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55' AZIMUT S
San Diego | 2018



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Seattle | 2017



40' CARVER COMMAND BRIDGE
Newport Beach | 2019
Seattle | 2019



43' AZIMUT MAGELLANO
Seattle | 2018



38' TIARA SPORT LS
Seattle | 2019



49' TIARA COUPE
Seattle | 2020

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2018 | 32' BACK COVE | \$369,000



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Greg Wilkinson | 714.331.7131



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Jerry Todd | 206.963.6543



2015 | **72' OCEAN ALEXANDER** | \$2,795,000
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2008 | **70' QUEENSHIP** | \$1,150,000
Jerry Todd | 206.963.6543



2017 | **70' OCEAN ALEXANDER** | \$2,895,000
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2018 | **68' PRESTIGE** | \$2,888,000
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1999 | **64' FAIRLINE** | \$425,000
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68' ENDURANCE 680 LRC 2020
Displacement: 105,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 5



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- 242 Center Console
- 212 Center Console

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NORTHWEST YACHTING

SEPTEMBER 2019 ♦ VOL. 33, NO. 3 ♦ NWYACHTING.COM

Tallships

OF THE PACIFIC NORTHWEST

64

The Pacific Northwest serves as both homeport and port of call for several famous tall ships. Check out this feature for the backstories of many of these beloved old-world vessels.



70



STAR SIGNS

Dr. Drew Harvell and Friday Harbor Laboratories investigate how marine diseases proliferate as the climate changes.

74



FESTIVAL
SEASON

Fall means peak festival season in the Pacific Northwest from Oysterfest to Salmon Days, most with boating access. Get your fill here!

80



THE MAIDEN FACTOR

One of our staff experiences a Salish Sea leg with the legendary women-crewed *Maiden*. For an up-close and personal take, read on.

86



PORTS OF CALL *Seward, Alaska*

Seward, Alaska, is both destination and launchpad for all kinds of amazing adventure by land and sea. The north calls!

88

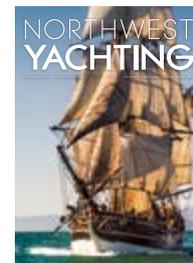


ASK THE EXPERTS *U.S. Coast Guard Auxillary*

There's more to the U.S. Coast Guard Auxillary than most boaters know. We look at the services and history with retired Commander Richard Martinson.

On the Cover

Rick Horn || rhorn2.smugmug.com



The official tall ship of Washington, *Lady Washington*, graces the cover. A replica of a historic ship that was the first American flagged vessel to the West Coast, *Lady Washington* is also a Hollywood star.

Departments

- 14 From the Helm
- 16 Nautical News
- 32 Business Notes
- 34 Letters
- 36 Arrivals
- 44 Goods & Gear
- 52 Boating with Missy
- 54 Hotwire
- 56 Perfect Lines
- 59 Kevin's Catch
- 60 On Watch
- 62 Galley Gourmet
- 84 Racing Sheet
- 91 Pets on Boats
- 96 Boats for Sale
- 100 Classified Ads
- 105 Broker's Best
- 106 Spyglass
- 108 Advertiser Index

2012 SEA RAY 540 SUNDANCER



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2001 BAYLINER 3488



Twin 250 Cummins diesels, bow and stern thrusters, lower helm, Garmin depth sounders, radar GPS plotter, air conditioning/heating, bimini top, head with separate shower, two staterooms, dinghy with outboard.

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2009 WELLCRAFT COASTAL 340



, Twin 350 HP Yamaha outboards, factory hardtop with enclosure, generator, air conditioning/heating, Vacu flush toilet, satellite TV ant., electric anchor windlass, updated Raymarine electronics, BBQ.

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2006 RINKER 320



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

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2004 TIARA 36 SOVRAN



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1997 BAYLINER 3587 AFT CABIN



Twin Cummins diesels, generator, dinghy with davit, Garmin electronics, bimini top with enclosure, rear hardtop with enclosure, full galley, 3 staterooms, two heads,

Priced at \$85,000.
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VIEW AT THE SEPT. BOATS AFLOAT SHOW IN SEATTLE



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68' HORIZON V68 2019 "EMERALD EDITION"

VIEW AT THE SEPT. BOATS AFLOAT SHOW IN SEATTLE



NEW

5400 RIVIERA SPORT YACHT 2019 "EMERALD EDITION"



114' NORDLUND 2003 \$5,999,000

VIEW AT THE SEPT. BOATS AFLOAT SHOW IN SEATTLE



RIVIERA 395 SUV 2019

NEW



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85' AZIMUT 2005 \$1,645,000



82' HORIZON 2006 \$1,985,000



80' OFFSHORE 2007 \$2,675,000



49' GRAND BANKS 1994 \$349,000



45' BAYLINER 1995 \$119,900



40' ALBIN 2006 \$249,900



61' TOLLYCRAFT 1983 \$449,000



52' TIARA SOVRAN 2006 \$450,000



57' NORDHAVEN 1998 \$995,000



54' WESTBAY PILOTHOUSE 2005 \$699,000



45' TIARA 2012 \$559,000



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60' RIVIERA 6000 2016 \$1,595,000 - NOW AT OUR DOCKS IN SEATTLE

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BOATS AFLOAT

SHOW

On Display

2020 BACK COVE 41

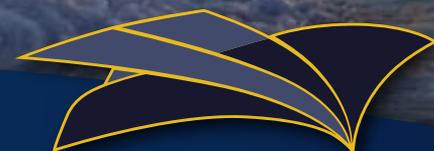
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SEATTLE BOATS AFLOAT SHOW SEPT. 12-15

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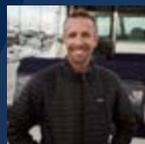
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Dean



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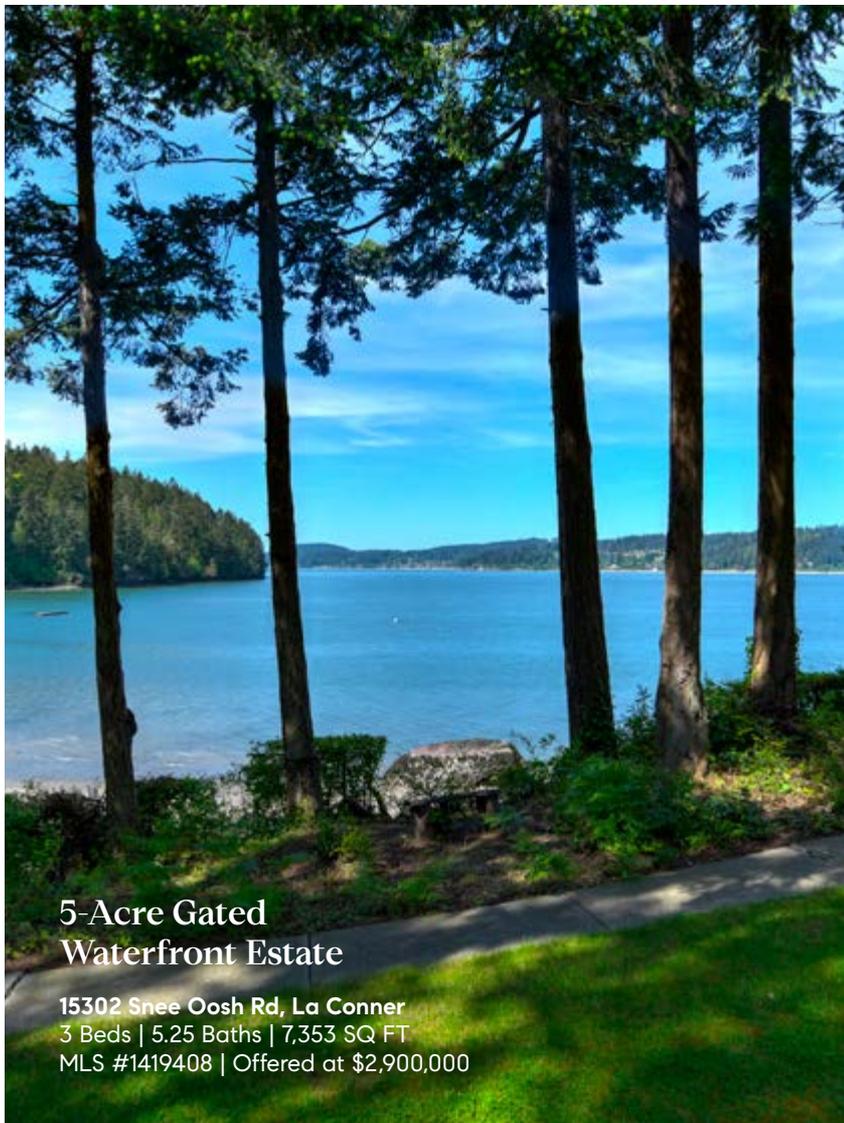
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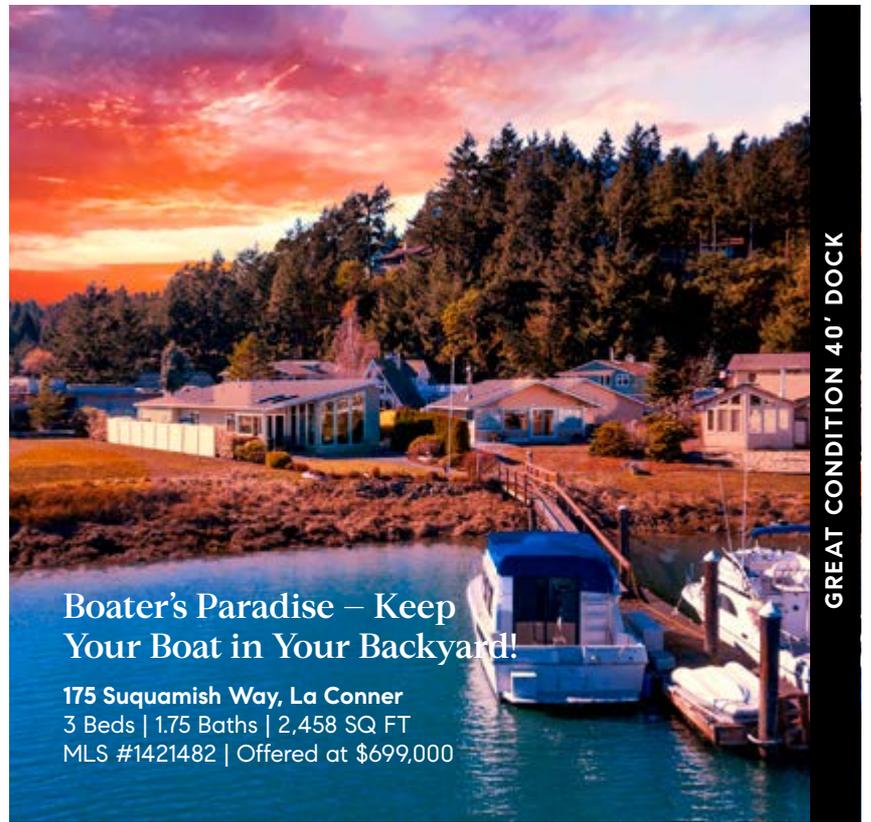


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What is a Legacy?



Norris Comer

An annual highlight for the *Northwest Yachting* crew is the Tom Rutten Memorial Race, known by most as the last regatta of the Downtown Sailing Series out of Elliott Bay Marina in Seattle. The popular casual series is Cascadian summer bliss incarnate, usually defined

by clear sunny weather, low winds, and decks loaded to the gunnels with smiling crew. The NWY bunch hops aboard *Northwest*, our publisher's Bayliner that joins the small cadre of motorboats trailing the sailors to take in the view. We tend to score some great pictures for future magazine use, saving a few bucks with some in-house photography. Win-win!

This year, a neighboring vessel had engine problems at the last minute in the marina. The solution for the stranded boaters? Hop aboard *Northwest*! With the addition of the half dozen or so new companions (and their wine), we were off in time for the ten-minute warning horn blast. As always, it was a fantastic evening out on the water. The addition of the fleet's colorful spinnakers made the view of Seattle's sprouting skyline and Mt. Rainier second to none.

I found myself, between the friendly banter and shutterbugging, on the bow for a solo moment of reflection. The camera turned off and I listened to the purr of the engine and hiss of the wake, an old friend telling a familiar story. I soaked in the purples and oranges of the sunset over the Olympic Mountains to the west.

I thought about the race's namesake, a beloved man named Tom Rutten who worked for the magazine before my tenure. He died after a prolonged battle with terminal illness in 2008.

What is a legacy? It can be easy to lose focus on what matters, especially in the big money boom of Seattle these days. Legacies seem defined by the names on skyscrapers, law firms, corporations, aircraft carriers, academic contributions, and multimillion-dollar movies. As I scanned the Rutten Race after the boats returned to port, the hundreds of happy boaters lining up for hot dogs as the cover band played *Working for the Weekend* by Loverboy, I was struck that this is the kind of legacy that matters. Every beer shared with a friend. Every dance had. Every perfectly content gaze at sunset. It's all a part of Tom Rutten's legacy, a man I'll never meet but pay tribute to every summer.

To Tom and all the Toms out there: A legacy like his is what we should all strive for. They can name the next skyscraper or rocket ship after some other schmuck.

And now, a little bit of business before you go: *Northwest Yachting's* annual survey is ready for your input. The data is vital for us as we strive to give you, the readers and advertisers, what you seek in terms of content and services. If you have a moment, please visit nwyachting.com/survey. The cherry on top? You're automatically entered for a chance to win a *Northwest Yachting* beanie and \$100 Fisheries Supply gift card. The crew and I appreciate your time.

From our helm to yours,
—Norris Comer, Managing Editor

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This Month's Feature Contributors



Seanna Browder gains new love and appreciation for being on the water when she copyedits for

Northwest Yachting every month. She looks forward to the day when she can upgrade her kayak to a boat. Her family is still deciding between power and sail in that eternal debate of what boat is best. Thank goodness, they have friends with boats!



Bridget Charters is a longtime sailor and the Chef Director of the Hot Stove Society, a

cooking school in downtown Seattle operated by Tom Douglas Restaurants. hotstovesociety.com



Schelleen Rathkopf is from Seattle and is the producer of Whidbey Island Race Week

(now Point Roberts Race Week) and also the producer of a new women's regatta called SHE. She has raced in Swiftsure, Southern Straits and many Puget Sound Area regattas but most of her recent sailboat racing experience comes from the race management side of the sport.



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

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Debuting This Fall

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72' Bertram Convertible 1991



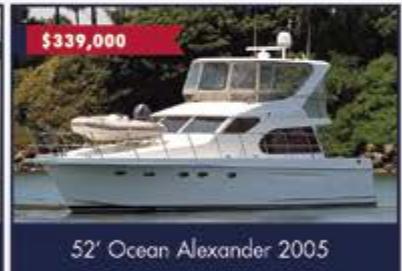
\$1,295,000

67' Bertram 670E 2005



\$1,200,000

53' Riviera Flybridge 2012



\$339,000

52' Ocean Alexander 2005



\$379,000

49' Hampton 490 Pilothouse 2000



\$624,900

43' Nordhavn 2007



\$198,000

42' Grand Banks Europa 1980



NOW \$345,000

Princess V39 2013



\$375,000

39' Krogen 39 2003



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34' Mainship Pilot Express 2003



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29' Ranger Tugs 2013



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27' Ranger Tug 27T 2014



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Catching for a Cause *Salmon for Soldiers Strikes Again*

By Kevin Klein

"The mission of Salmon for Soldiers is to offer a sense of normalcy and relaxation to our nation's veterans through fishing. Salmon for Soldiers' fishing opportunities are designed to help reduce stress while creating new relationships with others who love fishing. Our events are designed to accommodate veterans with paralysis, PTSD, TBI and other debilitating challenges."

These are not just feel-good words on paper, rather they were spawned by a deep sense of compassion and patriotism. Back in 2013, my two good friends Randy Shelton and Rob Endsley were talking about how they could give back and help our active and returning veterans find peace.

Randy, whose son Chris had recently returned home from tours in Iraq and Afghanistan, and Rob, owner of Prince of Wales Sport-fishing and co-host of ESPN's the Outdoor Line on KIRO 710 radio, thought what a great idea it would be to just take them out fishing. What started as just a couple guys thinking about doing something good, morphed into something great. Taking it one step further, they envisioned fishermen and boat owners assembling en masse, taking multiple veterans out on the water for the day.

