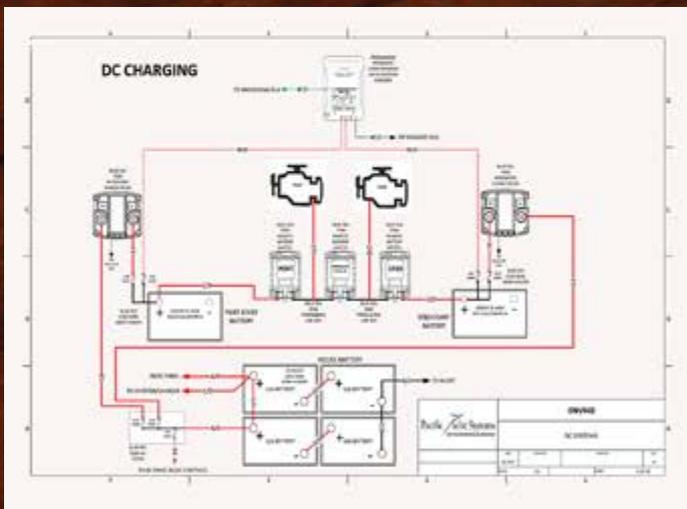
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Business Notes



MarineMax Acquires Fraser Yachts

By Evin Moore

U.S. boat retailer MarineMax has acquired the Fraser Yacht Group from the Italian-based Azimut-Benetti Group. Fraser, often cited as one of the top superyacht brokerages, is based in Monaco with 20 locations around the world, with an especially strong presence in Ft. Lauderdale, Florida. These bases of operation give Fraser a strong foundation for growth and providing their services worldwide. All of Fraser's current employees will remain with the company, as will current directors, Paolo Vitelli and Roberto Giorgi, who will remain in an advisory capacity.

"The acquisition of Fraser is significant for MarineMax as it

dramatically increases our presence and strength in the strategically important superyacht category," said W. Brett McGill, CEO and President of MarineMax. The acquisition will also expand MarineMax's international capabilities and footprint.

Azimut was founded in 1969 and purchased Benetti in 1985. Azimut has been represented by MarineMax in the United States since 2006. In addition to the purchase of Fraser, MarineMax further strengthened their relationship with Benetti Yachts by signing a multi-year deal to become the exclusive dealer of Benetti's yachts in North America.

BY

New Navico President and CEO

By Evin Moore

On Jun 27, Navico announced that Knut Frostad had been named new President and CEO by the company's board of directors. Frostad is stepping in for departing CEO Leif Ottosson.

"We thank Leif Ottosson for leading ten years of transformation and growth in Navico," said Hugo

Maurstad, chairman of the board of Navico.



Knut Frostad

Frostad has been on the board of Navico for 14 years and is a former professional offshore and Olympic sailor. He competed in the Volvo

Ocean Race as a skipper and served as CEO of the race. While he was with the Volvo Race, he was credited for helping grow global awareness of the race through social media platforms. Frostad is expected to take over day-to-day leadership immediately.

"It will be a privilege and honor to lead Navico - a truly global company with highly talented people and iconic brands," said Frostad. "We have an exceptional team at Navico that is focused on transforming the business, continuing to innovate and unlocking future growth opportunities. With my passion for boating and the water, this is truly an exciting opportunity."

BY



Hamachi covered in well-earned leis after Transpac 2019, as per race tradition.

Continued from Page 74

Who can guess what's next for Matt Pistay, exhausted from his Hawaiian finish at the time of this writing? While braggadocio may be standard fare in this competitive sailing world of Type A personalities, I have a hunch little has changed in his "this is a win for us all" community philosophy he expressed in that celebratory speech at the Angry Beaver bar in his hometown.

The refreshing attitude is part of what makes Matt Pistay's best summer ever a worthy story. At our best, the Pacific Northwest's sailing and larger maritime culture is inherently bound by a sense of community and unity. When our own sailors keep that perfect Cascadian blend of serious performance with the beer's-on-me

THE TEAMS

ANGRY BEAVER

Team Angry Beaver – The Skiff Sailing Foundation won the fifth annual Race to Alaska, an infamous, 750-mile, adventure-style race from Port Townsend, Washington to Ketchikan, Alaska. With minimal rules including no engines allowed, the race is a magnet for attracting eclectic backgrounds, creative human-powered elements, and courageous souls.

Team Angry Beaver – The Skiff Sailing Foundation took first on a Schock 40, a racing machine complete with canting keel and unique dual rudder setup where one rudder is forward near the bow. The crew of six included Matt Pistay, Gavin Brackett, Brent Campbell, Alan Johnson, Mats Elf, and Simon Miles. You can read more about the team at r2ak.com.

SAIL HAMACHI

Team Sail Hamachi won Transpac 2019, the 50th iteration of the legendary sailboat race. Skippered and owned by Seattle area sailors Shawn Dougherty and Jason Andrews, the 1999-vintage J/125 *Hamachi* is often seen racing in the Puget Sound area. The crew of six completed the 2,225-nautical mile race from San Pedro, California, to Diamond Head, Hawaii, on July 21 at 02:21:29 hours.

The complete team includes Shawn Dougherty, Jason Andrews, Frederic Laffitte (strategist known as The Godfather aboard), Lucas Laffitte (bowman), David Rogers (navigator), and of course, Matt Pistay. Pistay is proudly listed as "Cat 3 Cooler Jockey" on Sail Hamachi's profile available at transpacyc.com.

attitude as they go forth and conquer, we can all salute with pride.

The summer is not just Matt Pistay's best anymore. It's all of ours. Now put down this magazine and get out on the water!