"This could be something special" they thought. They were right. What started as a one-day event, with plans for up to 50 participants,

turned in to a phenomenon, with 125 veterans fishing on 77 volunteer boats. It has since become something greater, something more, for all involved. From those who captain boats, to the volunteers who help with logistics, to the good folks who might cook and serve a meal at one of the events, Salmon for Soldiers has been as rewarding to those helping as to those healing.

The Salmon for Soldiers annual Day of Honor will take place this year on September 14th at the Port of Everett. Hundreds of volunteers and participants will start the day early as veterans, captains, and crew pick up lunches and head to their assigned boats. I've captained

Many deserving veterans had a great time with Salmon for Soldiers in Southeast Alaska this summer. The event-turned movement has been growing for the last few years.

one of the volunteer boats in the past and it was a special day. We caught some fish, had some fun, and just relaxed and chatted about fishing, boating, and life in general. After a good, long day on the water, it's back to port.

Hungry anglers are not disappointed with the spread of mostly BBQ and sides that waits upon their return. Lots of prizes are given out and there are tons of very cool items donated for a fundraising raffle. Because of the high level of support in the community for the program, the organization gives away a boat to one lucky participant with motor every year that's donated by Kitsap Marine. It's always special to see. Hearing the backstory of those who have given all is very moving. Lots of camaraderie and pride fills the venue. Tales of the day's fishing brighten the room.

Salmon for Soldiers President Nelson Goodsell is usually on the mic as master of ceremonies for much of the afternoon. He never fails to keep the mood light but still reverent, while paying tribute to all those who are honored and those who contribute.

"We expect over 200 volunteers and 400 veterans fishing on 130 boats this year," said Goodsell. "We also just want to express how much the boat owners, captains, and crews that make this event possible are appreciated. They do this from the goodness of their hearts and a desire to give back.

They ask for nothing in return except just to see the smile on a veteran's face while they reel in a fish." He went on to add that "this is really a labor of love for all of us to give thanks and support to those who keep us safe and free."

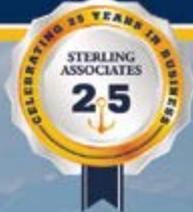
While the annual Day of Honor is the main event, Salmon for Soldiers does more during the year. Through donations, around 100 veterans are taken on one-day

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Continued on Page 21



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Mitchell Adelbert Poling

In Memoriam

Remembering Mitchell Adelbert Poling

By Evin Moore

On July 6, Mitchell Poling, a local boat builder and teacher, died peacefully in his sleep. He was known in his home of Port Townsend as a builder with a passion for crafting Alutiiq (Suqpiaq Aleut) baidarkas and angyaks, which are traditional Alaskan Native kayaks and canoes. Most recently, Mitch was teaching boatbuilding at the Nuuciq Spirit Camp with the Chugach Heritage Foundation, and spent many hours volunteering with the Port Townsend High School boatbuilding program.

Born in Ketchikan, Alaska, to schoolteachers John and Lucy Poling, Mitch grew up in the native village of Chenega, where he first paddled in baidarkas. He studied chemistry at University of Alaska, Fairbanks, before earning his B.S. from Stanford in 1964. He spent two years in the Peace Corp teaching in Nigeria before earning a PhD in organic chemistry from the University of Washington in 1972. He met his wife Sandra Smith while finishing his PhD; she helped him with his research, and he supported her in going to medical school at UC Davis. Mitch taught at community colleges and wrote a popular book on remote-controlled, electric-powered model aircraft. Mitch and

Sandra have two children, Victoria and Andrew, and lived in the Seattle area before moving to Germany following Sandra's career as an Air Force physician.

They moved to Port Townsend in 1996, and Mitch began tutoring at the high school. At the Wooden Boat Festival in 2001, Mitch saw a skin-and-frame baidarka kayak designed by Steve Vlasoff and was compelled to build one of his own. He spent the next 18 years building kayaks and canoes, teaching, and touring museums to photograph and measure native boats, going as far as Canada, Europe, and Russia.

Mitch is survived by his wife Sandra Smith-Poling, daughter Victoria Poling, son Andrew Poling, and brothers Don Poling of Haines, Alaska, and Jack Poling of Anderson, Indiana. A memorial service and potluck celebration will be held at 1100 hours on October 5 at Quimper Unitarian Universalist Fellowship, 2333 San Juan Ave, Port Townsend, Washington. In lieu of flowers, please make memorial contributions to the Chugach Heritage Foundation or the Port Townsend School District, earmarking donations in honor of Mitch Poling. 

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Nautical News



Boat Shows

Boats Afloat Show Arrives, Last for Chandler's Cove Location

By Evin Moore and Norris Comer

The landmark Boats Afloat Show is returning to South Lake Union September 12 to 15, with hundreds of in-water boats and exhibitors from all parts of the marine industry. Boats Afloat, which has been at the Chandler's Cove location for nearly 40 years, will move to the Port of Everett next year as Vulcan Inc.'s land development plans for the area proceed. The show is organized by the Northwest Yacht Brokers Association.

Notably this year, the venerable show will feature over 200 new and interesting boats and the return of kids sailing lessons. Previous show favorites returning this year include the Women's docking clinic, adult sailing lessons, free boat rides, kids boat building, and more.

Among the boat exhibitors is Blackfin Boats, back at the show after a 10-year absence. Fans of the classic fishing boats may not know that the brand was purchased by two boatbuilders in Florida, who have been turning out custom builds for years. The boats have only been shown in Florida recently, but Irwin Yacht Sales will have three new models—a 212 CC, 242CC, and 272DC—at the show. Additionally, Crow's Nest Yachts will be showing a new 2020 Apollonio Yacht 52', the first to make an appearance on the West Coast in decades.

Kids between 8 and 16 can enjoy free sailing lessons courtesy of the Center for Wooden Boats and Sail Sand Point for a hour-

long experience on Lake Union on September 14 and 15. They will learn basic principles such as tacking, jibing, sail trim, and weight balance while parents cruise the show at their leisure. Pre-registration is recommended as popular times fill up fast, so email Kirsten at showinfo@boatsafloatshow.com to reserve a space. In the email, please include how many kids, their respective ages, and first choice of time slot. Time slots can be found online at boatsafloatshow.com. A confirmation of time and date will be sent to you. Please show up 10 minutes early to sign a release form and get fitted for a life jacket!

More details about the 2020 transition to the Port of Everett will be reported as they develop. Everett has invested millions into their public waterfront infrastructure over the last several years, with recreational boater use as a top priority. As a result of their efforts, the Port of Everett is widely considered one of the largest, if not the largest, public marina on the West Coast, with 2,300 slips and a 13-lane boat launch facility.

Perhaps there is a lesson here. If one city does not want to invest in the marine industry and public waterfront access while another does, the people and their boat shows will respond. For now, it's a last dance with Seattle before the first date with Everett for Boats Afloat. Time will tell if other marine industry leaders follow suit.





Racing

Goodbye Oak Harbor, Hello Point Roberts

By Schelleen Rathkopf

The final Whidbey Island Race Week (WIRW) in Oak Harbor was epic and described by many as, “the best Race Week yet!” After 37 years in this venue, that says a lot! We had four stellar days of great racing in Saratoga Passage and Penn Cove, five nights of awesome bands that got people packing the dance area, and a full Kids Camp sailing Hobie 16s for the first time.

As the race organizer, I also reintroduced a tradition dating back 30 years for a ma-

riachi band to surprise and serenade racers early one morning. Most were still sleeping off the shenanigans from the night before and were stirred awake by the sounds of the vihuela, guitarron, and violin and sounds of Las Mananitas, Cielito Lindo, and an occasional, “Wakey! Wakey!” as we strolled through camps, shook tents, and walked the docks. All combined, it really did make the closing chapter of Race Week in Oak Harbor very memorable.

The Overall Winner with nine bullets was David Jackson on his Dash 34, *MadDash*, from Point Roberts (it should also be noted that Jackson was the Overall Winner in 2018 as well). Jennifer (JJ) Hoag from Seattle Yacht Club and Corinthian Yacht Club on *Chinook* was the recipient of the Molly Kool Cup, a perpetual award that honors a female skipper. And the Philip Wise Sportsmanship Award Recipient was Maureen Batterberry from Seattle Yacht Club with her Hanse 455, *Bribery*.

Many of us in the Puget Sound area sailing and racing community have been attending WIRW (lovingly referred to as Adult Summer Camp) for 20-plus years. Every July, we’ve made our way to Whidbey with our crab pots, our favorite bottle of rum, and our friends and family in tow for a great week of summer to race, party, and play. It’s tradition.

But due to the broken hoist and shallow channel in desperate need of dredging, the traditions are set to continue in Point Roberts going forward. Fingers crossed that the City of Oak Harbor sticks with their plans to address these issues beginning in 2025. So thank you, Oak Harbor, for 37 great years! Sailors, stay tuned for details about the Point Roberts Race Week (PRRW) set to debut summer 2020. 🏆

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My Boat Story

Solar Sal Completes San Juan Cruise

By Evin Moore

Alex Borton and his family completed an eight-day tour of the San Juan Islands aboard the Sam Devlin-designed *Solar Sal*

27, finishing the trip this summer without using any traditional fuel or plugging into shore power. The journey took the unique, solar-

powered boat into the quintessential Northwest waters to see if her passengers could cruise in comfort for an extended trip.

The all-electric *Solar Sal* on the hook during her excellent summer cruise in Puget Sound. (Photos: Alex Borton)

"We typically made a good 5 knots, running her 4-kilowatt motor at half throttle, drawing 1,000 watts from the batteries and getting 1,000 watts directly from the solar panels," said Borton in his captain's log of the voyage. The 27-foot boat hosted six people for the week, including two teens and two pre-teens.

The idea of cruising for a week and never needing to fuel up is appealing to many, but some would hesitate to take a powerboat that's entirely solar powered out on an extended trip. The San Juan trip was the first cruise of the *Solar Sal* and a proof-of-concept journey to see if the novel vessel could perform in the wild. The Borton clan put her to the test, stopping at several San Juan islands.

"Our longest travel day—roughly 25 nautical miles to Jones Island—took us 4.5 hours travel time. Of course, the currents were not with us for most of the day, but being in the interior of the islands, they were not too strongly against us," Borton said in his log. The *Solar Sal* can accommodate about 10 adults and has berths for two in the cabin, with room for two more on the benches on deck. But with six onboard, they opted for camping on shore, spending two nights at each location. On Jones Island, the family attracted some attention for their unusual vessel.

The roof of the *Solar Sal* is lined with panels that collect power to propel the boat during use and charge the batteries while anchored. If the sun never set, the boat could chug along indefinitely, and even under cloudy conditions can maintain two or three knots. After the sun goes down, a fully charged battery can keep the boat going another 40 miles at 5 knots.

"So, people always ask us 'how far can it go?' because they think all electric boats need to charge up at shore...with our boats, it's not about how far but rather how fast," said Borton in an interview.

The journey began out of Cap Sante Marina, a little too late to catch the tail end of the ebbing current out of the Guemes Channel. *Solar Sal* took the flood head on and hugged the shore before

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reaching the campsite at Cypress Head. Day three of the cruise took them from Cypress Island to Jones Island. Next up on the itinerary for the family was the hop to Sucia Island, with a quick layover at Deer Harbor, all the while maintaining their average speed at 5 knots. The crew only stopped at civilization for groceries and a scoop of ice cream. After a few more days on Sucia, it was time to head home, but not without an encounter with a group of orcas.

“The whales put on quite a show just for us,” said Borton. Throughout the journey, the family ran into an abundance of wildlife: orcas off Sucia, families of otters, bald eagles, and seals all made an appearance. Borton felt the nearly silent engines contributed to keeping the peace between family members on the 27-foot boat, and easily could have kept wildlife from disappearing as soon as the *Solar Sal* came within earshot.

Alex Borton and his father David Borton will be at the Port Townsend Wooden Boat festival this year. David Borton founded



Puget Sound cruising bliss, complete with camp-outs and guitars.

Sustainable Energy Systems, a solar energy company, and will be giving a presentation on solar energy at the festival. If you're at the show, be sure to stop by and see the *Solar Sal* for yourself. The boat is currently for sale from local broker West Yachts in Anacortes. If you're interested, you can contact broker Russ Meixner ([360] 229-2526).

You can read more about these electric boats in *Northwest Yachting's* June 2019 *Ask the Experts: Solar Boats* article, available online at nwyachting.com.



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Environment

Southern Resident Killer Whales: +2, -3

By Norris Comer

The world watches the critically endangered Southern Resident Killer Whales (SRKWs) with bated breath. At the time of this writing, the SRKWs are up two calves from

the winter—a female named J56 and a male, J124 (Lucky)—and down three missing adults presumed deceased this summer: J17 (female), K25 (male), and L84

(male). According to the annual population survey from the Center for Whale Research, the current population of the SRKWs is 73 orcas.

The SRKWs are a subpopulation of orcas who primarily roam the Salish Sea, making them highly visible to visitors and boaters while thoroughly studied by scientists. The resident orcas are made up of three family groups called pods: J, K, and L. While efforts by the likes of Washington state's SKRW Task Force have put forth many sweeping orca-protection policies like restrictions on the private whale watching industry and investments in salmon habitat restoration, the effects on the population itself are still playing out.

The growing consensus among the scientific community is that the fundamental threat to the SRKWs is access to their main food supply: salmon. Specifically, this population of orcas favors Chinook salmon, which has had weak returns overall. For the Chinook salmon, their big threat appears to be access to adequate spawning habitat upstream. You may have noticed advocates pushing to remove dams on rivers like the Snake? They are motivated by this issue. Other factors possibly at play are pollution and vessel traffic, specifically vessel noise.

Out of the three dead orcas, J17's death is especially concerning. Also known as Princess Angeline, she was a 42-year-old matriarch of J pod and mother to J35 (Tahlequah). Tahlequah is known globally as the mother orca who carried her dead calf in apparent grief more than 1,000 miles around Puget Sound for 17 days in 2018. The death of a matriarch is hard hitting, as the role of elder females in a pod's survival is important.

As humanity at large continues to deliberate and act on the plight of our resident orcas, the great play goes on. Cascadia, and the world, watches. The two calves appear to be in good health.



Meagan Randall
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Nautical Nook

The Hidden Journals: Captain Vancouver and His Mapmaker by Wade Baker and Mary Tasi

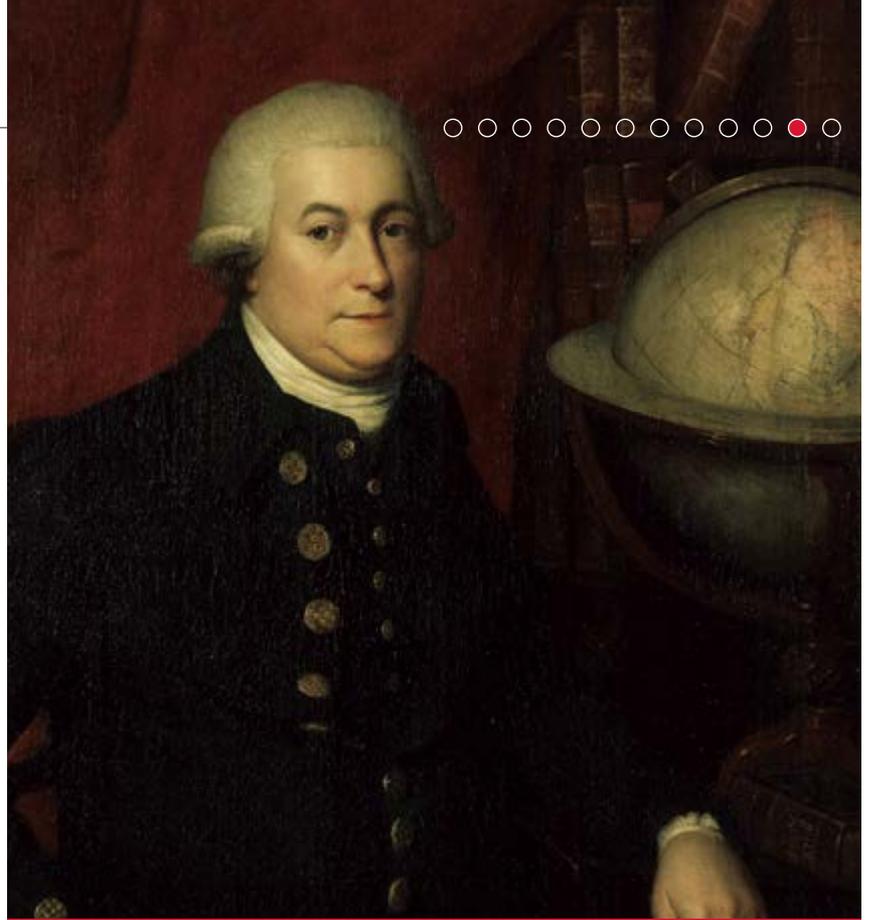
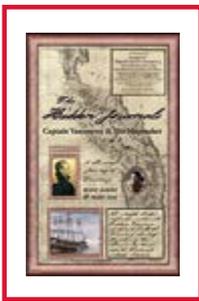
By Greg Van Belle

Having read Captain Vancouver's journals years ago, I thought I knew the history of his epic voyage in the Pacific Northwest. I took for granted, foolishly, the accuracy and veracity of his records. Of course, we should all know that history is written by the victors, and those in charge of recording the events of history often have ulterior motives and biases that color how those events are presented to the world.

As a Northwest native and an armchair student of history, I was

excited to get a copy of Wade Baker and Mary Tasi's book, which I knew nothing about other than the title: *The Hidden Journals: Captain Vancouver and his Mapmaker*. I don't know exactly what I expected, but what this book delivers a massively compelling look at Vancouver's connection to the Native people of the Northwest, and it opens up a part of our shared past that has been otherwise ignored in literature.

Third Lieutenant Joseph Baker was the mapmaker on Captain



This historic portrait is speculated to be of Captain George Vancouver.

Vancouver's ship *The Discovery* from 1791 to 1795. The book is as much about author Wade Baker's search for information about the mapmaker as it is about the mapmaker himself. The authors collect and weave the oral histories of Native peoples into what they learned from their unprec-

edented access to the early journals and logbooks of both Baker and Vancouver. It is deeply researched and incredibly detailed, and on that measure alone is quite an accomplishment.

But it is also engaging. If you've read any of Vancouver's

Continued on Page 31

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Nautical News



Seasonal Ciders

By Bridget Charters

As summer winds down we start to think about the fall: harvests, pumpkins, fall leaves, misty mornings, apple harvests. Rather than mixing up a refreshing icy cocktail, one option is to pop the top on some of the delicious local ciders produced here in the Puget Sound region. If you get a chance to check out some of the fall events, take some time to try some of the ciders offered along with all of our delicious northwest beer.

Two of my favorites are Finnriver and Alpenfire cideries; both are located in the north Puget Sound near Port Townsend. Finnriver is located inland off Marrowstone Island near Chimacum and Alpenfire is on Discovery Bay just inland from the Beckett Point boat ramp. As trips go, this might be a fun side trip to add to your weekend events around Puget Sound.

The production of cider is an ancient process and a way to capture some of the harvest apple and pear. Cider and hard ciders are produced from the juicing of apples and pears and handled much the same way as wine grapes. The apple juice is what our kids enjoy; once the fermentation process takes place, the alcohol content is what we adults enjoy! The type of apples and the sugar levels drive the type of cider. Many ciders are barrel aged in stainless, whereas

other ciders might be cask aged. Like the process of making wine, it is a complex process that requires quality fruit and intense care throughout the process. Europeans have been making cider for hundreds of years, and the ciders from Finnriver and Alpenfire are delicious and award-winning. They rival some of the European producers.

Both producers have many harvest events happening in the fall, and their ciders can be found in most grocery stores. I prefer the lighter, lightly sweeter ciders, similar to a lovely rosé, rather than the dry hopped ciders. Both produce delicious ciders that are fabulous with food and can easily replace beer or wine in a meal. Check out their websites (alpenfirecider.com and finnriver.com) for local tastings in your area, expand your repertoire and try something new. Sante!

This fall on Friday, September 20, 2019, the Hot Stove Society Cooking School will be having a fun class with Alpenfire and Chef Chris Schwarz of Tom Douglas Restaurants. The event will be a dinner and demonstration with five delicious food courses paired with the Alpenfire ciders. Chris will demo and banter with folks from Alpenfire and teach you the ins and outs of cider and food. For more information visit www.hotstovesociety.com/classes/Alpenfire-Cider-Dinner/.



Nautical Nook

The Hidden Journals

Continued from Page 29

journals (even those “translated” into modern English), you know what a slog it can be at times. In his own journals, Vancouver comes across as gruff and uncarving. His disdain for the inland waters of the Pacific Northwest is consistently made clear, and the conventional understanding is that he fell into conflicts with the Native populations he came across. What this book shows is a very different man, keenly interested in the people as much as the place. Baker’s charge was to chart the waters, but it is revealed here that he considered the people a vital part of the landscape. He was as interested in culture as he was coastlines.

It is remarkable the degree to which key parts of Northwest history have been, as the authors say, “airbrushed” from the history books. I read this while cruising the San Juans and Gulf Islands and it opened my eyes to how easy it is to stamper over the history of a place without thinking completely or clearly about its true past. A

few place names stand out as nods to native culture, but European names dominate the charts and maps.

Vancouver may have been the gruff, business-like captain history has painted him, but this book suggests that in a different time and climate, the Native



Hidden Journals authors Wade Baker and Mary Tasi.

cultures he encountered would have played a more central role in the history he helped write. *The Hidden Journals* belongs on your nautical bookshelf, and its message belongs in the history curriculum. 

Community

Washington State Grant Board Seeks Applicants

By Evin Moore

The Washington State Recreation and Conservation Office is planning on recruiting two new members for its Recreation and Conservation Funding Board. The board administers grants to improve parks, outdoor spaces, boating amenities, access to shorelines, and grants to conserve working lands, such as farms and forests.

“If you’ve hiked a backcountry trail, thrown a ball around at your neighborhood park, or simply appreciated Washington’s breathtaking natural beauty – you’ve experienced firsthand this board’s impact for everyone who lives in or visits our state,” said Washington Governor Jay Inslee, who will be selecting the new members from the pool of applicants.

Supported by the state’s Recreation and Conservation Office, the board oversees nearly a dozen state and federal grant programs, awarding grants to cities, tribal governments, state agencies, and others. The board sets the policies and criteria to ensure projects meet state, local, and national priorities and approves projects for funding.

To qualify, applicants must have a background in and have a general knowledge of, outdoor recreation and conservation in Washington. To apply, visit the Governor’s Boards and Commissions website at governor.wa.gov. It is recommended that applicants also attach a resume and a letter of interest. Applications should be submitted by November 1, 2019. 



WA Fish & Wildlife Seeks Additional 2020 Funding

By Randy Woods

Washington’s Fish and Wildlife Commission is seeking a \$24.5 million operating budget plus an additional \$26 million in capital funds from the state legislature in the 2020 supplemental session to ensure that it can maintain current operations and make strategic enhancements next year.

In the request, the commission also said the Washington Department of Fish and Wildlife (WDFW) wants to require monthly fishing guide logbook reporting, starting January 1, 2020, to provide information on each guided fishing trip, the number of anglers onboard, and the number and type of fish species caught per trip.

Under the commission’s proposal, \$11.4 million in the budget request would address an ongoing structural deficit driven by various cost increases, such as rising worker wages and centralized state services.

WDFW also seeks \$6.6 million to prevent cuts to several department services, including staff to provide expertise in habitat conservation. The funding would also pay for fish production at eight salmon and trout hatcheries; hunting management; customer service; shellfish inspections; non-lethal conflict response between people and wildlife; access to salmon and steelhead fishing; and maintenance of a million acres of land

managed by the department.

All these services were at risk in the previous year’s budget cycle and were extended for at least one more year, but commission chair Larry Carpenter said he wants funding extended “on an ongoing basis,” starting in 2020. “We had widespread stakeholder support last year, and we believe we will again this year,” Carpenter said. “Ultimately, it’s about more than just these services that are at risk – it’s really about having a functional department that’s able to deliver results.”

In addition, the commission said it wants \$6.5 million earmarked for other immediate WDFW needs, such as better monitoring of salmon habitat and fishing opportunities; the removal of sea lions feeding on Columbia River salmon; the continuation of the Fish Washington mobile app; and the minimization of humpback whale entanglement with commercial crab pots.

The commission added that it considered a second legislative proposal to modify WDFW’s enforcement civil authority during its August 23, 2019, meeting. 

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Westport Yachts Opens Seattle Office

By Norris Comer

Washington-based Westport Yachts, one of the few American superyacht builders, has opened a new Seattle office in South Lake Union. The move is a welcome one for the Pacific Northwest marine industry at large, for while Westport

Yachts has always built its boats in its Westport and Port Angeles shipyards, their only sales office has been in Fort Lauderdale, Florida. With the addition of the Seattle sales and design office, new Westports are not only built here, but also sold here.

"This is an exciting development," Donald Campbell, the Seattle sales and marketing manager, told us. Campbell has been active on the local marine industry scene for years, notably as the founder of San Juan Yachts in 1989, which

he sold in 2015. Daryl Wakefield, president of Westport Yachts, and Campbell worked together at Admiral Marine in the past, and Campbell was recruited about a year ago to open the new office.

"We have been at the Salmon Bay Marine Center since December 2018 and I work alongside Sylvia Bolton and Ellen Henry, who are our new in-house interior designers," he continued. "It is remarkable that we are one of the last, if not the last, big yacht builder in the USA."

Westport Yachts was founded in Westport, Washington, in 1964 and quickly made its mark for embracing cutting edge composite materials in their vessel construction. The original focus was building high quality North Pacific commercial fishing vessels, and the company seamlessly expanded into the luxury yacht market over the years. Today, Westport Yachts is widely considered one of the largest yacht builders in the world, and their yachts are still made proudly in Washington state. According to the company's published numbers of total vessels built, Westport Yachts has produced over 100 recreational yachts, 170 commercial fishing vessels, and 35 commercial passenger vessels.

In addition to custom builds, the Westport Yachts line includes the W112, W125, W130, and W164 (122' [34 meters] to 164' [50 meters]). When a successful company is producing yachts of that size with industry talents like Sylvia Bolton, you're talking about projects that spare no expense.

Welcome home, Westport Yachts! They've hit the ground running and already have a brand-new W125 for sale at their docks. You can find the new Westport Yachts Seattle office at 2288 W. Commodore Way, Suite 220, Seattle, WA 98199. You can reach them via phone at (360) 452-5095 and check online for more info at westportyachts.com.

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Boatsetter Rental Firm Secures \$10M Financing

By Randy Woods

As one of on-demand boat rental companies targeted toward the millennial market, Boatsetter has landed \$10 million in a Series A investment round, led by WestCap Group and Valor Equity.

The new investment is in addition to \$21 million raised for Boatsetter in previous funding rounds since the company's 2012 launch. The market for the peer-to-peer boat rental industry is estimated to be worth as much as \$50 billion, the Florida-based company said.

With a business model similar to Airbnb and Uber, Boatsetter provides rental access to a network of nearly 20,000 privately owned boats in more than 600 locations across the United States, Mexico, Europe, and other global regions. According to Boatsetter, 72 percent of its users are under the age of 45, making it

one of the fastest-growing, on-demand, boat rental companies among the Gen X and millennial demographics, many of whom are first-time boaters.

Boatsetter also recently inked a strategic partnership with GEICO to provide peer-to-peer insurance coverage for its customers in the United States. GEICO CEO Bill Roberts said the deal with Boatsetter was partially driven by the rental company's growth "during a time when younger demographics are driven by experiences rather than material possessions."

"Our goal is to continue to dominate the U.S. boat-sharing market as a gateway for more affordable and accessible rentals for consumers nationwide," said Jaclyn Baumgarten, co-founder and CEO at Boatsetter. **BY**

Business Notes
continues on page 92



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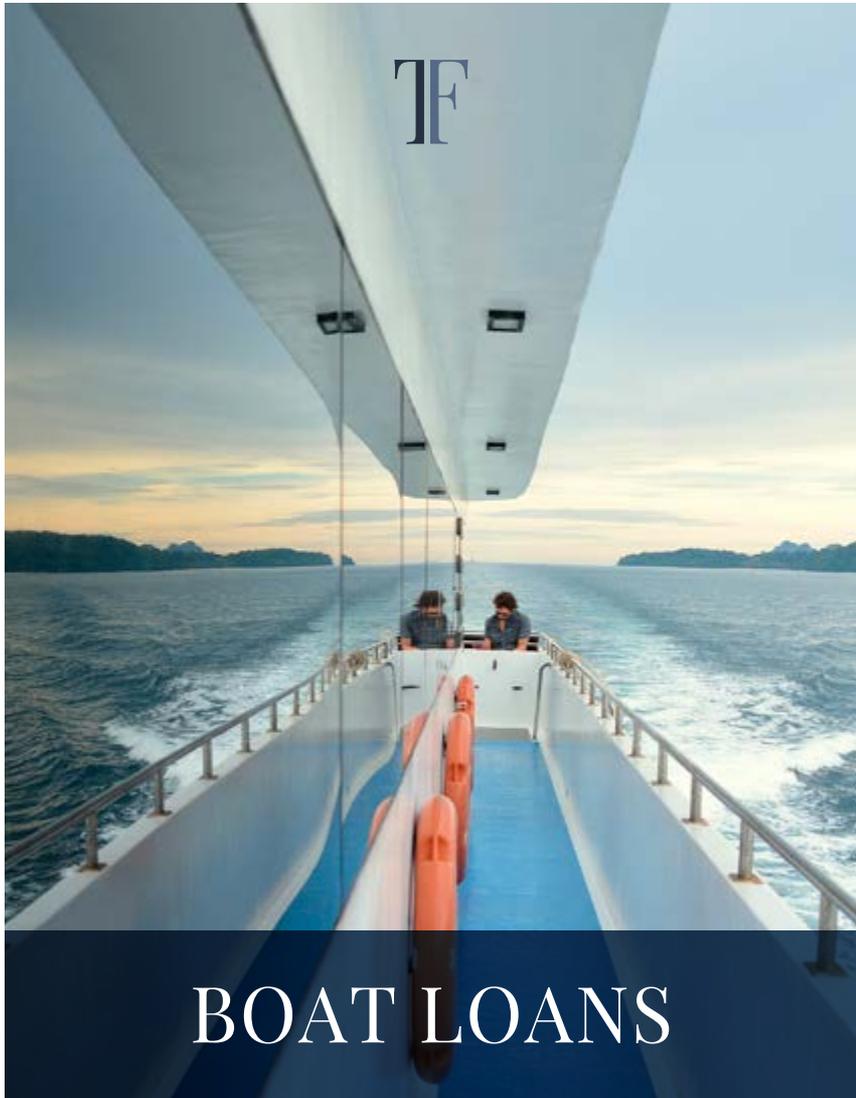


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Letters

We 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.

Boaters Helping Boaters

The outpouring of support for Kerry Sherwin, a local sailmaker with North Sails who was injured in a hit-and-run motor scooter accident, has been phenomenal. We've been covering his ongoing GoFundMe campaign aimed to give him needed support while he is out of work. The campaign is ongoing at gofundme.com/f/lets-help-kerry. Let's Help Kerry!



Northwest Yachting,

Kerry is doing better – I just posted an update to the GoFundMe page that he went to the North loft yesterday (still wearing braces) so good to see him mobile. He is probably going to go home this coming week with help coming in to assist.

—Joe Williams, friend of Kerry and GoFundMe campaign organizer (August 9)

[Comment from Facebook, August 10]

Kerry has helped me out many times solving my sail problems. Bad news to hear of the accident, good to hear he is receiving quality medical attention. Glad to send some support.

—Bob Bennattas

[Comment from Facebook, August 9]

North Sails is a great company. We will lend our support.

—Sailing Vancouver Island's West Coast

Tradition Tribute

Written in response to an August 2019 Broker's Best article about the Monk McQueen 72 CPMY, a traditional yacht with deep Pacific Northwest roots.



Northwest Yachting,

"The 72 is a yacht, not a wannabe spaceship." [Quote from the article.]

Thank you so much for this. [You can] substitute any "proper" boat for the 72 [and it works]. I think I might have it tattooed.

—Paul Hopkins, Proud owner of a 1967 Ed Monk design Tollycraft Express Cruiser

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Azimut S7

The Azimut S7 is one of those ultra-modern sport yachts that's got enough cutting-edge, fancy tech aboard to be part spaceship. With the stated goal to be the "most technologically advanced yacht in its category," the S7 seeks to expand the frontier of yachting. But what does that mean, exactly?