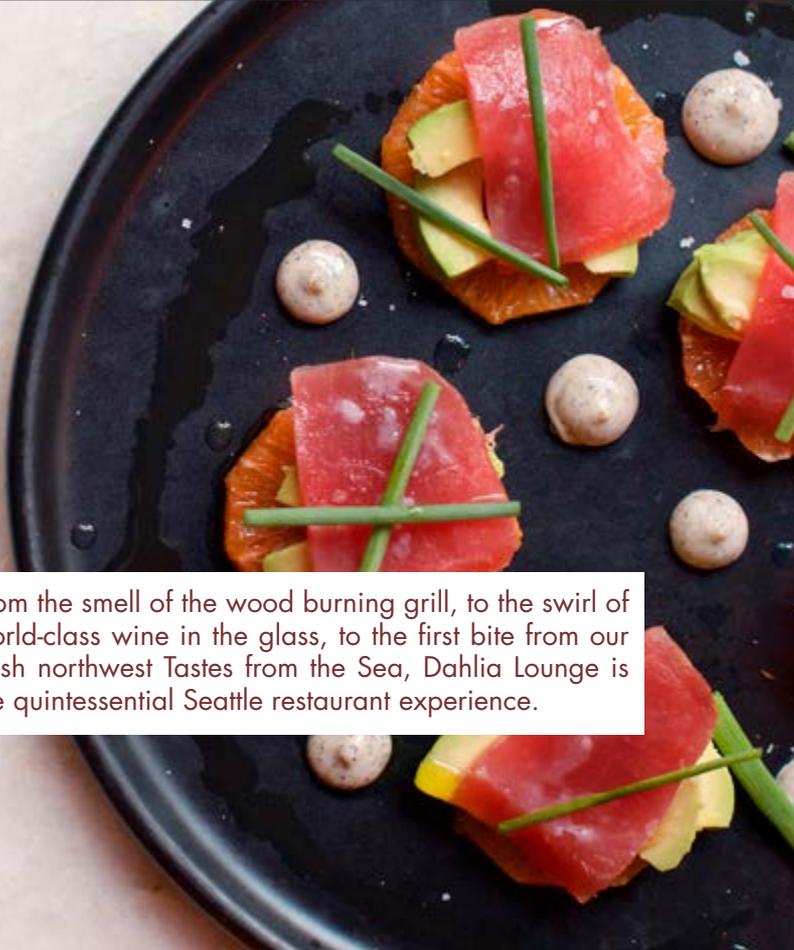
NWY



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




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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
					29' Blackfin	1998	88,500	Stan Miller	15	34' Bayliner	1989	27,500	Waterline	45	37' Island	2008	229,000	MarineSVC	37
					29' Ranger	2013	174,900	Stan Miller	15	34' CHB	1983	32,900	Waterline	45	38' Ocean	1989	79,500	Stan Miller	15
POWER					29' Ranger	2012	159,900	Waterline	45	34' Hatteras	1964	29,900	La Conner	93	38' Bayliner	1988	49,500	Waterline	45
220' EdgeWater	2000	26,000	Stan Miller	15	30' Bayliner	1978	17,500	La Conner	93	34' Boston Whaler	2000	149,900	Elliott Bay	25	38' Bayliner	1994	59,900	Waterline	45
23' Wellcraft	1995	16,900	La Conner	93	30' Bayliner	1999	35,900	Waterline	45	34' Luhrs	2002	109,000	Stan Miller	15	38' Blackman	1996	108,350	Stan Miller	15
25' Chris Craft	1969	39,900	La Conner	93	30' Willard	1973	39,900	La Conner	93	34' Boston Whaler	2008	195,900	Stan Miller	15	38' Egg Harbor	1990	89,000	Waterline	45
25' C-Dory C	2007	65,000	Waterline	45	30' Willard	1976	55,000	Stan Miller	15	35' Luhrs	1990	69,900	Stan Miller	15	38' Transworld	1988	85,000	Waterline	45
25' Shearwater	2005	76,000	West Yachts	39	31' Camano	1992	78,500	Waterline	45	35' Viking	1977	44,500	Waterline	45	38' True North	2006	255,000	Stan Miller	15
26' Tollycraft	1977	28,500	Waterline	45	31' Beneteau	2019	169,000	Signature	21	35' Skipjack	1991	109,000	Stan Miller	15	38' Helmsman	2017	439,000	Waterline	45
26' Blackman	1990	69,000	Stan Miller	15	31' Camano	2004	117,500	Signature	21	35' Bayliner	2001	96,500	Stan Miller	15	39' Pacemaker	1965	22,500	Waterline	45
26' Skipjack	2000	75,000	Stan Miller	15	31' Camano	1993	92,500	Waterline	45	35' Cabo	2003	220,000	Stan Miller	15	39' Sea Ray	1988	34,500	NW Yachtnet	59
27' Sea Ray	1996	19,900	La Conner	93	31' Ranger	2015	239,000	Waterline	45	36' Tiara	1985	49,900	Waterline	45	39' Carver	1993	59,000	West Yachts	39
27' Sea Ray	1998	27,000	bellingham	12	32' Trojan	1978	28,800	Waterline	45	36' Albin	1979	39,500	Waterline	45	39' Bayliner	1998	139,900	West Yachts	39
27' Shamrock	2002	53,000	Stan Miller	15	32' Carver	1990	35,000	La Conner	93	36' Egg Harbor	1978	44,950	Elliott Bay	25	39' Azimut	2000	215,000	West Yachts	39
27' Grady White	2016	185,000	Stan Miller	15	32' Bayliner	1991	44,900	Waterline	45	36' Grand Banks	1972	48,500	La Conner	93	39' Krogen	2003	375,000	Stan Miller	15
27' Ranger	2015	150,000	Elliott Bay	25	32' BC	1986	59,000	Waterline	45	36' Grand Banks	1986	132,000	NW Explor.	107	39' Princess	2013	359,500	Stan Miller	15
27' Ranger	2017	154,900	Waterline	45	32' Grand Banks	1975	62,500	Stan Miller	15	36' Monk	1988	109,000	West Yachts	39	40' Davis	1987	79,900	NW Yachtnet	59
28' Pelican	1990	39,900	West Yachts	39	32' Back Cove	2018	359,500	MarineSVC	37	36' Riviera	2007	249,500	Emerald Pc.	11	40' Ocean Alexander	1983	114,900	West Yachts	39
28' Tresfjord	1980	27,500	La Conner	93	33' Tiara	1996	59,500	Emerald Pc.	11	36' Union	1982	59,000	MarineSVC	37	40' Tollycraft	1979	89,900	West Yachts	39
28' Henriques	2003	100,000	Stan Miller	15	33' Tiara	1991	60,000	Stan Miller	15	37' Hershine	1979	39,500	Waterline	45	40' Albin	2006	249,900	Emerald Pc.	11
28' Cutwater	2017	154,500	bellingham	12	33' Blackfin	1993	145,000	Stan Miller	15	37' Carver	1995	65,500	La Conner	93	41' Chris Craft	1961	42,500	Waterline	45
29' Sea Ray	2001	45,000	Waterline	45	33' Sea Ray	2008	155,000	West Yachts	39	37' Cold Water	2008	259,000	Waterline	45	41' CHB Europa	1979	59,900	NW Yachtnet	59
29' Sea Ray	1995	23,500	Waterline	45										41' Hershine	1984	75,000	NW Yachtnet	59	





65' 1990 Macgregor.....\$149,000



45' 1990 Beneteau 45f5.....\$120,000



43' 2005 Sterling Atlantic.....\$250,000



32' 2000 Nordic Tug 32.....\$144,950



29' 2010 Ranger Tug.....\$156,000



42' 1979 Grand Banks.....\$119,995

65' 1990 Macgregor 65\$149,000

60' 2003 Metalcraft 60\$699,000

45' 1990 Beneteau 45f5\$120,000

43' 2005 Sterling Atlantic\$250,000

42' 1979 Grand Banks\$119,995

40' 1987 Ponderosa\$99,995

39' 1997 Bayliner 3988\$129,500

35' 1988 Rosborough RF-35\$115,000

34' 1974 Columbia 34\$59,995

34' 1976 Tolly\$28,500

34' 1955 Monk\$24,950

32' 1991 BHM Trawler\$79,900

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32' 2000 Nordic Tugs 32\$144,950

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41' President	1985	75,500	NW Yachtnet	59
41' Roughwater	1977	54,900	La Conner	93
41' Tiara	2002	199,500	Stan Miller	15
41' Sea Ray	2012	389,500	Stan Miller	15
41' Bracewell	2019	499,000	Waterline	45
42' Grand Banks	1969	72,500	Stan Miller	15
42' Carver	1998	115,900	Emerald Pc.	11
42' CHB	1984	94,900	La Conner	93
42' Grand Banks	1984	139,900	Stan Miller	15
42' Grand Banks	1977	116,000	MarineSVC	37
42' Grand Banks	1973	88,500	Stan Miller	15
42' Grand Banks	1990	229,000	NW Explor.	107
42' Kadey Krogen	1990	225,000	NW Explor.	107
42' Shaw Boat	1993	289,000	Stan Miller	15
42' Grand Banks	1989	205,000	Elliott Bay	25
43' Gulfstar	1975	98,000	NW Yachtnet	59
43' Sabre	1995	279,000	Waterline	45
43' Helmsman	2019	549,500	Waterline	45
43' Nordhavn	2007	624,900	Stan Miller	15
44' Hatteras	1970	95,000	NW Yachtnet	59
44' Tiara MY	2016	645,000	Worth Ave.	13
45' CHB Trawler	1981	79,900	La Conner	93
45' Bayliner	1995	119,900	Emerald Pc.	11
45' CHB	1981	115,000	Waterline	45
45' Matthews	1963	149,000	NW Yachtnet	59
45' Tiara	2012	559,000	Emerald Pc.	11
46' Grand Banks	1988	245,000	West Yachts	39
46' Nielson	1981	249,000	West Yachts	39
46' Sea Ray	2003	179,777	Stan Miller	15
47' Custom	1981	299,000	NW Yachtnet	59
47' Tiara	2006	349,000	Emerald Pc.	11

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48' Ocean	1997	199,500	Stan Miller	15	57' Real Ships	2002	865,000	Chuck Hovey	17
48' Tollycraft	1981	179,000	NW Yachtnet	59	58' Vantare	1989	289,000	Stan Miller	15
48' Defever	1983	389,000	Chuck Hovey	17	58' Bertram	1980	179,000	Stan Miller	15
48' Krogen	2005	695,000	Stan Miller	15	58' Chris Craft	1970	164,900	Worth Ave.	13
49' Grand Banks	1993	399,000	NW Explor.	107	58' Kadey Krogen	2001	975,000	NW Explor.	107
49' Grand Banks	1995	449,500	Stan Miller	15	58' Sunseeker	1999	378,000	Emerald Pc.	11
49' Hampton	2000	379,000	Stan Miller	15	60' Western	1987	395,000	Emerald Pc.	11
50' Grand Banks	1970	129,900	NW Yachtnet	59	60' Custom	1989	484,000	NW Yachtnet	59
50' Delta	1992	249,000	NW Explor.	107	60' DeFever	1984	394,500	Waterline	45
50' Kristen	2003	580,000	West Yachts	39					
50' Riviera	2012	739,500	Elliott Bay	25					
51' Monte Fino	1985	119,000	NW Yachtnet	59					
51' Sea Ray	2000	279,000	Stan Miller	15					
52' PT Cockpit	1986	119,900	NW Yachtnet	59					
52' Emerald	1996	199,000	Elliott Bay	25					
52' Ocean Alexander	2005	339,000	Stan Miller	15					
53' LRC Trawler	1974	169,000	Waterline	45					
53' Nordlund	1979	148,500	Waterline	45					
53' Vic Franck	1986	346,500	Chuck Hovey	17					
53' Riviera	2012	1,200,000	Stan Miller	15					
54' WestBay	2005	699,000	Emerald Pc.	11					
54' Kadey Krogen	1991	359,000	Waterline	45					
54' Ocean Alexander	2009	585,000	Worth Ave.	13					
54' Sabre	2009	1,295,000	Worth Ave.	13					
55' Jones Goodell	1974	159,000	Stan Miller	15					
55' Marquis	2008	595,000	Stan Miller	15					
55' Offshore	1991	529,000	Chuck Hovey	17					
55' Fleming	2008	1,588,000	Chuck Hovey	17					
57' Bayliner	2000	459,000	West Yachts	39					
57' Nordhavn	1998	995,000	Emerald Pc.	11					

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43' BAYLINER 4388 1993, T/250hp Hino's, 14kt cruise, AP, Radar, GPS, 8kw gen, 2000W inverter, tender + OB, marvelous design & layout, asking **\$79,000**



42' CHB EUROPA 1984, single Volvo 310hp, 13'7" 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**



37' CARVER VOYAGER 1995, T/Crusader 18's, 700 hours, GPS, Radar, inverter, Webasto furnace, 2018 dinghy, marvelous condition, asking **\$65,500**



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



34' HATTERAS ACMY 1964, T/Chrysler inboards, 12'5" beam, 2017 powerwinch, 10' tender, 7hp OB, 2019 Webasto furnace, same owner 24 years! asking **\$29,900**



32' CARVER 1990, T/Merc 5.7L, new engines, 14kt cruise, GPS, Radar, AP, inverter, tender + OB, full bimini enclosure, excellent condition! Asking **\$35,500**



32' GRAND BANKS 1966, 135hp Ford Lehman, Radar, DS, inverter, new anchor windlass, 10' Achilles, 8hp OB, Philippine Mahogany, big time cruiser, asking **\$24,500**



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 **\$7,500**



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



28' PURSUIT 2870 2003, T/225hp Yamaha OB's, Radar/GPS, anchor windlass, 12V downriggers, galley, private head, 2013 3-axle trailer, asking **\$64,500**



27' SEA RAY AMBERJACK 2007, 62L Merc w/ BR III, 200 hrs, 12VDC windlass, GPS, inverter, trailer, all the fishing / cruising amenities, asking **\$45,000**



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



25' CHRIS CRAFT LANCER 1969, Ball glass, 2015 Yanmar diesel, 18 knot cruise, dual stations, Radar/ GPS plotter, trailer, rare and cool, asking **\$149,500**



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23' WELLCRAFT EXCEL 1995, rebuilt Ford 302 w/Volvo Penta outdrive, 2-axle trailer, 2 DS, 8' inflatable dinghy, fridge, stove, enclosed head, asking **\$16,900**



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To place a classified ad visit nwyachting.com/classifieds.