Firstly, we can state the obvious, that the look is very modern and sleek. Built like a cigar boat but at 70' 1" in length and with luxury yacht accommodations, this is not your grandpa's motor trawler. The S7 relies on a triple Volvo IPS system with the touted benefits of superb maneuverability, minimum noise, and improved fuel efficiency.

Combined with active trim control that automatically makes subtle but important trim tab adjustments, joystick driving, and an auto balance system that moves diesel between tanks to keep them balanced, a lot of the technology aboard seems aimed to make driving an efficient pleasure.

All these features and systems make a yacht that reportedly cruises at 30 knots and maxes out at 36 knots.

Notably, the use of carbon fiber is a hallmark of the build. The carbon fiber components in the superstructure, radar arch, and pivoting platform should provide plenty of lightweight strength. The high-tech, spared-no-expense approach probably helped the S7 achieve a CE Category A rating from the National Marine Manufacturers Association (the highest available).

The strength and lightweight of the carbon fiber material also allows for more freedom of design throughout the S7. The interior volume is a beneficiary of the carbon fiber use, as the builder can go bigger without paying a high penalty in the form of the yacht's weight. These are all subtle pluses working in favor of the S7.

The accommodations aboard are thus as luxurious as one would expect, with four state rooms and three enclosed heads. The layout is the familiar master suite forward with two double cabins aft. There is an additional cabin for crew.

Outside, the cabin is almost completely enclosed with glass to create a modern, airy

space. The open flybridge above should be an excellent place to take in the scenery, and a stylish set of steps leads directly down into the covered cockpit. Of course, like fellow modern yachts, the S7 has that huge padded sunlounge in the foredeck.

All in all, the Azimut S7 has the allure of something out of this world. If tech and luxury are important for your next yacht purchase, you may want to check out this build. For the rest of us, it's always interesting to see what pushing the envelope looks like. You can learn more from local dealer Alexander Marine USA.

Specs

LOA: 70' 1" • Beam: 17' 5" • Draft: 5' 6"

Displacement: 89,900 lbs.

Tankage (Fuel/Fresh):
1,004 gals./264 gals.

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

Web: alexandermarineusa.com





Lindell 38

Since 2016, Lindell Yachts has been a proud Pacific Northwest family of boats that melds commercial-grade toughness and fishing-machine oriented features with yacht-like accommodations. Joining the growing lineup is the new Lindell 38, now coupled with triple outboards as a standard feature. What does this ready-for-anything daughter of Cascadia have to offer?

Right off the bat, the attack-angled wheelhouse and open, but safely contained, work deck hint at her Pacific Northwest salmon hunting roots. Lindell Yachts subscribes to the semi-custom philosophy, so while the bones of each 38 will be the same, a staggering array of custom features and options will probably ensure that no two are identical.

When talking about fishing, standard features include an aft fish box with macerator pump, a fish-hold water management system, an infused lighted recirculating livewell with pump, and more.

Of course, you have to talk about those triple outboards. Yes, those are three four-stroke Yamahas, 300 horsepower apiece. The triplets provide a reported cruising speed of 30 knots and a maximum speed of 45 knots. One can also opt for three 350-horsepower Suzuki Duoprops. For making the most of those weather windows to chase quarry, that kind of pep is appreciated.

Inside, you've got a galley, family-style dining table, and three berths below with enclosed head. While not as sumptuous as some yachts of this size, it's a palace compared

to classic fishing boats of this class. The 38 treads the line very well.

You want to feel as comfortable in the yacht club as at the derby podium? The Lindell 38 is made to get you there. If interested in more information or pricing, contact the local dealer Inside Passage Yacht Sales.

Specs

LOA: 38' 1" • Beam: 12' • Draft: 2'

Displacement: N/A

Tankage (Fuel/Fresh):
400 gals./75 gals.

Local Dealer: Inside Passage Yacht Sales,
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Web: insidepassageyachtsales.com





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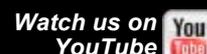

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Hallberg-Rassy 40C

For bluewater sailors, the Swedish sailboat builder Hallberg-Rassy should be a familiar name. The sailboat building talents—Harry Hallberg and Christoph Rassy—were actually competitors for decades until Hallberg retired in 1972. Rassy bought Hallberg’s yard, and the new name was born: Hallberg-Rassy. The company has been making famous bluewater cruisers for decades, and recently announced the all-new Hallberg-Rassy 40C. The first hull is under construction and the build is set to debut at the 2020 Boot Düsseldorf show. What can we expect?

There’s plenty of Hallberg-Rassy appeal with the well-sheltered center cockpit and aft cabin deck layout, a mainstay from the company and less commonly seen these days. One can also opt for a hardtop option over the cockpit or the standard wind screen with foldable sprayhood. The hardtop could be a wise move for the PNW’s rainy months.

Overall, the 40C is about modern design and not nostalgic, with a fin keel, dual rud-

ders, and plenty of custom options. Buyers will choose between the large vs. enormous galley layouts (the actual names of the options), an aft cabin with two separate berths vs. a large center line berth, and small vs. large foldable swim step. Yes, unlike older Hallberg-Rassy models, the 40C does not feature a canoe transom, instead using a deployable swim step to increase access to the water like other Euro-cruisers.

When it comes to rigging, the 40C is a modern, uncluttered sloop rig with an emphasis on making sailing easy and pleasurable

with features like the no-runner setup and under-deck jib furler. The standard boat has a reported 970 square feet of sail, while an optimized sail package has 1,040 square feet of sail. The Hallberg-Rassy 40C, still under construction, is already rated as a Category A (unlimited ocean voyage) vessel.

Overall, the Hallberg-Rassy 40C has hype around it for a reason. Fans of mid-sized, blue-water cruisers fit for a couple or family might want to keep an eye on this one. For more information and pricing, contact local dealer Swiftsure Yachts.

Specs

LOA: 42' 10" • Beam: 13' 8.5" • Draft: 6' 4"

Displacement: 24,250 lbs.

Tankage (Fuel/Fresh):
137 gals./106 gals.

Local Dealer: Swiftsure Yachts, (206) 387-1110

Web: swiftsureyachts.com



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\$189,956

2020 SUN ODYSSEY 349 #74670: **SAVE \$15,394**



ARRIVING

LAGOON

\$649,854

2020 LAGOON 42: **SAVE \$10,500**



AT SHOW

FOUR WINNS

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W/THRUSTER & TRAILER

\$139,564

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



NEW W/WARRANTY

2020 Four Winns 355 Coupe 2xOB
\$Inquire



REDUCED

1977 Grand Banks Classic 42
Reduced \$26K \$89,900

ADDITIONAL POWER LISTINGS

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

SAIL LISTINGS

- 61' C&C '72 **Reduced** 164,000
- 51' ALDEN SKYE KETCH '80 139,500
- 50' JEANNEAU 50 DS '11 **Reduced** 299,999
- 49' JEANNEAU 49P '07 349,500
- 49' JEANNEAU S049 '05 284,500
- 49' TRANS PAC 49 '86 **New Listing** 169,000
- 47' VAGABOND KETCH '83 **Reduced \$66K** 184,000
- 47' BOWMAN 47 '97 **New Listing** 215,000
- 46' JEANNEAU 469 '15 349,000
- 45' JEANNEAU 45DS '08 254,000
- 45' JEANNEAU S045 '06 209,995
- 44' BRUCE ROBERTS 44 PH '93 **Reduced** 38,500
- 44' BRUCE ROBERTS 44 OFFSHORE '80 **Reduced** 65,000
- 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**
- 42' SK PILOTHOUSE 42 '06 **New Listings** 124,500
- 41' CHEOY LEE OFFSHORE 41 '80 **Sale Pending**
- 41' ISLAND PACKET SP CRUISER PH '07 **Reduced** 299,000
- 41' ISLAND PACKET SP CRUISER PH '09 **Reduced** 274,500
- 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 **SOLD**
- 40' J/40 '90 **Sale Pending**

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- 40' NAUTICAT 40 PH '85 **Reduced** 139,000
- 40' SCHUCKER 436 PH '77 **Reduced** 54,900
- 39' JEANNEAU 391 '08 **SOLD**
- 39' JEANNEAU 391 '07 **SOLD**
- 38' ISLAND PACKET 380 '00 **New Listing** 169,500
- 38' HANS CHRISTIAN 38 MK11 '80 **New Listing** 76,000
- 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 **Sale Pending**
- 36' COLVIN PINKY SCHOONER '03 **Reduced** 79,000
- 36' HUNTER '05 **SOLD**
- 36' PEARSON 36 '75 **Reduced** 17,500
- 36' TANTON 36 '81 **Reduced** 17,000
- 36' SWEDEN 36 '85 **SOLD**
- 35' NAUTICAT 35 PH '00 **Sale Pending**
- 35' TRIDENT VOYAGER PH '78 59,500
- 34' COLUMBIA 34 '72 27,000
- 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 **SOLD**

- 31' CATALINA 310 '01 **SOLD**
- 30' CATALINA 30 '81 **SOLD**
- 29' ISLAND PACKET 29 '91 **Reduced** 59,900
- 27' ISLAND PACKET 27 '89 **SOLD**
- 20' LASER SB3 W/TRAILER '08 **CLEARANCE!** 19,500

NEW POWER

- 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** 329,807
- 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

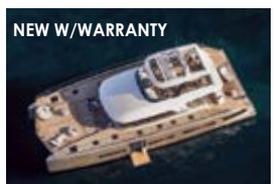
NEW SAIL

- 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 '20 **SOLD**
- 44' JEANNEAU 440 '19 **SALE - In Stock** 389,985
- 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** 189,956
- 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**
- 46' LAGOON 46 '20 **Arriving** **SOLD**
- 42' LAGOON 42 '20 **Arriving** 649,854
- 40' LAGOON 40 '19 **SOLD**



NEW W/WARRANTY

2020 Lagoon 630 MY n.49
Ready Now 2,068,672 €



NEW W/WARRANTY

2021 Lagoon SEVENTY 8 MY n.12
\$Inquire

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Sun Odyssey 349



We live in an era of dynamic and innovative sailboat production lines from France, among them the many builds of the Sun Odyssey family from Jeanneau. Billed as an all-around sailboat that doesn't break the bank, the Sun Odyssey 349 made quite a splash in 2015 when it won Cruising World magazine's 2015 Best Pocket Cruiser. The build is still going strong, with hulls arriving frequently to Puget Sound.

Like other Sun Odyssey sailboats, the 349 has many of those popular Euro-cruiser features: plumb bow, wide beam, dual helms, and generous accommodations, including a big foldout table in the cockpit. The low profile, dual rudders, and rigging features such as furling genoa and German sheeting (that means the sheets lead back to the helm) all send a message: sailing should be as fun, easy, and carefree as possible.

The 349 is also true to the Sun Odyssey tribe philosophy of many custom options and additional packages for a buyer. Important choices like the keel (fixed, shoal, or swing) and interior layout (two cabins with one head vs. three cabins and one head) are not trivial. The interior is impressive for a sailboat of 33' 11" length overall, and not a square inch is spared. The navigation table/station will be appreciated by

most skippers, even if it is a little far from the companionway.

If you want an affordable, popular, award-winning cruiser, the Sun Odyssey 349 is on many shopper's shortlists. With a starting price point of \$139,000 (not including all the custom options, of course), it seems pretty reasonable for a brand-new sailing yacht over 30'. You can contact local dealer Marine Servicer for more information.

Specs

LOA: 33' 11" • Beam: 11' 3" • Draft: 6' 5"

Displacement: 11,773 lbs.

Tankage (Fuel/Fresh/Black):
34 gals./54 gals./21 gals. (per head)

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

Web: marinesc.com



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WEST yachts

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40' Ocean Alexander 1983



40' Tollycraft Tri-Cabin Motoryacht 1979



39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Golden Star Trawler Sundeck 1985



37' Lord Nelson Victory Tug 1988



36' Monk 1988



34' PDQ Power Catamaran 2003



34' CHB 1977



33' Sea Ray 330 2008



26' Cascade Nor'easter Lobster 2002



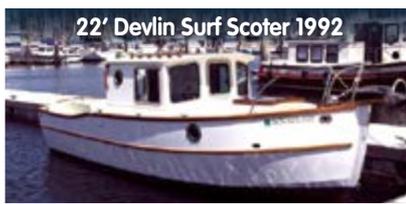
26' Nordic Tug 1982



24' Maxum 2400 SCR 1995



22' Devlin Surf Scoter 1992



22' Sea Sport Sportsman 2000



46' CAL 2-46 1973



44' Cheoy Lee 1980



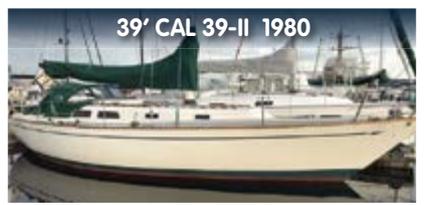
41' Ericson 1968



40' Beneateau Oceanis 1997



39' CAL 39-II 1980



38' Ingrid - Bluewater Yachts 1978



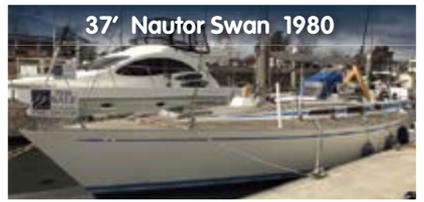
37.5' Hunter 1990



37' Banier Motorsailer 1970



37' Nautor Swan 1980



36' S-2 Yachts 1979



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



31' CAL 1979



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EagleCraft Cruiser 38

When it comes to combining tough aluminum alloy with posh yacht accommodations and overall looks, a handful of British Columbia builds, like the mid-sized EagleCraft boats from Daigle Welding & Marine Ltd., really stand out. The company's EagleCraft Cruiser 38, currently in production, is made to take on wild northern waters while offering the full yachting experience. Right away, you see elements of both the fast-paced, aluminum fishing boat and the motortrawler combined.

With regards to the latter, the forward attack-angled wheelhouse, deep-set and open work deck, and, of course, metal hull speak to the company's commercial fishing roots. The Cruiser 38 is also a performer, with a 25-knot reported cruising speed. The published fuel burn is less than

24 gallons per hour, yielding a 360-mile range. This is all made possible by the twin Volvo Penta D6 400-horsepower stern drives (with joystick docking controls).

As far as the yachting experience goes, features like the open flybridge with helm station, dinghy and davit system above, and the accommodations separate the Cruiser 38 from her working sisters. The boat sleeps six, with a cleverly enclosed "secret" berth tucked beneath the dining table, and has two enclosed heads. The dining table can also become a double berth.

The star of the show is the forward master suite, complete with massive island-style berth for the skipper plus one. Or plus two? No judgements here! The overall styling is also beautiful, especially the wood trim and cabinetry with cherry, maple, or teak options.

When combined, the EagleCraft Cruiser 38 is definitely more yacht than workboat, but incorporating the best of both worlds is what makes an EagleCraft an EagleCraft. Whether she is a working-class gal in her Sunday best or a high-class lady wearing Grundens gear is a matter of perspective. You can learn more and inquire about pricing from EagleCraft.

Specs

LOA: 42' 6" • Beam: 13' • Draft: N/A

Displacement: 24,000 lbs.

Tankage (Fuel/Fresh/Black):
360 gals./100 gals./30 gals.

Local Dealer:

EagleCraft/Daigle Welding & Marine Ltd.

Web: eaglecraft.bc.ca



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Spyglasses at Night



Aurora Color Night Vision Camera

During the summer months, boaters want to spend every possible second of the day out on the water so it's no surprise that the days can run long, and we sometimes find ourselves on the water after dark. Or maybe you're out after dark on purpose for a little night fishing and a little extra visibility would come in handy. New from SiOnyx comes the Aurora, a night vision camera that can display night images in color. Unlike other models of night vision scopes, which display the field of view in only a green haze or black and white, the Aurora can display images in green, monochrome, or color, using a low-light CMOS sensor and

a proprietary laser process to capture more of the natural colors of objects at night.

Not only can the Aurora see in the dark, it can record as well, making it ideal for capturing your adventures on the water or anywhere. The camera shoots in 1280 x 720 resolution, which can give an advantage when filming at night. Frame rates are in the 7.5 to 60 fps range, and the camera has some built-in image stabilization. The Aurora measures just 4.5 inches and weighs in at

about 8 ounces, making it portable in a pocket and ready to use at a moment's notice. It is powered by a rechargeable lithium ion battery and has Wi-Fi connectivity. A nice bonus feature of the Aurora is that it has an IP67 water-resistance rating, so there's no need to worry about spray or rainy conditions. If you'd like to get your hands on a nice alternative to traditional night vision or infra-red cameras, check out the Aurora on sionyx.com. Cameras start at about \$799.