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
60' Riviera	2016	1,649,000	Emerald Pc.	11	65' Malahide	1972	795,000	Waterline	45	67' Bertram	2005	1,295,000	Stan Miller	15	106' Horizon	2005	3,275,000	Chuck Hovey	17
65' Hatteras	1988	325,000	irwinyachts	8	65' Pacific	2004	785,000	Worth Ave.	13	67' Tollycraft	1987	395,000	Stan Miller	15	110' Akhir	1998	3,495,000	Chuck Hovey	17

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70' Monte Fino	1996	895,000	NW Yachtnet	59	110' Cantieri di Pisa	1998	1,775,000	Chuck Hovey	17
72' Monk	1977	525,000	West Yachts	39	114' Nordlund	2003	5,999,000	Emerald Pc.	11
72' Bertram	1991	595,000	Stan Miller	15	115' Crescent	1994	4,399,000	Chuck Hovey	17
72' Ferretti	2005	685,000	Elliott Bay	25	150' PV	1983	2,228,694	Waterline	45
72' Hatteras	1981	399,000	Waterline	45	150' Ferry	1936	1,699,000	NW Yachtnet	59
72' Hatteras	2008	1,749,000	Stan Miller	15					
73' Northcoast	1998	889,000	Elliott Bay	25					
73' Northcoast	1998	939,000	Elliott Bay	25					
74' Ocean Alexander	2007	2,435,000	Worth Ave.	13					
75' Northern	1998	1,490,000	Hampton 6,	108					
76' Tug	1906	130,000	Waterline	45					
76' Alaskan	2008	2,295,000	Worth Ave.	13					
78' Tug	1890	79,500	Waterline	45					
78' Custom	1927	625,000	NW Yachtnet	59					
83' Monk	1980	389,000	Chuck Hovey	17					
85' Azimut	2005	1,645,000	Emerald Pc.	11					
86' Nordlund	1998	1,995,000	Emerald Pc.	11					
88' Jack Sarin	2006	1,999,000	Emerald Pc.	11					
90' Star Shipyard	1967	699,000	Chuck Hovey	17					
92' Ortona	1989	745,000	Worth Ave.	13					
93' Custom	1908	89,500	NW Yachtnet	59					
103' Cheoy Lee	2011	4,495,000	Chuck Hovey	17					

SAIL

20' Laser	2008	19,500	MarineSVC	37
20' Pacific	1983	32,500	West Yachts	39
25' Fisher Potter	1977	19,500	Signature	21
30' Catalina	1986	23,000	Signature	21
30' Catalina	1981	14,500	MarineSVC	37
31' Beneteau	2000	49,500	Signature	21
31' Cape George	1981	38,000	West Yachts	39
32' Kettenburg	1934	19,000	Stan Miller	15
32' Evelyn	1985	17,500	MarineSVC	37
32' Islander	1978	17,900	MarineSVC	37
32' Kyrie	1985	28,900	Signature	21
32' Laurin Koster	1965	27,000	West Yachts	39
32' Gulf PH	1988	55,000	West Yachts	39
33' Ericson	1982	24,900	Signature	21
33' Freedom	1981	21,500	Signature	21
33' Mason	1986	89,000	Waterline	45
33' Araminta	2000	180,000	Waterline	45
34' C&C	1978	33,000	Signature	21
34' Columbia	1972	27,000	MarineSVC	37
34' KMV	1974	29,000	MarineSVC	37
34' Gemini	2005	115,000	Elliott Bay	25
34' Jeanneau	2019	189,965	MarineSVC	37
35' Brewer	1976	44,900	MarineSVC	37
35' Cal	1983	34,000	West Yachts	39
35' Cheoy Lee	1966	59,000	Stan Miller	15
35' Beneteau	2016	168,000	Signature	21
35' Nauticat	2000	179,500	MarineSVC	37
36' Tanton	1981	27,000	MarineSVC	37
36' Bruce Roberts	2001	55,500	Waterline	45
36' C&C	2004	110,000	Elliott Bay	25
36' Colvin	1993	79,000	MarineSVC	37
36' Hunter	2004	98,900	Signature	21
37' Saturna	1980	39,000	MarineSVC	37
37' Beneteau	2004	99,500	Signature	21
37' Nautor	1980	84,750	West Yachts	39
37.5' Hunter	1990	58,000	West Yachts	39
38' Catalina	2000	105,000	West Yachts	39
38.1' Beneteau	2018	249,900	Signature	21
39' Cal 39	1978	29,000	Waterline	45
39' Cal 39-II	1980	68,000	West Yachts	39
39' Hunter	2015	159,950	Signature	21
39' Jeanneau	2008	159,500	MarineSVC	37
39' Jeanneau	2007	139,500	MarineSVC	37
40' Schucker	1977	59,900	MarineSVC	37
40' Beneteau	1994	85,000	Elliott Bay	25
40' Beneteau	1997	90,000	West Yachts	39

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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
40' Nauticat	1985	149,900	MarineSVC	37	51' Frers	1981	49,900	MarineSVC	37	57' Alden	1964	79,500	Waterline	45	65' Bruce Roberts	1997	314,000	Waterline	45
40' Nauticat	1985	139,000	Waterline	45	51' Skye	1980	139,500	MarineSVC	37	61' C&C	1972	179,000	MarineSVC	37	83' Custom	1934	225,000	Waterline	45
40' Hinckley	1970	129,500	Elliott Bay	25	56' Herreshoff	1956	215,000	Waterline	45	65' MacGregor	1990	159,000	Bristolyachts	92					
40' J 40	1990	89,500	MarineSVC	37															
40' Najad	2007	265	Signature	21															
40' Lagoon	2019	529,854	MarineSVC	37															
40' Fountaine	2018	553,148	Signature	21															
41' Ericson	1968	37,500	West Yachts	39															
41' Beneteau	2000	112,000	Signature	21															
41' Passport	1989	149,000	MarineSVC	37															
41' Beneteau	2019	315,932	Signature	21															
41.1 Beneteau	2019	315,000	Signature	21															
42' Catalina	1992	110,000	MarineSVC	37															
43' Hunter	1995	72,500	Stan Miller	15															
43' Beneteau	2005	119,500	Elliott Bay	25															
43' Luengen	1987	79,500	Waterline	45															
43' Slocum	1986	139,900	West Yachts	39															
44' Roberts	1990	37,500	West Yachts	39															
44' Spencer	1973	40,000	MarineSVC	37															
44' Bruce Roberts	1993	49,500	MarineSVC	37															
44' Cheoy Lee	1980	139,900	West Yachts	39															
44' Nauticat	1980	185,000	MarineSVC	37															
44' Island Packet	2007	299,000	MarineSVC	37															
44' Jeanneau	2019	399,985	MarineSVC	37															
45' Bruce Roberts	1983	69,000	Waterline	45															
46' Cal	1973	89,900	West Yachts	39															
46' West Indies	1977	59,900	Signature	21															
46.1' Beneteau	2019	489,859	Signature	21															
47' Vagabond	1983	249,900	MarineSVC	37															
48' J/145	2001	325,000	Signature	21															
49' Transpacific	1980	129,000	Elliott Bay	25															
49' Jeanneau	2007	349,500	MarineSVC	37															
49' Jeanneau	2019	519,796	MarineSVC	37															
50' Jeanneau	2011	339,500	MarineSVC	37															



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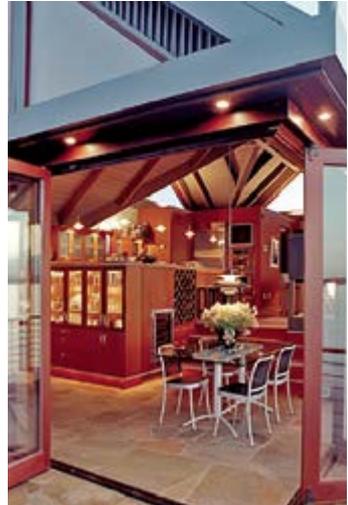


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1981 38' ERICSON SLOOP 4 cyl. Dsl. 750 hrs. 54 gal. fuel. 90 gal. Water. Roller furling, full batten main. S. T. winches, lines lead aft. Electric windless, 200' 5/16 Hi-test chain. Fresh water wash down. 33 lb. claw anchor. New Garmin Radar. Garmin 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. **S884-1910**



44' OFFSHORE SAILBOAT Miller 44 cruising sailboat. Hand laid fiberglass hull. 55 HP isuzu diesel (not running) tiger windlass Mylar main 36 radar plotter autopilot. Non smoker. 6 2" headroom. Need someone to love her as much as we have. **\$18,000.** Phone: 206-919-1431. **S870-1908**



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; PVI dripless shaft seal; 8 sails; standing and running rigging replaced 2013. **\$115,000.** Contact **Robert at 904-728-9199. 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 at 360-378-5224 or chms@rockisland.com for photos. S897-1910**



TRANSPAC 49' MARK II KETCH 1986 The warm teak interior with teak and holly floors feels roomy. She has 3 cabins and 2 heads. There are 3 stern windows shedding light and a view from the master bed. Spacious hanging lockers and storage. A separate large shower stall in the master head. Engine room is stand up with a work bench, mounted vise and storage for tools. Excellent access to engine. Spacious fore and aft teak decks. 135hp Ford Lehman eng, Northern Lights 5kw gen set, Dometic Masterflush, 120v refrigeration/freezer, battery charger, Lowrance chart plotter, vhf, max prop, radar, roller furling jib, AB 10' with 15hp Mercury, hydraulic steering, Espar furnace and King electric heat. **\$174,000.** Contact **Pamela Gingras 206-387-6143. S904-1911**



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

CAPE GEORGE 36' Rare 1978 Cape George 36', **\$64,000.** 1 owner, immaculately maintained, all systems continuously upgraded. Yanmar 4JH4E, (3) AGM batteries, (2) 100A alternators, ZF30M reduction gear, 1 1/4" shaft 18" prop. (2) Balmer multistage reg, Xantrex 40A charger. Maxwell 2200 windlass, robust anchoring system. New sails and sail covers, summer awning. New all weather full boat winter awning w/ side curtains (this awning can take it (Portland, Canada, Ak). 316 ss standing rigging, Haynes turnbuckles, Murray wenches, Garmin electronics, new radar, Standard Horizon radio AIS/GPS. See www.bit.ly/sailboat4sale for pics and info. Serious inquiries only. **\$64,000.** Contact **2jsarmstrong@gmail.com or 425-244-1115. S905-2001**

POWER



47' SELENE 2006 Very desirable ocean trawler with craftsman quality fit and finish throughout. Master stateroom forward with ensuite head/shower, bunkroom second cabin with spacious head/shower, salon settee that converts to a double sleeping berth, captains single berth in the pilothouse (sleeps seven in total). Cummins 330HP (2300 hrs), 12KW Northern Lights genset (970 hrs), Sidepower bow and stern thrusters, diesel hydronic heat, reverse cycle heat/air, full electronics package (Raymarine) with dual plotters at the lower helm, new flybridge 3/4 enclosure, Steelhead hydraulic davit, Bullfrog tender with 30 HP Honda. Recently survey, priced below survey value. **\$470,000.** Location: **Bellingham, WA.** Contact **Lothar Taylor or Wes Koenig at 360-671-0829. sanjuansailing.com. P917-2001**



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**



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. **\$145,000.** Contact **Lee at 206-920-1135 or Wally at 360-710-6371 to view boat. P896-1910**



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! **\$254,000.** 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. **P881-1909**

CLASSIFIEDS



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. **SOLD.**



US DOCUMENTED 32' GRAND BANKS 1974 METICULOUSLY MAINTAINED X 19 YEARS! RELIABLE EASY & PERSUASIVE IN THE SEAS! Documented 32' Grand Banks 1974, Fiberglass house and hull. Meticulously maintained x 19 years! Reliably sea worthy! 2005 New American Diesel 132 hp, total 845 hrs, & Entire Exhaust system replaced. Performance: 8 kts @ 1800 rpm, 9.2 kts @ 2200 rpm. Burns 2gph at cruise = 800 nm range. Custom 200 gallon aluminum fuel tanks in 2017 w/even fuel flow. 2018: New Electrosan + holding tank & plumbing. Teak decks resealed. 2016: Four new 6V AGM for house & Custom upholstery. Survey 11/18 by North Beach Marine, Fair Mk value = \$73.5 - \$75K. Will share if genuine interest. Xantex inverter, Link 20, Garmin GPS. Radar, Propane oven stove. Dual helms. Comfort. \$73,000. Contact Edward Drum: 360-678-6074. P906-1911