See More than Ever Before

Aqua Vu HD10i Fishing Camera

Fish finders have revolutionized sport fishing, giving anglers a good idea about where fish like to gather and a vague idea about how many are in a certain spot. But even the most elaborate fish finders show blurs on a screen. Using an underwater camera to see exactly what's going on can be a big advantage and help distinguish one fish species from another. The Aqua Vu HD10i camera, allowing anglers to get a look underwater any time of year, whether ice fishing or cruising the lake at the height of summer.

A high-definition camera and auto-focus system gives clarity to dark, murky waters. An infrared (IR) light source illuminates fish without scaring them away. The IR light

is invisible to fish but can be detected and displayed by the camera. The unit's screen is bright enough to use in full sunlight and displays information like water temperature, depth, and camera direction. The camera is attached to 125 feet of cable, allowing users to look deeply underwater. Users can zoom in on targets with just a tap on the screen and use various accessories like trolling fins and extending polls. The entire system is waterproof and has a battery life of about 2.5 hours, although that can be extended with the XD wiring kit. If you'd like to take your fish locating to the next level, head over to aquavu.com and check out the selection. The HD10i model starts at about \$1,000.



Fishfinders are good and all, but why not watch a HD livestream of your scaly pals from your helm?

Camping hammocks are so versatile they are just as useful on-land with a doggo companion as aboard (clever assembly required).

Just Hanging Out

Trek Light Gear Hammock

Boating and hammocks go together like peanut butter and jelly. Sailors have been sleeping in them for centuries, and the hammocks are used for more than just saving space; they help combat sea sickness. It may seem counter intuitive, but hammocks help keep your center of gravity balanced, and ease your body's sense of equilibrium. Using hammocks is a trick known by generations of sailors but is often overlooked. The Double Hammock from Trek Light has 'Double' in the name, but it sleeps one or two equally comfortably.

Constructed from parachute nylon, the hammock is ideal for use on boats, as the material dries out quickly after getting wet, which also prevents the buildup of mold or mildew. It's light weight at 20 ounces and folds down to the size of a book, but is still

strong enough to hold up to 400 pounds. It has a non-flip design that makes it safe for use on boats and with kids.

Trek Light Gear works with a non-profit called Trees for the Future, which will plant two fruit trees in a small village for every

hammock bought. These trees are planted all over the world and become important food sources and support farmers. Head over to treklightgear.com if you'd like to get your hands on a hammock that's great for napping on land or sea. Hammocks start at about \$70.





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Lazy Lounging

Splash Runner Motorized Pool Lounger

You've got your boat for cruising open waters, a dinghy for trips to shore, and a kayak for shallow waters. That means that the last place you have left to conquer is the backyard pool! And what better way than in a pool toy you control with the push of a button? The Splash Runner from Pool Candy is an inflated pool chair that has two motorized propellers to move riders around their pool or other calm body of water.

The body of the chair is made of heavy-duty PVC and is designed to hold passengers up to 300 lbs. Two battery-powered, independently rotating motors allow the

lounger to move in any direction and spin in a full 360° circle using simple joystick controls. Setting up the Splash Runner only takes a few minutes; inflate the chair with an ordinary air pump and then slide the motors in through the holes in the chair's arms. A drink holder in the chair keeps you well hydrated in the summer sun, and the chair comes with a 30-day warranty from the manufacturer.

If your standard pool float just isn't quite lazy enough for you, head over to poolcandy.net to check out the selection. Splash Runners go for about \$200.

Short Take

Keep it Clean

Dek Magic by SeaDek

If you're a boater who can't stand a single stain or bit of dirt on your immaculate deck, then you'll need a cleaner that can cut through just about any mess that might appear. Dek Magic from SeaDek is a deck cleaner designed specifically for cleaning SeaDek foam, but it can work on any EVA foam, PE foam, PVC, or vinyl. It's meant to tackle any common maritime spill, like fish blood and guts, motor oil and grease, or red wine spills from that late-night party.

A few sprays of DekMagic and a scrub brush will get most stains out of your deck. The cleaner is watersafe and won't harm sea life. If your decks could use a little work, check out seadek.com and pick up a bottle of DekMagic. Bottles start at \$24.99.



IT'S ALREADY TIME TO START YOUR 2020 PROJECTS!

The list only gets bigger... Don't make the mistake of waiting until spring.



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Map it Out

Garmin GPSMAP 78

A handheld GPS device has obvious value to boaters when they jump ashore to explore or dock at a new town. The GPSMAP 78 from Garmin is just such a portable GPS device for boaters; it is water resistant with an IPX7 rating and the body even floats if it's dropped in the water. It uses a high-sensitivity GPS receiver and HotFix satellite prediction to pinpoint locations, even in environments like deep woods, canyons, or on the water.



added using microSD cards. Plug in the BlueChart SD card and get access to all the marine charts you'll need for the day. After the day's adventure is at an end, the GPSMAP 78 can analyze and inform you of your exact course. You can upload the route you followed and display it on a map from Google Earth, and even share it over Facebook.

If you're in the market for a handheld GPS device you can move from boat to shore, or even to serve as the dedicated GPS device in a small dinghy or sailboat, check out the Garmin GPSMAP 78, available on fisheriessupply.com for \$350.

The GPS comes with a world-wide base map built in, but additional marine charts and topographic maps can be easily

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A Feather in the Cap

Tahoe Brim Sailing Hat

Out on the open water, a good hat is worth its weight in gold. When you're racing and need a hat that will stay on your head, it's worth twice that. Local sailor Krak Arntson set out to make his own sailing hat, because he couldn't find one anywhere that fit all his needs.

He wanted a hat that would provide sun protection and stay on his head in even the windiest conditions. And while it may seem like an obvious oversight now, when Arntson Marine first started making sailing hats and apparel, almost nothing on the market would float when dropped in the water.

Working with a foam manufacturer, Arntson developed the Tahoe Brim, a hat that not only floated but also conformed to the wearer's head and sported a flexible brim that could be easily flipped back when looking up.

Arntson Marine hats are made from 100% nylon with a water-resistant finish and a patented foam. An adjustable headband allows

Not all hats are created equal, especially when it comes to active sailing wear. The Tahoe Brim Sailing Hat has several subtle features to make it a standout.

the wearer to make their hat as tight or loose as they'd like. The detachable chinstrap adds another layer of security.

If you're a competitive sailor who needs an

upgrade in racing headwear, or just a cruiser who could use a little more protection from the sun, head to arntsonmarine.com. Hats start at \$50.



OWL, 58' TUG/ YACHT CONVERSION

58' LOA with 100,000 displacement. Built in 1942 and converted in 1965. This is a Northwest Legend, with a notable history of ownership. She was an exception, where most conversions come after a lengthy commercial career. Professionally renovated with the extended deckhouse and installation of a Caterpillar D-337 @ 170 HP, appropriate for cruising, now with only 1,000 hours. This is a vessel at home in a remote cove in Southeast Alaska, or capable of wintering in Mexico without hesitation. Available NOW with a transferrable Lake Union Pier Face with a Live-Aboard Option.

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Short Take

Eye Candy

Kaemon Burnet Sunglasses

A good pair of sunglasses on the water is almost as important as the boat itself. Think about it; what's the point of going out if you can't see anything? Popular amongst America's Cup sailors, the Burnet sunglasses from Kaemon are as good as any you'll find. They come with polarized lenses that are shatter-resistant and designed for use on the water, while the frames are made from a flexible injection-mold TR-90 material. A comfortable rubber nosepiece helps hold the glasses in place and won't slide even if you get sweaty.

If you are in the market for a new pair of sunglasses that work just as well on the water as they do off, head over to keanon.com or fisheriessupply.com and check out the selection. Glasses start at about \$200.



The Theatre Comes With You

Vankyo Leisure 3 Projector

Not many people have room for a giant flat-screen television on their boat. But nearly everyone has room for a portable HD projector the size of a notebook and weighing in at 2.4 pounds. The Leisure 3 Projector from Vankyo is a mini portable projector that can project images ranging in size from 32" to 170". The image quality is 1080p HD and the Leisure 3 takes advantage of a 2400 lumen lightbulb to display ultra-bright images.

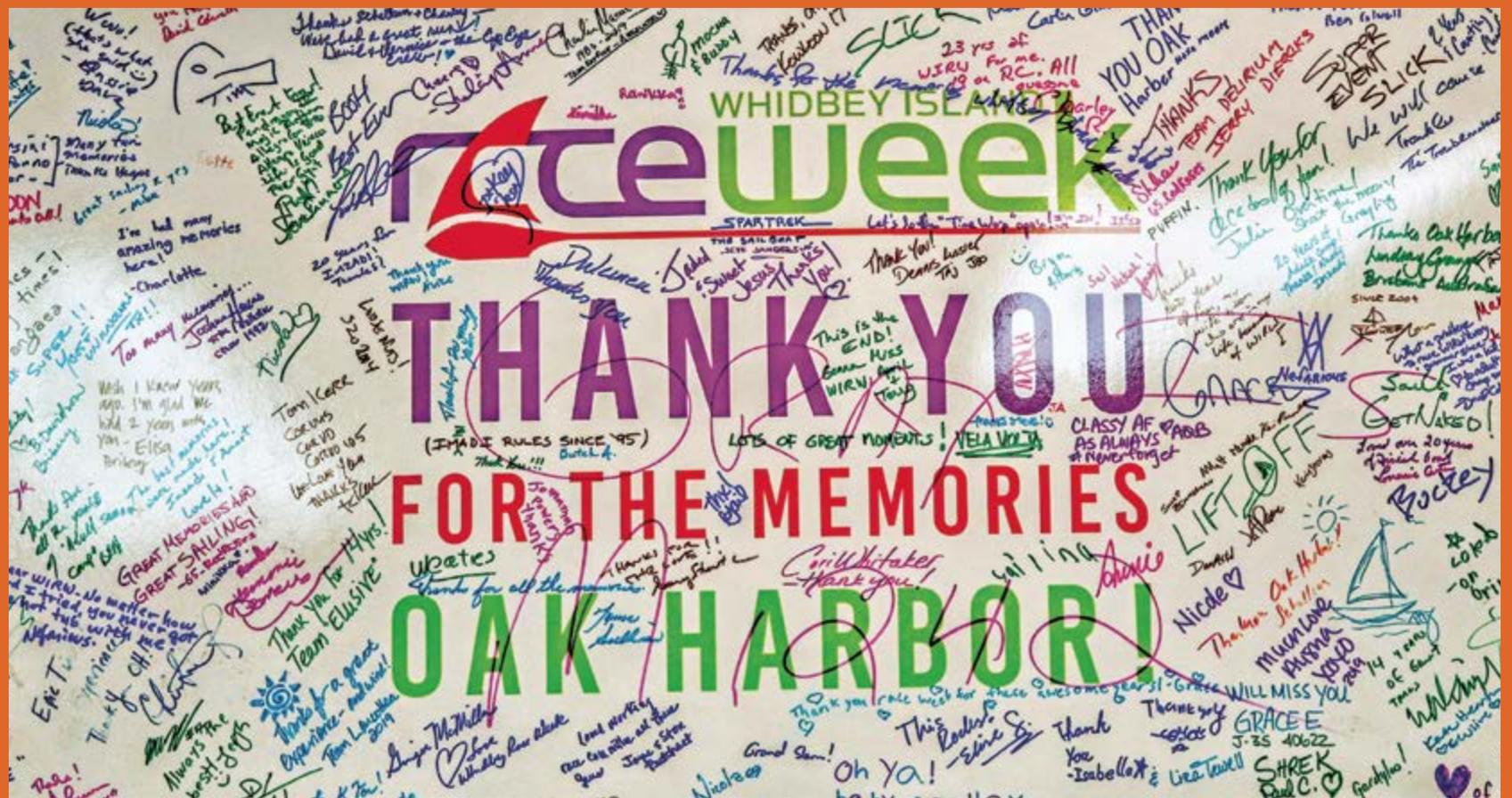
The unit has built-in speakers but can be attached to external

speakers for improved sound quality. Hook up game consoles, DVD players, laptops, or computers through the projector's USB, VGA, HDMI, or AV inputs. With the purchase of additional cables, the Leisure 3 can project videos from iPhones and Androids.

The lenses can make $\pm 15^\circ$ adjustment for sharper image quality. An internal noise suppressor reduces the noise of the fan by 50%, meaning you can hear your

movie, even in tight quarters. The projector comes with a soft carry bag that organizes all additional wires and protects the unit.

If you need a small, portable projector for overnights on the boat that can be easily moved to a friend's boat if movie night changes locations, check out the Leisure 3 on ivankyo.com. Projectors sell for about \$90.



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Suit Up

Isurus Ti Alpha 5.4 Wetsuit

Even on the hottest days of summer, there are many stretches of water in the Pacific Northwest that never reach that comfortable, swimming pool temperature found in Hawaii and Southern California. Around here, extended time in the water requires a wetsuit, especially if you enjoy time in the water all year round. The Ti Alpha 5.4 wetsuits from Isurus can keep wearers warm in waters as cold as 38°F.

The suits are built with Yamamoto limestone neoprene, a titanium lining, and Aerodome heat-retaining cells. All these design features help trap the body's heat and keep the wearer comfortable. The closed-cell neoprene is hydrophobic and holds very little water, thus reducing the amount of



cold water the suit absorbs and the overall weight. The double layer of titanium on the suit torso reflects heat back into the body. Compression over the whole body further traps heat and increases blood flow. The hood and back panel have Nano Skin for extra protection from cold winds and the hood is lined with zirconium fleece. There are minimal seams through the suit, with the torso piece being constructed with a single piece of neoprene. The limestone neoprene is made without petrochemicals, making it safer for you and the environment.

If you want the good times in the water to continue through all four seasons, check out the Ti Alpha 5.4 Wetsuit on surfisurus.com. Wetsuits start at about \$700.

Short Take

Wind Back in Your Sails

DrSails Repair Epoxy

DrSails is a fast-drying epoxy that can be used on the fly to fix a torn sail. The epoxy will cling to sails, metal, or fiberglass. It can be used to fix a wet sail, and the epoxy will even harden while submerged under water, according to the manufacturers. The glue cures in 20 minutes and will stand up to most wind conditions.

Tubes of DrSails are available in sizes that range from 10 ml to 265 ml. The 10ml is great for small tears, while the larger size is good to keep on board for extended cruising. The tubes are self-mixing, saving valuable time when doing repairs under pressure.

The fact that it cures under water allows it to be used to make small temporary repairs to damaged hulls. DrSails' packaging does not come with detailed instructions, but videos explaining how to use it are available online. Any sailor who wants to fix a torn sail in a hurry should head over to drsails.com and check out the selection, with pricing starting at about \$16.



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Podcast Preview // Shipwreck Tales

It's hard to say why people find stories of danger and disaster so compelling; maybe we hope to learn from others' experiences. Shipwreck Tales is a podcast that covers famous historic shipwrecks, as told by New Zealander John McCrystal. The podcast covers shipwrecks from all over the world, from the 16th century to modern times.

Shipwreck stories include famous wrecks like the Grafton, whose crew was stranded on Auckland Island for 18 months, and only rescued after three crew members crossed 280 miles in an open dinghy to find help. There are more tragic shipwrecks on the podcast, like the infamous Titanic; the sinking of the USS Indianapolis, which led to the largest mass shark attack in history; or the mysterious story of the Mary Celeste, who was found adrift in seaworthy condition but with the entire crew missing. McCrystal is a marine archeologist with the Maritime Archaeological Association of New Zealand, and his experience gives the episodes extra insight. Head over to magic.co.nz to catch the latest from this New Zealand-based marine archeologist.

App: Kitchen Stories

Free for iOS and Android



Cooking on board can occasionally mean whipping something up with a limited supply of ingredients at your disposal. In situations like these, the more

recipes you have at your fingertips, the better. The Kitchen Stories App is filled with thousands of recipes to choose from, articles on cooking and baking, and instructional videos that demonstrate how to master kitchen skills.

The wide range of recipes means there is something to tempt every chef, from beginner to expert. Users can even upload their own recipes, along with images, to share with thousands of other chefs. Unexpected guests are no problem with measurement converters, which quickly adjust the amount of each ingredients depending on serving size. The app can also generate automatic shopping lists based on the ingredients listed in recipes.

If you'd like to enhance your cooking skills, or just have a few more recipes at hand, check out the Kitchen Stories App. Free with in-app purchases for both iOS and Android.

App: Army Survival Study

Free for iOS and Android



Boating can often take us to some very remote locations—places where if anything went wrong, help might be a long way off. The more information we have,

the better our chances in an emergency. The Army Survival Study App contains survival info sources from U.S. Army survival handbooks. The app covers topics like water procurement, building shelters, finding food, identifying edible and poisonous plants, avoiding dangerous animals, and surviving at sea.

Information from the Army survival manuals is presented in a simple, easy to understand format with accompanying pictures and illustrations. The app breaks each topic into different categories and provides flashcards to study from. Quizzes test your knowledge and automatically track your progress in each field of knowledge. The latest editions of the app include survival manuals from the U.S. Marine Corps.

If you'd like to brush up on your emergency preparedness, download the app and start studying. Free for iOS and Android.

App: BoatUS Connect Update

Free for iOS and Android

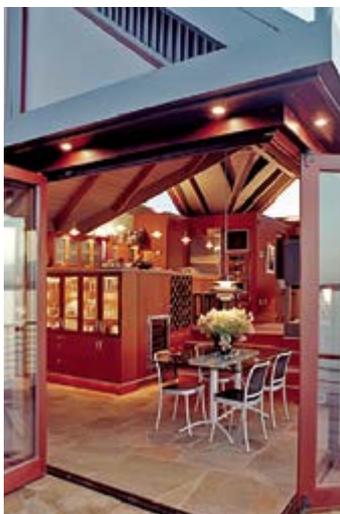


Many boaters already know about the BoatUS app, the official app of the BoatUS organization. The app has had some recent updates that might make it more valuable

to boat owners in need of a tow. The new TowBoatUS Connect feature helps boaters get in touch with a local towboat captain. BoatUS operates TowBoatUS, the largest on-water towing fleet in the country.

The new Connect feature allows app users to contact a local towing business directly, making it much faster than calling to the national dispatch office. When the user requests a tow, their GPS coordinates are immediately sent to the nearest TowBoatUS-affiliated captain, saving time in an emergency. Besides the towing features, the app also features NOAA marine weather updates, hurricane warnings, and a five-day forecast. The conditions of nearby buoys and tide maps are available at the tap of a button.

Don't be out of the loop when you need a tow; download the BoatUS app free for both iOS and Android.



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Boating with Missy

By Melissa Gervais

To the Helm: A First Boat Purchase

Like many of us, I was introduced to boating by my parents when I was very young. I grew up near Cowichan Bay on Vancouver Island and one of my favorite ways to spend a day was on the boat. Our family had an 18-foot speedboat that we would drag up onto the beach and then spend the day swimming, gunkholing, cooking marshmallows on an open fire, and drifting home under the stars.

Occasionally, my dad would invite me along to go fishing. He would prop me up on some lifejackets at the helm, pick out an object on the horizon, and it was my job to keep us on track and watch for logs. I never learned how to dock the boat and the throttle was a no-go zone, but I took my assignment very seriously.

After university and a real job, I decided that I would like to get back on the water. A friend had recommended a boat broker on Granville Island named Bill Steele.

At the time I worked in the finance industry, so I showed up to meet Bill on my lunch hour wearing a suit and heels. He led me down the dock and stopped in front of a very sharp-looking, 34-foot Bayliner Avanti Sunbridge.

My first reaction when I saw the boat was, "This is way too big." I had decided that I wanted to start with a smaller 20-something-foot boat so that I could learn the ropes. Everyone told me not to waste my time and that I should get a boat that was a bit bigger than I felt comfortable with and I would "grow into it." In hindsight, it was excellent advice.

Bill gave me the tour. The galley was large with a cooktop, microwave, large fridge, and a nicely sized ban-

quette. There was a large front stateroom and a smaller aft stateroom. The head had a full shower with lots of hot water. It was actually nicer than my first apartment.

Bill fired up the twin engines and maneuvered us out of the seriously crowded marina to the wide-open seas of English Bay. The boat got up on plane, no problem. It was a beautiful day and I was having a great time. As he slowed the boat to enter the harbor, he slid off the seat and said, "You take over." *What?!* I had never really docked a boat, let alone a boat with two engines. This was taking a turn. Without hesitating, he said, "No problem, I will show you how."

And he did. A shot of port forward, a shot of starboard reverse, and wouldn't you know it, the boat turned. I didn't touch the steering wheel once and guided that huge boat, in reverse, into her slip. I bought the boat. Subsequent dockings did not go that well, and I had a lot to learn.

For the first adventure, I took some good boating friends with me to Desolation Sound and we practiced everything including my first PAN-PAN over the VHF. It seems the gas gauge was a bit off and both engines died just outside of Pender Harbour. A lovely couple with a very young baby towed us in. If my friends had not come with me to talk me off the ledge, I am sure I would not have kept the boat. I had taken the Power Squadron course and was a good student, but the wind was howling, the seas were angry, and it was all too much.

On a subsequent trip, I anchored for the first time in Princess Louisa inlet. It was packed and the only spot that was available, with a stern tie ring, was in 100 feet of water. From my training, I knew that the anchor rode to depth ratio should be 7:1, so did that mean 700 feet of rode? So much to learn, grasshopper. Another great lesson, because the following week I anchored in Conover Cove on Wallace Island in 10 feet of water. I could actually see the anchor.

It has been 20 years and I still have the same boat. She has taught me so much, not only about navigation but also about mechanical, electrical, maintenance, and modern-day electronics. She has also introduced me to some fantastic people and some beautiful places. To others out there interested in getting into boating, I say go for it! I'll be writing in this column about the boating lifestyle and how you can go for it.

NWY

It's been a long road to the helm for Captain Missy, but her beloved Bayliner has served her well since she bought it in the nineties. A great first yacht broker experience set her up for success.



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

Dual Welding: Two Transducers Onboard

W

We recently received a question from a reader who wrote, "I read your *Hotwire* column in the June issue of *Northwest Yachting* and it made me wonder if boaters should have more than one type of transducer onboard?"

In short, it is worth considering and here's why: Situational awareness on a boat is key, and the three most important pieces of navigational equipment you should have onboard are a compass, GPS, and a depth sounder. These are often referred to as "take me home" tools in this modern world of navigation, and the transducer is the all-important transmitter of sound that makes depth sounders possible. In the June *Hotwire* column, I reviewed several different installation options such as thru-hull, in-hull, or transom mount, and different types of transducers including CHIRP.

A CHIRP fishfinder paired with a specific CHIRP transducer provides the ability to not only look down but also to see the sides of your boat. Many newer multifunction displays require multiple transducers to provide complete or multiple views of the bottom. Instead of pinging at a single frequency, CHIRP transmits a range of frequencies. Because of the deep water in the Pacific Northwest, we recommend a transducer that is at least 300 watts, but 600 watts of power is even better.

The first, and perhaps most important, reason to have two transducers is redundancy. Navigation electronics rarely fail at the dock or near a marine store, so it pays to be prepared, especially if you boat away from a service area. Many boaters already have a fishfinder installed aboard that provides depth and a profile of the bottom. You might want to consider installing a simpler "depth only" transducer that can be directly connected to an instrument or chartplotter. That being said, if you are running two transducers, you will need to make sure that they don't operate at the same frequency to avoid any interference or crosstalk between transducers.

When installing a second backup transducer, we often recommend installing a dedicated stand-alone display like the Furuno RD33 or the Garmin GMI20. This way, not only

do you have transducer redundancy, you also get display redundancy. To make integration easy, we recommend choosing a NMEA 2000 smart transducer, like the Airmar DT800. The transducer frequency is 233 kHz, which doesn't interfere with the popular 50/200 kHz transducers that are commonly installed on boats.

The advantage of an NMEA 2000 transducer is that not only is your RD33 or GMI 20 instrument receiving and displaying the depth, but any other NMEA 2000-connected devices will also be getting this back-up depth data.

In terms of mounting locations, we at Pacific Yacht Systems will sometimes mount the backup transducer further forward on the vessel because it provides depth in a different location under the vessel. As we all know, depth beneath our boats is not always level and it's useful to know the depth at the fore and aft of the vessel.

Now, a little more about CHIRP transducers and their benefits. Not only are you getting the depth below your boat, but CHIRP fishfinders allow for unprecedented sounder image resolution and target definition. It is like switching from analog to high definition. The picture on the screen looks like an ultrasound image and reveals lifelike views of vegetation, rocks, sand, fish, and even outcroppings that do not appear on traditional charts.

Products like the Humminbird 360 imaging sonar allows fishers to see fish and bait swimming in real time all around or under your boat even when the boat is not moving. You can see fish react to your lure and see the strike. B&G ForwardScan reveals the area in front of your boat, creating a forward-looking 3D view of the bottom, structure, and fish. Garmin Panoptix Frontvü gives you time to avoid collision with submerged obstacles that are within a 300-foot range, offering boaters the ability to navigate in unfamiliar waters with confidence.

Most recently, American and Canadian governments have been working together to protect the depleting number of Southern Resident Killer Whales (SRKW). These whales use echolocation to locate and hunt for prey, and electronic or sonar noise at the 50 kHz frequency can seriously interfere with their communication. Sounders that use a 200 kHz frequency do not overlap with SRKW hearing and tend to be used, by boaters, in shallower waters to ensure safe navigation.

Modern sounders come with both settings, and all boaters are encouraged to accept best practices and turn off transducers at the 50 kHz setting or switch to the harmless 200 kHz frequency when in the presence of whales. Let's do our part, boaters!

NWY



The Garmin Panoptix Frontvü is an exciting transducer setup because it is forward facing, giving skippers an underwater view of what's ahead.



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

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PERFECT LINES

Words & Photo: Norris Comer

Fast Floridian in Seattle

Here we see an idyllic day aboard a 2001 Ocean 43 sport fish with a downtown Seattle backdrop. But this is no ordinary Ocean 43. This baby is owned by Dwight Jones, the General Manager of Elliott Bay Marina. With twin 465 Yanmars that top out at 34 knots, this is one marina manager who gets where he needs to go fast.

"My motto is that you can always go slow in a fast boat, but you can't go fast in a slow boat," says Jones.

He bought his boat three summers ago in Fort Lauderdale, Florida, and shipped it over.

"I love having a fast boat, it's quite a switch from our past 42-foot Grand Banks," continues Jones. "It really opens up your world to be in the San Juans in three hours from Seattle." Future plans include a dream to circumnavigate Vancouver Island.

If you see Dwight Jones and his Ocean 43, give him a wave! He and his staff at Elliott Bay Marina provide outstanding services to Seattle's boating community.

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Kevin's Catch

By Kevin Klein



September's Silver Swarm!

A silver swarm of coho salmon have already made their appearance in Pacific Northwest salt waters. But September is the time when these acrobatic fish really flip the switch. So, let's get the lowdown on these high fliers.

Coho salmon arrived in a somewhat unexpected bumper crop last month. This is always good news. As much as the experts try to predict what salmon runs will do from year to year, it's still really Mother Nature at the controls.

Hopefully, the silvers just keep on coming. Coho definitely take second billing next to the kings, their heavyweight cousins. However, for sheer fun and numbers, the coho hold their own. They are usually willing biters and not the wiliest or most elusive fishing foe.

Many a family's memories of summer are made on a crazy day of cartwheeling coho. They do jump and fight! I like to break out the knuckle buster reels and just plain enjoy the moment when the silvers are on the feed. It's grin inducing to watch them come up and catch air at the side of the boat before they are landed. And then, off to the smoker.

While maybe not as good eating as Chinook, they are pretty darn tasty and a staple in a supply of smoked treats for the fall and winter. And, who doesn't like to break out the smoked salmon when a football game is on? It's an autumn tradition in the Northwest.

So, how do we go about catching these soon-to-be crispy critters? Well, it's not the most technical of salt-

water piscatorial pursuits. It's mostly a troll show with downriggers deployed. Standard terminal tackle of spoons and hootchies behind a flasher will work just fine. About 48" of leader behind the flasher for spoons and 36" for hootchies. Start higher in the water column than you would for chinook. If you're out in the morning, keep the gear especially shallow. Try 30 to 60 feet down on the downrigger counter. As the sun gets higher, try going deeper.

However, I've seen days when a herring trolled with only a banana sinker in front of it or a bucktail fly trolled close to the boat just behind the prop wash catches the most fish. Talk about fun, watching a slashing coho come up and take a fly on the surface...boom! On the converse side of the depth equation, I've also seen days when the majority of silvers were caught down at 120 to 130 feet in the water column.

As far as the depth of water to fish in, it usually doesn't matter. These fish can be out in deep water. Look for tide rips and fish along the outside or seam of those hydraulics. They are where you find them. Also look for bait and fish on your electronics and on the surface. A big bunch of active birds usually denotes a ball of bait fish beneath them with salmon driving them up.

Where available, Chinook salmon fishing can be off the charts this month. Some of the largest kings of the year are often caught in September. Chinook fishing had been pretty darn good in many places in August. Those crazy pink salmon will be schooling around too. As always, check the regulations for the area you are going to fish before you head out, as some places traditionally open in U.S. and B.C. waters are now closed or restricted.

Albacore angling should be still be productive off the coast this month. Add some tuna for a tune-up to that first regular season Seahawks kickoff. No matter how you slice it, fresh albies and football go together in September in the Northwest.

This month Northwest Salmon Derby Series include a couple great local coho contests. First up is the Edmonds Coho Derby on September 7, put on by the Sno-King chapter of Puget Sound Anglers. Check them out at edmondscohoderby.com. Next is the biggest derby in

Continued on Page 90

• Silver salmon have already been out en mass in Northwest waters.
• These hard fighting acrobats make for lots of September smiles!



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

Ingredients and Execution

Thursday, August 8 in Bremerton, Washington, was a memorable experience for me. The National Marine Manufacturers Association (NMMA), BoatUS, and the Northwest Marine Trade Association (NMTA) organized a meet-your-elected-official experience for citizens to meet with their federal congressman, Rep. Derek Kilmer (D-WA 6th District), on boating and fishing issues. Seven industry giants turned out for the conversation with Rep. Kilmer and about 30 boaters participated in the town hall.

Within 90 minutes, issues like tariffs, and permitting (NOAA Guidance) and fishing and more permitting (Point No Point boat ramp) filled the time with little to spare. Rep. Kilmer shared how he first decided to run for federal office.

"When I thought about running, I put together a pros-and-cons list. The biggest cons were that I had a one-year-old and four-year-old at the time. The more I thought about it, I saw that my kids were the biggest reasons why I should run for office," he said.

Okay, I am biased. I am a big Rep. Kilmer fan. He understands what voters want. (At one point, he commented, "I see the same thing you see, Congress is a mess.") We want his district to have solid employment, and he wants to provide assistance to his customers (excuse me, voters) whenever possible, exemplified by the story he told about how he was able to pin a Purple Heart on a veteran who fought in an area that the government had previously denied any involvement with during the Vietnam War.

He's a quick study. He persists. He rolls up sleeves and his staff do the same.

On the side, I am taking an online cooking class taught by chef Thomas Keller of The French Laundry Restaurant Group fame. Chef Keller says that there are only two essential components to cooking: ingredients and execution. I've thought long and hard about this. Who am I to argue with a world-famous chef? Interestingly, he's not just talking about cooking. He's talking politics and government affairs, too.

As for ingredients, not all ingredients are the same. There are lots of choices. Similarly, not all 465 representatives count the same. While all important, some are more important than others for a boating perspective. Is the district adjacent to water or a lake system? Are there many BoatUS members in that district? Is the lawmaker predisposed to already liking motorized activity? Do they boat? Are they on the right committees? Are they in a swing district? Do any of our members have a personal relationship with that member of Congress? Count the "yeses," the more "yeses," the more likely it is that someone of Rep. Kilmer's stature should be an extra-important elected official.

Second comes the execution. You want to leave as little as possible to chance. When it comes to the annual boating advocacy trip to Washington, D.C. (that is, the American Boating Congress), trainings take place prior to Congressional meetings, connecting points are scripted out, role-playing takes place, a virtual walkthrough occurs; and the more prepared, the smoother these pitch-style meetings go. I know, not exactly shocking here.