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. P890-1910



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. \$89,500. Call or Email for photos and information. Capt. Vic Cano, 360-319-8195. victorjcano3@gmail.com. P894-1910



DILIGENCE 42'X12'X6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Gardner 120, 6L Diesel. Twin Disc. HD Hydraulic Windlass Spool. 500 fuel, Electric, Plumbing 1st rate. Systems & tanks replaced. Hydronic Heating. Register AC Heaters. Elec. Head, sewage system. Full Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Great Galley, Salon, Pilothouse, Elec Head, Shower. Quality systems. Turn-key. Professionally built & maintained. Cedar / Oak. Aft station helm jog & controls for fishing. Hinge mast, boom, Dinghy All Batteries 2016. 12/32v. Inverter, Sleeps 5. \$120,000. PHOTOS, SPECS, INFO: charlotdeny@gmail.com. P841-1910



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. \$329,000. Contact Joe or Pam at 360-366-1007 or 541-846-7665. P909-1911



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



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. \$79,000. COME SEE US AT THE ANACORTES BOAT SHOW NEXT MONTH! You can reach me at 360-319-7119. P879-1908



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. P888-1909



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. P657-MZ



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. \$143,500. Calls ONLY 805-206-4394 FOR OWNER FLY IN. P910-1911



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 at 801-556-5210. P908-1911

CLASSIFIEDS

CLASSIFIEDS FAQ

Have questions about Classified Advertisements? Look no further!

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

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

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

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

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

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

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

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

How do I know when my ad expires?

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

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



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, **\$399,000. Contact Bill. 619-850-7113, echopalm@yahoo.com. P914-1912**



1999 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. **\$49,500. Replacement is over \$200K! John at 949-290-2327. P902-1910**



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. **\$499,950. Located in Damascus, OR. Contact: 503-819-0411. P835-1909**



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; **\$550,000. Contact James Johnson Phone: 619-784-9002. P900-1910**



ZODIAC HURRICANE 640 DIESEL RIB Zodiac Hurricane 21' Mil-Pro Rigid Hull Inflatable. Original Coast Guard then King County Sheriff. Volvo Penta Diesel 130HP with outdrive. Recent engine and outdrive service and maintenance. Less Than 1200 hours. Tandem Axle Trailer with new tires. Center console with cover. Runs incredibly well. A Boat That will Go Anywhere in the most rugged situations. **\$19,950. Location: Richmond Beach, WA. Contact Chuck Meyer at 206-799-5148. P915-1908**



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 at 214-783-6975. P911-1912**



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. P748-1908**

1972 BERTRAM FLY-BRIDGE CRUISER Solid Clean Hull. New Rebuilt Starboard Engine. Complete Re-wire of AC Breakers and Appliances. New Victron Energy Power Conditioners / Battery Chargers Dry Landed to complete engine install Spare Shaft and prop. As Clean a 28' as available. Pictures Available upon Request. **\$11,000. Location: Shoreline, WA. Contact Chuck Meyer at 206-799-5148. P916-1908**

TENDERS



2003 NAUTICA RIB 11 JET Used as a tender. Excellent condition and well maintained. Fresh water kept with only 63 hours. Lots of power with 80hp Yamaha. Kept indoors during winter months. Hypalon tubes are in very good condition. Includes: New AGM battery with charger, fire ext, bilge pump, fuel/water separator, courtesy lights, swim ladder, 3 pt. lifting eyes, Galvanized trailer, and canvas cover. More pictures and information available. **\$13,950. Contact James Wilkening Phone: 253 670-4911. T872-1908**



2016 13FT. BOSTON WHALER SUPER SPORT Immaculate condition and like new. Garage kept and hardly used with less than 25hrs. use since new. Mercury 40hp 4 stroke and galvanized trailer. Includes over \$3,000 in options like SS bow rail, windshield, benchseat/w buckets, ice cooler & seat cushion, front bow cushion, pelican box, dash applique, extra fuel tank, built-in battery charger, bilge pump, fenders and lines. **\$15,950. Call 253-670-4911 for more pictures and information. T873-1908**

REAL ESTATE



LOVELY B.C. SOUTHERN GULF ISLAND HOME AND ACREAGE FOR SALE Only property for sale on Prevost Island. Lovely Southern Gulf Island Home and Acreage. Lot A Prevost Island. Also available adjacent Lot B. Each 5 acres with 1,000' ocean frontage and deep year round moorage. **Phone or text Nancy Swartz at 360-317-5474. Photos and details at www.PrevostIsland.com. R914-1909**

CLASSIFIEDS



105' BOAT HOUSE FOR SALE 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built in 2006. Owner getting out of boating and wants it sold. **\$550,000. Call or email Jim for more details at 360-961-0120 or captbadjim@comcast.net. R906-1908**

MOORAGE

ELLIOTT BAY MARINA Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. **Call 206-285-4817 or visit us at elliottbaymarina.net today. M104-MZ**

ANACORTES MOORAGE/ SKYLINE MARINA Premium Moorage available at Skyline Marina/Anacortes, your gateway to the San Juans. This is a full service marina w/secure gates, private restroom/shower, laundry, parking, pump out systems and metered electrical boxes for each slip. Slips TDN38 & TDN39 are 44' LOA (40'+4' x 18') priced at \$140,000 each, Slip TDN90 is 48' LOA (44'+4'x18'). **\$150,000. Contact Caroline at 360-202-7327. Windermere Real Estate/Anacortes Properties. R877-1908**



SEMAHMOO MARINA- GATEWAY TO THE SAN JUANS AND GULF ISLANDS Relocate your boat now to the Marina of Choice in the Pacific Northwest. A gated facility offering yearly, monthly and daily moorage at below competitive rates. We offer a Fuel dock with member discounts, Chandlery providing groceries, marine supplies, café/coffee shop and gift store, free Wi-Fi and pump out service. Enjoy waking up to Mt Baker in your backyard, watching our resident eagles soar above and strolling the paths along the beach. Visit us at www.semiahmoomarina.com or call us at 360-371-0440. **M796-1908**



WONDERFUL WHIDBEY ISLAND CUSTOM WATERFRONT WITH 78 FT DOCK. MESMERIZING VIEWS AND WORLD CLASS SUNSETS. A BOATERS DREAM! Boating, BBQ's, Fishing and Fun when you own this custom waterfront home located on Point Lagoon on wonderful Whidbey Island. The 78 FT Private Dock and enclosed BBQ area offers unparalleled access to fun on the water all year long. Features include radiant heat, beautiful hardwoods, private brick courtyard, extensive aggregate patios and artfully crafted stone fireplace. Salmon fishing, crabbing and water sports beckon on the open waters of Admiralty Straits in the Puget Sound. Park your boat at your back door and cook up your catch in the gourmet kitchen. Spacious and light, a boaters dream! **Price: \$1,895,000. Contact Tim Wilkins Phone: 206-380-7345. R913-1908**

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BUSINESS OPP.