Flipping the coin over, the same sort of targeting that "our side" does also takes place with Rep. Kilmer. He and his office could shuffle us off to a legislative aide. They would not have to set up a town hall to begin with. With that ingredients metaphor, they see us as critical to their stew, which feels damn good and is not always the case (but don't get me started).

And it's the little touches of high gloss that also signal a deep respect and understanding on Rep. Kilmer's part. He comes to meetings prepared. He's attentive. He jots down notes and he follows up. It's not rare (as in like never) that I do not get a handwritten note from Rep. Kilmer after a D.C. meeting. Talk about the Nordstrom touch.

And to bring this all together, to hear an audience member ask a question like, "I read your newsletter every month, I've followed your career, but I've never met you. What was your mindset when you first went to D.C.?" brings it home for me. This is serious stuff I am doing, connecting the dots for citizens, bringing people together. Yet, how cool is it that this issue is so non-partisan, so multi-faceted, and so fun? **NWY**



Rep. Kilmer meeting constituents and marine industry professionals at an open forum in Bremerton, Washington, earlier this year. (Photo: Kitsap Economic Development Alliance)



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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SOLD

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Galley Gourmet

By Bill Shaw

Taking Classic Side Salads Seriously

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Earlier this month our family celebrated Aunt Joey's 70th birthday, and in true island fashion, except for some slow-roasted pork, the food was all potluck. Almost 100 family and friends showed up to honor a woman loved by our small island, each of them bringing with them a prized picnic salad recipe. From the classics like macaroni, coleslaw, potato, and pea salad to newer ethnic salads, grains, lentils, kale, and arugula, there is always something for everyone.

After trying half a dozen of these homemade favorites and newer creations, I zeroed in on potato salads as quite a few of proud home cooks have approached me and asked which potato salad I liked best. Having made the mistake of giving my opinion a few too many times in my life, I hesitated and started talking about what they liked and didn't like about potato salads.

They all agreed that you have to start with a good mayonnaise, and they would never even think of using Miracle Whip. "What

about pickles?" I asked. Only dill pickles, never sweet and the crispier the better. When it came to potatoes, they all liked the good old russet; red potatoes are too waxy. The mayonnaise, pickles, and potatoes they all agreed upon, but the remaining ingredients is where the recipes went in many different directions.

After our culinary discussion around the potluck buffet table, I took careful notes and created a potato salad recipe that compliments their ideas. I have also included a classic pea salad with mint and a seafood salad that is always a hit at any picnic. I have heard that September is going to be amazing this year, so call some friends, and try out some of these picnic salad recipes.



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: Potatoes vary in moisture, if the potato salad is a little dry, add more mayonnaise until it's perfect for you. While chilling in the refrigerator, the potatoes may absorb some of the dressing.

Smashed Potato Salad

Serves 6

When it comes to potato salads, we tend to prefer the recipe we grew up with that never can be duplicated. But why are all store-bought potato salads so bad? In my opinion it's the ingredients that make a good salad. I use only Best Food® mayonnaise, Clausen pickles, russet potatoes, and a rich dressing that tastes like a creamy version of deviled eggs. I never use sweet pickles or any other mayonnaise substitute, most likely because my mother never made it like that. A few other ideas to add to your potato salad are artichoke hearts, green olives, capers, roasted chilis, radishes and, of course bacon, which goes with everything.

4 lbs. russet potatoes (about 8 medium-sized potatoes)
8 eggs, hard boiled
1 bunch green onions, sliced ¼ inch
1 cup celery, chopped ¼ inch
1 cup dill pickles, chopped ¼ inch (Nalley Baby Dills)
½ cup black olives, sliced ¼ inch
½ cup parsley, finely chopped

2 cups mayonnaise (Best Foods)
3 tablespoons yellow mustard
1 teaspoon onion powder
1 Tablespoon garlic powder
1 teaspoon black pepper, ground
2 teaspoons Lawry's Seasoned Salt
2 Tablespoons dill pickle juice

Directions: Cook peeled russet potatoes until fork tender and cool in refrigerator until chilled, about 2 hours.

Cook eggs until hardboiled, then peel and place in the refrigerator until well chilled, about 2 hours.

In large bowl combine green onions, celery, dill pickles, olives, and parsley. Divide the cooked potatoes in half and chop one half into bite-sized pieces and mash the other half, then add all potatoes to vegetable mixture. Separate the cooked egg white from the yolks. Finely chop the egg whites, then add to potato-vegetable mixture. Reserve the yolks for the dressing.

Add the cooked egg yolks to a medium-sized bowl. Smash the egg yolks with the back of a fork until the yolks are a fine powdery consistency. Add mayonnaise, mustard, onion powder, garlic powder, black pepper, seasoned salt, and pickle juice. Using a wire whip, mix ingredients until well combined. Add to potato-vegetable mixture and stir to combine. Taste and add more salt and pepper, if needed. Chill in the refrigerator for 3 to 4 hours before serving.



Sweet Pea Salad with Mint

Makes 4 to 6 servings

- ½ cup sour cream
- 2 Tablespoons Best Foods® mayonnaise
- ½ teaspoon kosher salt
- ¼ teaspoon black pepper
- 1 Tablespoon white vinegar
- 2 pounds frozen green peas, thawed
- ½ cup bacon, cooked and finely chopped
- ¾ cup red onion, finely chopped
- ¾ cup cheddar cheese or American cheese, chopped ¼ inch cubes
- ¼ cup fresh mint, finely chopped

Directions: In a large bowl combine sour cream, mayonnaise, salt, pepper and white vinegar. Stir with a wire whip to a smooth consistency.

Thaw peas in a strainer under cold water until the peas are almost thawed but have frozen centers, add to dressing, then add bacon, red onion, cheese, and fresh mint. Fold all ingredients together until the peas are coated completely. Place pea salad in the refrigerator and chill for 3 to 4 hours.

Angel Hair Seafood Pasta Salad

Serves 6

When making this recipe, use medium-sized shrimp and avoid bay shrimp. Ask for wild Mexican white shrimp, which are caught in the Pacific and the Gulf of Mexico. Shrimp are sized by how many shrimp of the same size it takes to make a pound. The perfect size for this salad is 26-30s, or 26 to 30 shrimp per pound. If you cannot find 26-30s, the next size up is 21-25s and the next size down is 31-40s.

- 8 ounces dry capellini (angel hair pasta), cooked al dente
- Pinch kosher salt
- 1 – ½ Tablespoon olive oil
- 1 pound wild Pacific or Gulf shrimp, 26-30 count per pound
- ¼ cup butter
- 1 bunch green onions, roughly chopped
- 1-1/2 cup celery, roughly chopped
- ¼ cup fresh lemon juice
- ¾ cup mayonnaise (Best Foods)
- ½ cup Wishbone Italian dressing
- 1-1/2 cups Parmesan cheese, grated
- 1 head iceberg lettuce
- 1 each fresh large tomato, cut into 8 wedges

Directions: In a 2-quart saucepan over medium heat, add 1 quart of water, salt, and 1 teaspoon olive oil and bring to a boil. Add pasta and cook until al dente or firm to the bite. Rinse with cold water, then toss with remaining olive oil and refrigerate.

Peel and devein the shrimp, and cut each shrimp into 3 to 4 bite-sized pieces. Heat a skillet over medium high heat and add butter. When butter is melted, add shrimp and sauté for 2 to 3 minutes until the shrimp are pink and opaque in the center. Pour shrimp into heatproof bowl and place in refrigerator to cool.

Using a food processor, add the green onions and celery, and pulse to finely chop (do not pulverize or liquefy). In a large bowl, add cooked shrimp, green onions, celery, cooked capellini, lemon juice, mayonnaise, Italian dressing and Parmesan cheese. Mix well, cover and place in refrigerator for 8 hours or overnight. Serve in a lettuce cup with tomato wedges.





Tallships

OF THE PACIFIC NORTHWEST

The Pacific Northwest serves as both homeport and port of call for several notable tall ships. Ace Cascadian tall ship trivia with this feature!

BY **NORRIS COMER**



If you find a good vantage point over the Salish Sea on a clear afternoon, you're going to see just about every kind of vessel out there. Both recreational and commercial meld together in the Pacific Northwest, with hotshot racing sailboats making way for working fishing vessels and opulent motoryachts sharing the road with stout-hearted tugboats on the job. If your timing

is good, you may catch a glimpse of one of the area's beloved tall ships flying thousands of square feet of sail and manned by dozens of singing all-volunteer crews.

Fortunately for us fans of sea salty beauty, the Pacific Northwest is home to several notable tall ships. Tall ships, broadly defined, are simply sailing ships with high masts, a most unsatisfactorily vague definition. Often rigged as topsail

Left: The *Adventuress* under sail on a calm day. Tacoma, Washington, and Mt. Rainier make for a perfect backdrop. (Photo: Jan Anderson)



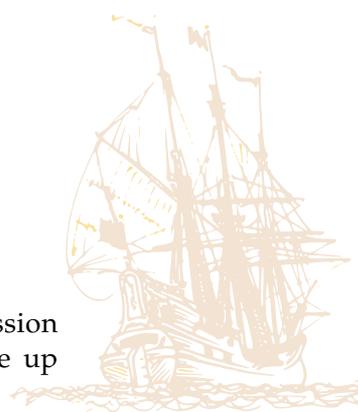
yacht vs. sailboat discussion will probably forever be up for debate.

Tall ships treat the area as both homeport and port of call, livening up marinas and waterfront festivals wherever they sail. What is the Port Townsend Wooden Boat Festival (September 6 to 9) without the graceful presence of the locally based *Adventuress*?

One notable example of an exotic visitor was the Peruvian tall ship *B.A.P. Unión* to North Vancouver, British Columbia in May. Owned by the Peruvian government, this tall ship is one of the largest in the world at 517' length overall and serves as a training ship for naval cadets from Peru and cooperating nations. *B.A.P. Unión's* visit was to commemorate 75 years of diplomatic relations between the two countries.

The lives of modern tall ships are often the most fascinating of any vessel on the water, as each tall ship represents an epic labor of love involving characters completely devoted to keeping their charge afloat, often on an all-volunteer basis. Even with a sound ship and crew of believers, each tall ship needs to pay the bills.

Some serve as charters and appear in movies, while others are lucky enough to exist under the umbrella of a well-funded



nonprofit organization. Others spend most of their time on the water as an educational platform exposing shiny-eyed

visitors to the wonders of the Salish Sea or whipping the next generation of maritime professionals into shape. A few even eek out a living shipping cargo like the old days, a defiant scoff at the declaration that the Age of Sail is dead.

The bottom line? We should all feel blessed that our watery corner of the world is both homeport and port of call to these magnificent vessels. Included are brief intros to a few of the notable locals. Next time your friends behold one of these beautiful ships, let loose some Pacific Northwest tall ship knowledge that will have them really dropping their jaws.

ADVENTURESS

The *Adventuress* is a special thread in the Puget Sound nautical tapestry. Launched in 1913 in East Boothbay, Maine, the *Adventuress's* early career was that of exploration and discovery. The mission under Chicago businessman and owner John Borden II? To secure a bowhead whale specimen from the North Pacific Arctic for the American Museum of Natural History. Roy Chapman Andrews—American adventure scientist who would discover the first dinosaur eggs in Mongolia and

Below: The *Adventuress* on a calm day with the Tacoma Narrows Bridge in the background. The Port Townsend-based tall ship often crisscrosses Puget Sound to various public events. (Photo: Jan Anderson)



schooners, brigantines, brigs, or barques, surely we at *Northwest Yachting* can add an unofficial large size caveat to the definition. Additionally, it's hard to imagine a tall ship without an element of historical design. Clearly, there are many large modern sailing yachts out there with tall masts to which the moniker tall ship doesn't feel right. Like the superyachts vs. yacht vs. boat conversation, the tall ship vs. sailing



The *Lady Washington* (left) and *Hawaiian Chieftan* (right) started out as battling rivals off San Francisco, California, where they staged dramatic old-timey shoot outs. The two tall ships are now both under the umbrella of the Grays Harbor Historical Seaport Authority. When not pretending to sink each other, the two are commonly seen at waterfront festivals. (Photo: Rick Horn)

be the inspiration for Indiana Jones—was the naturalist aboard. Fortunately for the whales, the mission was unsuccessful in its primary pursuit. *Adventuress* was sold to the San Francisco bar pilots in 1914.

The decades wore on, and by the 1950s, *Adventuress'* working pilot days were over. She was left to decay in Sausalito. Thankfully, Seattle entrepreneur and chandlery owner

Adventuress

Rig: Gaff Topsail
Two-Masted Schooner
Sail Area: 5,478 ft.²
Mast Height: 110'
Tonnage: 98 gross tons
Overall Sparrd Length: 133'
Launched: 1913
Homeport: Port Townsend, WA
Ownership: Sound Experience

O.H. "Doc" Freeman found her and became a believer. He paid a paltry \$7,800 for her and brought her home to Puget Sound. *Adventuress* changed hands many times afterward, notably becoming

the passion project of a Girl Scouts of America troop that was pivotal in restoring her to her current glory.

Now a National Historic Landmark and under the auspices of 501(c)3 non-profit Sound Experience, *Adventuress* serves as an educational platform with a mission to "educate, inspire, and em-

power an inclusive community to make a difference for the future of our marine environment." A pillar of the nautical community in her own right, *Washington* State Governor Jay Inslee has been aboard, having declared her Puget Sound's Environmental Tallship.

She underwent a major renovation this last year at Haven Boatworks of Port Townsend, Washington, that included a massive deck replacement. She's back on the water now, doing what she does best; adventuring. *Adventuress* makes her way around Puget Sound during the summer for public events. You can learn more at soundexp.org.

LADY WASHINGTON

The Aberdeen, Washington-built *Lady Washington* is a full-scale replica of the original namesake. What's so special about the original that merits replicating?

The original *Lady Washington* was a veteran of the Revolutionary War where she went toe-to-toe with the British. She was the first U.S.-flagged ship to make landfall on the West Coast of North America, Japan, Honolulu, and Hong Kong in the name of trade, ushering a new era in the Pacific. That a replica now plies our waters seems

only appropriate, and she was launched with much fanfare as part of the 1989 Washington State Centennial celebration.

With a crew of 12, accommodations for 45 passengers, and twin 3-pounder swivel guns aft, this 112-foot brig has a legacy in Hollywood, including playing the role of the *HMS Interceptor* (the Admiral Norrington vessel hunting Captain Jack Sparrow) in the 2003 blockbuster *Pirates of the Caribbean: The Curse of the Black Pearl*.

Additionally, *Lady Washington* appeared in the TV series *Star Trek Enterprise* as the *Enterprise* (the nautical namesake for the famous fictional spaceship), in rapper Macklemore's *Can't Hold Us* music video, and more. When you combine the historical context with the modern influence, she is the official Tall Ship of Washington State for a reason.

Owned and operated by the Grays Harbor Historical Seaport Authority, the *Lady Washington's* mission is "to promote

Lady Washintgon

Rig: Brig
Sail Area: 4,442 ft.²
Mast Height: 89'
Tonnage: 99 gross tons
Overall Sparrd Length: 112'
Launched: 1989
Homeport: Aberdeen, WA
Ownership: Grays Harbor Historical Seaport Authority

and preserve maritime history and traditions via hands-on educational opportunities." She is regularly open to the public and available for private charter as she makes seasonal rounds to different ports in the area. See what *Lady Washington* is up to at historicalseaport.org.

HAWAIIAN CHIEFTAIN

The *Hawaiian Chieftain* is a steel-hulled, gaff-rigged topsail ketch meant to emulate the early colonial and coastal packet-style vessels that once traded among the Hawaiian Islands. She was built by the Lahaina Welding Co. in Hawaii for the cavalier purpose of bringing back cargo trade via sail among the Hawaiian Islands. The shallow draft of 5' 6" was meant to allow the *Hawaiian Chieftain* access to reef riddled moorages of the islands.

The sailing cargo industry must've been slim pickings, for the *Hawaiian Chieftain* changed hands several times over the years before the Grays Harbor Historical Seaport Authority gave her a forever home in 2005.

The *Lady Washington*—a 1-ready owned by the Authority—and *Hawaiian Chieftain* were well acquainted thanks to their previous rendezvous for mock battles in

San Francisco Bay in the 1990s. These two battling "rivals" are now part of the same fleet.