COMPANY OWNER SEEKING RETIREMENT Aging owner of a well-established and profitable adventure charter company seeks retirement. Two classic wooden yachts. Totally turn-key, including training, seller work back with buyer, irreplaceable permits in Glacier Bay, SE Alaska and Baja California Sur, spare parts, client list, routes and shore support. See [WoodenBoat 154 & 255](http://WoodenBoat154&255), or visit our website at: www.pacificcatalyst.com **Location: Friday Harbor, WA. Contact Bill Bailey at 360-298-1661. B900-1908**



YACHT DELIVERY Licensed Master. 45 years experience delivering boats Western North America, including Alaska. 250 trips West Coast. Expert at bar crossings (1500 at Columbia River), wintertime. Author: "Smuggling Your Boat Out of Jail", "Capt. Mike's Letters to Yachtsmen" (Amazon). Custom built internet based weather reporting and warning system. Portable equipment: radar, radio, chart plotter, life raft, AIS receiver, high power flood light for night work. Custom charts. Survival suits for all crew w/Epirbs. No past accidents. **Contact Mike: 503-310-7590. www.yachtsdelivered.com. YD838-1910**

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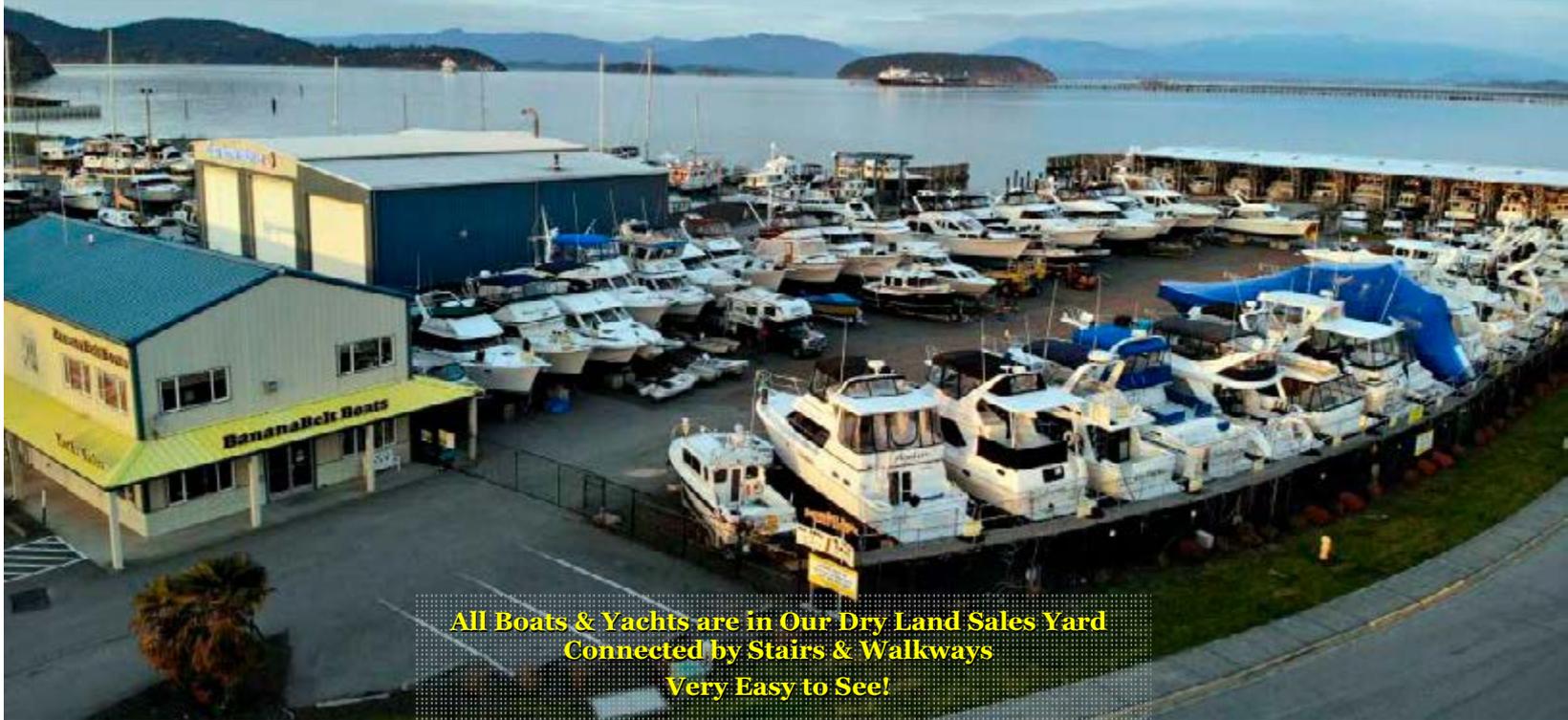
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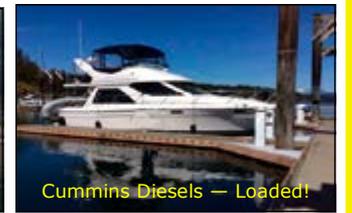
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Monk McQueen 72 CPMY



When you imagine an Ed Monk Senior design, what do you see? Many of us may envision a classic, stout-hearted Monk 36 trawler or an elegant 40-something-foot, bridge-deck cruiser. For those with a bigger yacht bent, the Monk McQueen 72 CPMY will probably be on the list.

While the Monk in the name is a reference to the designer, the McQueen part of the name cites the boatbuilder—McQueen Yachts. The regional, sea salty legacy of McQueen Yachts is on a similar level with Monk, having started in Vancouver, British Columbia, in 1952. Founder and company namesake George McQueen already had decades of experience in the marine industry beforehand, going back to the 1930s with wooden commercial shipbuilding, and applied his knowledge to the recreational sphere. McQueen Yachts

joined forces with Ed Monk Senior right away, and the dynamic duo were making timeless wooden yachts together from the '50s through the '80s when many of Monk's designs were built in fiberglass.

The wooden hull Monk McQueen 72 CPMY collaboration represents a pinnacle of the legendary team. Right away, the 72 has that Monk bridge-deck cruiser look with a long, flat, open foredeck and enclosed aft sundeck. For whatever reason, these beautiful and practical design choices are largely passed over by the Euro-engineering centric crowd hell-bent on maximizing interior space for

more minibars. The 72 is a yacht, not a wannabe spaceship.

There is a 1977 vintage Monk McQueen, *Snow Queen*, currently available from Anacortes, Washington-based West Yacht Sales. In addition to the unparalleled mahogany woodwork, a modernized interior with improvements like a new watermaker and battery bank put in 2013-2014, and a life protected in a boathouse (also for sale), *Snow Queen* has a staggering collection of indigenous artwork aboard. For the romantic yachtsman, *Snow Queen* may just be the perfect fit. Listed for \$525,000.

Specs

LOA: 75' • Beam: 18' • Draft: 4' 6"

Displacement: N/A

Tankage (Fuel/Fresh/Black):
1,000 gals./650 gals./250 gals.

Local Broker:

West Yacht Sales
(360) 299-2526

Web: west-yachts.com

MacGregor 65 Pilothouse



Whether you love the convenience and versatility of the 26-foot, water-ballasted MacGregor sailboats or no, most sailors have at least heard of them. Fewer boaters are probably familiar with the much larger MacGregor 65 Pilothouse sailboat (not water ballasted) first launched in 1984. Reportedly 100 hulls were built up to 1995 before the widespread popularity of the water-ballasted 26s demanded the company's full attention. What's the deal with the successful but less talked about MacGregor 65?

Widely described as a racing sled, the fin-keeled MacGregor 65 is meant to fly. With a PHRF rating of negative 54, a low displacement ratio of 54, and a fairly Spartan interior (in part due to a slim

12' beam), the 65 is a sleek fiberglass speed freak first and everything else last. To put that tiny beam into perspective, the sleek and popular J/65 is rocking a comparatively roomy 16' beam.

The 65 has that low racer's coachroof and twin foresail rig too, but with the addition of a pilothouse. The pilothouse is a unique cruiser's touch for this racer that will probably be appreciated in the Pacific Northwest during the wetter winter months.

Anecdotally, MacGregor Yachts once reported that a 65 aver-

aged 10.5 knots for 1,150 miles in generally upwind conditions and hit top speeds of over 25 knots during a Los Angeles to Puerto Vallarta race. Those are some pretty great numbers.

There's currently a 1990 model with an inboard Yanmar diesel engine listed from Oak Harbor, Washington-based Bristol Yachts Northwest. If you're looking for an arrow of a boat that should be able to take home regatta wins for a price less than a new J/Boat half its size, the MacGregor 65 Pilothouse beckons. Listed at \$149,000.

Specs

LOA: 67' 6" • Beam: 12' • Draft: 6'

Displacement: 22,000 lbs.

Tankage (Fuel/Fresh):
225 gals./225 gals.

Local Broker: Bristol Yachts Northwest
(360) 679-6779

Web: yachtworld.com/bristol/

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. **Salty Dawg Saloon:** As referenced in the *Kenai Kingdom* feature on page 62, the interior of the Salty Dawg Saloon of Homer, Alaska, is covered in dollar bills. In the old days, this was how mariners bought their buddies drinks while out at sea.
2. **NWY on the Scene:** *Northwest Yachting* goes to some pretty extreme lengths to make a great magazine every month. Managing editor Norris Comer is here, camera soaked, after snapping pictures of *Sea Star* in 20+ knot-winds on a small skiff in front of Northwestern Glacier.
3. **Good Times at WIRW:** Whidbey Island Race Week started in 1983 and has been a local sailing mainstay for decades. The move to Point Roberts next year, and access to deeper waters and better facilities, has the potential to grow the event even more. Pictured here (left to right): Christine Russell (kids camp staffer), Schelleen Rathkopf (Race Week producer), and Cori Whitaker (sponsor, Windermere Real Estate).
4. **WIRW Exits, PRRW Begins:** The final Whidbey Island Race Week hosted in Oak Harbor, Washington, took place July 23 to 27. The beloved event is moving to Point Roberts, Washington, next year. Pictured here at the pre-race shingdig (left to right) is Bob and Karen Nelson, Lorraine Carter, Charly Rathkopf (principle race officer), Catlin Gibson (race committee administrator), and Joyce Butchart.
5. **NWY on the Scene:** This shot encapsulates “the job” of marine journalism well. Here, an icy wave of glacier water is milliseconds away from drenching managing editor Norris Comer while shooting *Sea Star* in Alaska. It’s all for you, readers!
6. **Riviera R&R Rendezvous:** The annual Riviera Rendezvous hosted by Emerald Pacific Yachts in Roche Harbor was another success for the books with a reported a crowd of around 170.
7. **A Galaxy Not So Far Away:** The costume theme at the Riviera Rendezvous was classic movies. All ages look like they went all-out. Our advice on costume contests? Let the Wookiee win.
8. **Off to see the Wizard?** These Riviera Rendezvous revelers are well on their own Yellow Brick Road to see the Wizard of Oz.
9. **Jeanneau Rendezvous:** The Jeanneau Rendezvous organized by local yacht brokerage Marine Servicercenter was a full house. Sponsored by Northwest Yachting, the event was hosted in Anacortes June 21 to 23. Want to talk sponsorships? Contact us!
10. **Kenmore Connection:** Lisa Samuelson hit it off with her *Northwest Yachting* reading neighbor pictured here, Dusty Rowland, on a recent Kenmore Air flight to Roche Harbor. He’s a longtime fan of the magazine. Happy reading and boating, Dusty!





6



7



8



9



10

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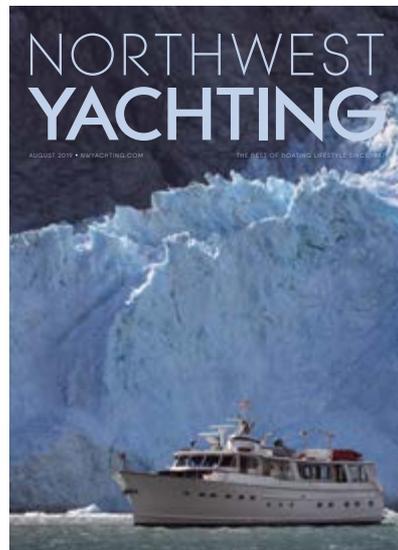
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