Like the *Lady Washington*, the *Hawaiian Chieftain* is meant to "to promote and preserve maritime history and traditions via hands-on educational opportunities." Often making her rounds with *Lady Washington*, the two transit from port to port for public events, hands-on educational offerings, and charters. More info can be found at historicalseaport.org.

SUVA

The most diminutive of the tall ships described here is the *Suva*, a 1925 pilot-house schooner designed by the one and only L.E. (Ted) Geary of Seattle. Built of old growth Burmese teak by shipbuilder Quan Lee in Hong Kong, *Suva* was shipped over the Pacific for Coupeville, Washington, resident Frank Pratt.

Now owned by the nonprofit Coupeville Maritime Heritage Foundation, the *Suva* is manned by volunteer crew, captains, docents, and maintenance workers. You can often see her on the Coupeville



Above: The dynamic duo of *Lady Washington* (left) and the *Hawaiian Chieftain* (right) in formation off California. The two commonly travel together to public events where they open their decks to the public. (Photo: Rick Horn)

pier where she takes out guests.

Suva is the capital of Fiji, and reportedly Pratt named the vessel in homage to the country and his time working for the British government there. You can even find a Pratt Street in Suva, Fiji, which is thought to be named after him.

Northwest Yachting reported the re-launch of the *Suva* in its May 2016 issue feature, *The Return of Suva*. Captain Mark Saia—the founding member of the Coupeville Maritime Heritage Foundation and a Tai Chi master—is the man to thank. At the time, *Suva* was preparing for her first summer with clients aboard. We're happy to report that she's been sailing every summer since, including this one.

"The future will be having her in Coupeville for the next generation of Coupeville residents, guests, and aspiring sailors," said Captain Saia at the time. Clearly, his and the Foundation's support of the *Suva* is succeeding. *Suva* serves as the island's de facto historic tall ship in a modestly sized package. *Suva* also crisscrosses Puget Sound to various waterfront festivals

Suva

Rig: Staysail Schooner
Sail Area: Not Reported
Mast Height: 66'
Tonnage: 27 gross tons
Overall Spared Length: 68'
Launched: 1925
Homeport: Coupeville, WA
Ownership: Coupeville Maritime Heritage Foundation

Below: Coupeville, Washington's own *Suva* underway on Puget Sound. This pride of Whidbey Island is a common sight at events like the Port Townsend Wooden Boat Festival. (Photo: Jan Anderson)





Left to Right: The *Pacific Swift* is a topsail schooner homeported in Victoria, B.C. that belongs to the S.A.L.T.S. organization. *Pacific Swift* is modelled after a Royal British Navy ship of the same name (Photo: Levi Allen/Leftcoast Media); The *Pacific Grace* is a gaff-rigged schooner modelled after the famed Canadian-built Grand Banks tall ship fleet of the North Atlantic. The hull is Nimpkish Valley Douglas fir with yellow cedar support beams.

where she opens her decks to the public. You can learn more and plan a visit at schoonersuva.org.

PACIFIC SWIFT

Built in a six-month period in 1985-1986 as part of an exhibition in the Expo 86 World Fair in Vancouver, B.C., *Pacific Swift* is one of the two tall ship replicas owned and operated by the educational nonprofit Sail and Life Training Society (S.A.L.T.S.). *Pacific Swift* is modelled in the style of a 1778-era brig named the *Swift*. The *Swift* was used by the Royal British Navy in the Great Lakes to oppose the uppity Yanks in confrontations leading up to the War of 1812.

Pacific Swift

- Rig:** Topsail Schooner
- Sail Area:** 5,490 ft.²
- Mast Height:** Not Reported
- Tonnage:** 98 gross tons
- Overall Spared Length:** 111'
- Launched:** 1986
- Homeport:** Victoria, B.C.
- Ownership:** Sail and Life Training Society (S.A.L.T.S.)

The Expo a success, *Pacific Swift* is often seen with her S.A.L.T.S.-owned sister-ship, *Pacific Grace*, to give young people hands-on educational and life experiences. Because of its size and safety the ship is considered an excellent training vessel. Youth groups are often aboard during the spring and fall for multi-day trips among the Gulf Islands, while summer trips tend to be longer. *Pacific Swift* sometimes goes further afield, with reported trips to ports of call in Australia, Europe, Galapagos Islands, East Island, and Pitcairn Islands.

The mission of S.A.L.T.S. is "training young people by the sea for life," and that's just what *Pacific Swift* is doing. You can keep tabs on her and plan a visit online at salts.ca.

PACIFIC GRACE

Pacific Grace is one of those tall ships a village is built around. A replica of the *Robert II*, one of the storied Canadian-built Grand Banks tall ship fleet that

fished the North Atlantic, *Pacific Grace* is the passion project of S.A.L.T.S. based out of Victoria, B.C. Built in the S.A.L.T.S. Heritage Shipyard with a hull of Nimpkish Valley Douglas fir and yellow cedar support beams, she is meant to be a consummate tall ship and daughter of Canada.

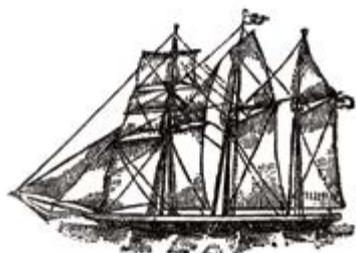
The Grand Banks tall ship design is one seared into the identity of Canada, not unlike the American Clipper ships of yore. This fame is in-part thanks to the famous Grand Banks-style *Bluenose* built in Nova Scotia. A gaff rig schooner who spent her life as a working fishing vessel in the North Atlantic and winning regattas in the off-season, *bluenose* is also a name for

Pacific Grace

- Rig:** Gaff-rigged Schooner
- Sail Area:** 7,965 ft.²
- Mast Height:** Not Reported
- Tonnage:** 175 gross tons
- Overall Spared Length:** 138' 7"
- Launched:** 1999 (Comm. 2011)
- Homeport:** Victoria, B.C.
- Ownership:** Sail and Life Training Society (S.A.L.T.S.)

KNOW YOUR SHIPS

Below are some traditional rigs from the Age of Sail most commonly associated with the moniker tall ship. What differentiates them are typically the number of masts and sails as well as the positioning of the sails.



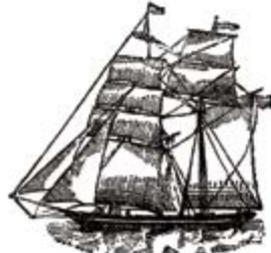
BARKENTINES

Sailing ships, typically with three masts, in which the foremast and mainmast are square-rigged and the mizzenmast is rigged fore-and-aft.



BRIGS

Two-masted vessels, square-rigged on both masts.



BRIGANTINES

Two-masted sailing vessel, square-rigged on the foremast and having a fore-and-aft mainsail with square upper sails.



SCHOONERS

Any of various types of sailing vessel having a foremast and mainmast, with or without other masts, and having fore-and-aft sails on all lower masts.



TOP-SAIL SCHOONERS

Sailing vessels fore-and-aft rigged on all of two or more masts with square sails above the foresail, and often with a square sail before the foresail.

Nova Scotians. Dubbed Queen of the North Atlantic, she wrecked in 1946, a legend.

The S.A.L.T.S. mission is to give young people valuable educational and life experiences aboard. Like sister-ship *Pacific Swift*, youth hop aboard in the spring and fall for multi-day trips among the Gulf Islands, while the summer trips tend to be longer. *Pacific Grace* has been known to leave the Pacific Northwest, notably in 2007-2008 when she travelled to 15 countries in the South Pacific.

You can check out what *Pacific Grace* is up to, and research chances to climb aboard, online at salts.ca.

MAPLE LEAF

Maple Leaf is a point of Canadian pride and history in more ways than just the name. Built and designed by Canadian William Watts in 1904 in the Vancouver Shipyard of Coal Harbour, *Maple Leaf* was billed as the most expensive pleasure craft on the Pacific Coast. Owned by businessman Alexander MacLaren, she wore sail #1 at the Royal Vancouver Yacht Club and was the first ship north of San Francisco to have electric lights.

Wartime drastically changed her luxury trajectory as her lead keel and brass were stripped for WWI and she was converted to a motor-powered halibut fishing vessel. WWII was also rough for *Maple Leaf* with a ban on building domestic ships,

but her owner at the time went ahead with a rebuild anyway in 1943. She kept fishing for halibut in the Bering Sea for decades before new ownership in 1980 converted the ship back to

her original sailing lines and employed *Maple Leaf* as an educational and charter vessel.

Since 2001, *Maple Leaf* and the current parent company, Maple Leaf Adventures, are owned by businessman and ecotourism enthusiast Kevin Smith. The ship has appeared in national magazines like *National Geographic* and *Outside* and won awards like the Parks Canada Sustainable Tourism Award in 2012. Now a successful private charter vessel, *Maple Leaf* takes clients to wild and remote areas up and down the Inside Passage from Alaska to B.C. You can learn more at mapleleafadventures.com.

PROVIDENCE

The tall ship *Providence*—originally *Valkyrien*—was built in 1903 in Denmark.

The road to her current home-port of Vancouver, B.C., as a private charter vessel for both passengers and cargo is a full of twists. She started her life honestly enough as a fishing and cargo boat before the German Navy seized her during WWII. Fortunately, Germany was stopped, and the Danes took back their vessel in the aftermath of the war where she served in the Danish Navy for several years.

Ultimately, what would become *Providence* was sold by the Danish Navy and embraced a globetrotting lifestyle. The next several years saw many owners and odd jobs from its first refit in Vancouver,

B.C., in 1979 into a power vessel, hauling cargo in the Caribbean, working in the Canadian fishing industry, and steaming as a private charter vessel.

Ultimately, *Providence* was sold to current owners Simon Fawkes and Danny Robertson, who put the vessel through an intensive eight-month refit that returned her back to sailing shape. Providence Charters Ltd. was launched and, as of summer 2019, offers charters for passengers and proudly provides carbon-emissions-free cargo shipping between the Gulf Islands. “You fill it, we ship it!” they tout on their website. See more at providence1903.com. **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.



Above: *Maple Leaf* underway with orca company. Maple Leaf Adventures, the parent company, has won recognition for their commitment to ethical ecotourism.

Providence

Rig: Gaff-rigged Ketch
Sail Area: Not Reported
Mast Height: 80'
Tonnage: Not Reported
Overall Sparred Length: 80'
Launched: 1903
Homeport: Vancouver, B.C.
Ownership:
 Providence 1903 Charters Ltd.

Below: The Danish *Providence* has lived a globetrotting life of adventure, even surviving German commandeering during WWII. She's found her forever home in British Columbia.





STAR SIGNS

Friday Harbor Labs on San Juan Island is one of the research hot spots for marine diseases plaguing our waters, such as the sea star wasting epidemic.

THE SUNFLOWER STAR

Sunflower stars once flourished in the depths of the Salish Sea. Now they have all but disappeared, victims of disease and warmer waters.

Our world is getting hotter. Here in the Salish Sea, we are experiencing warmer water and a rise in marine disease, often caused by pathogens. Chasing down these microscopic villains keeps Dr. Drew Harvell busy at Friday Harbor Laboratories on San Juan Island

BY SEANNA BROWDER

The bow of the ferry to San Juan Island slips through the clear, green-blue water that reflects the evergreen-lined mountains and the clear, bright sky. No wonder the Salish Sea is considered a boater's paradise. When we go out on the water, most of us feel peaceful and have a sense that all is well with the world.

Looks can be deceiving. Yes, on the surface the marine environment we boaters enjoy and explore seems serene and unaltered, but there are detrimental changes occurring below. One of the major threats is something that we can't even see—pathogens. Pathogens are microorganisms such as bacteria, viruses, and fungi that can cause disease in marine life, given the right conditions. Now, thanks to climate change, the right conditions are occurring. These invisible agents of destruction have floated in salt water for eons, but the recent warming of the oceans is activating them, transforming them into micro-monsters, and creating plagues on compromised sea life.

Luckily for the Salish Sea, the unique beauty and diversity of the region not only attracts boaters but scientists as well. They are on the front lines in the battle to determine how our rapidly changing world is affecting the Salish Sea and global ocean. We can only find the solutions to our problems if the problems are clearly understood. Know your enemy.

Some of the most vital investigative work on the marine infectious diseases is being led by Dr. Drew Harvell at Friday Harbor Laboratories on San Juan Island. She has been diving deep into the relationship between warmer waters and the obliteration of marine invertebrate species, like coral and sea stars, since she was a graduate student at the University of Washington.

Warmer World = Sicker World

Like a marine Sherlock Holmes, Dr. Harvell tracks down killers, in her case the microscopic ones decimating coral reefs, sea stars, and sea grass. With the oceans heating up, she's been busy. The warmest three-year period in coastal waters

along the West Coast occurred in 2014 to 2016. The hottest year ever recorded for the global ocean was 2018. According to the journal *Advances in Atmospheric Sciences*, the oceans are warmer now than at any point since temperatures have been recorded.

"A warmer world is a sicker world," Dr. Harvell simply states.

We know the health of our Salish Sea and oceans are in peril. Struggling orca pods and declining runs of salmon grab the headlines. There are far fewer sea stars hugging the dock pilings after a decimating wasting disease wiped out more than half the population.

The Abalone Withering Syndrome, caused by a slowly incubating rickettsial bacteria that atrophies the foot muscle inside the rainbow shells, decimated white and black abalone in California. The rickettsia is in the same family as the Lyme disease pathogen. There are concerns about the withering syndrome striking the pinto abalone, which is abundant in our waters. Eelgrass, which filters the water on our shores, is being hit with slime mold that weakens its internal structure, stops photosynthesis, and eventually kills off the seagrass beds.

All these diseases, although they are different pathogens attacking individual

species, can increase in warming waters. The disease can be slow, as in the abalones, or hit fast, like the dramatic near-disappearance of the sea star—the very symbol of salt water.

The sea star wasting disease took the scientific world by surprise in 2013. It was fast, widespread, and lethal. A consensus of scientists say it was the largest marine epidemic on record. At least 24 different species of echinoderms from Mexico to Alaska, including the once abundant purple-orange ochre star fish and the magnificent sunflower star that can be several feet in diameter, were affected by the wasting disease.

Today, you can find the ochre star (*Pisaster ochraceus*) if you look in the nooks and crannies of the intertidal zone, but the population has dwindled and the loss affects the whole marine ecosystem. Have you noticed an abundance of barnacles lately on the rocks and perhaps your boat?

Without the sunflower stars to keep order in the kelp beds, the urchin population exploded. The hungry urchins have been eating kelp beds up and down the West Coast, and the kelp beds are like nurseries for fish and other marine life. The disease continues today, but there are some bright spots. The ochre star seems to be building resistance to the disease, but others, like

Below: Dr. Harvell explores a tropical marine ecosystem in Hawaii. An experienced diver, she's explored the world's oceans.





Eelgrass beds are essential to the health of the oceans. They act as nurseries for fish that salmon need, soak up carbon, and filter pollutants. However, the health of eelgrass itself is in danger as an infectious marine disease spreads along the West Coast.

the sunflower star (*Pycnopodia helianthoides*) that once carpeted the sea floor, are hard to find in the Salish Sea.

Falling Stars

Dr. Harvell was front and center in the fight to determine what was turning sea stars into marine zombies. The stars would keep on moving after losing limbs and continue crawling until they turned into a puddle of goo. The Research Coordination Network for Ocean Health, headed by Harvell and funded by the National Science Foundation, went on high alert upon detection of the epidemic. The scientists are like a team of detectives and searched diligently for the cause of the sea star demise. Science did not move as fast as the disease, but they still published a paper in late 2014 with evidence for a virus as the cause. In a paper published in the January 2019 *Science Advances*, Harvell and other scientists state the decline in sea stars was directly related to warm sea surface temperatures. The journal article created headlines around the world.

As a graduate student of marine ecology at the University of Washington, she had no idea her career would lead her to the front lines of the climate crisis. The first signs that something was up with the world's oceans started early on in her career, as she describes in her book, *Ocean Outbreak*, published this year. When Dr. Harvell was on a group dive in Panama as a University of Washington doctoral student in 1982, the group was among the first to detect coral bleaching. Maybe you have seen those photos that show coral with no color or life? That's bleaching, which occurs when coral becomes stressed, and then evicts the tiny organisms that give coral its color and life.

She went on to study what exactly was causing ill health of coral—pollution, plastic garbage, and warmer water. But it was the sea stars' fall that hit home and broke her heart. An accomplished diver, she worked on the low tide around Alki Point in West Seattle when she first heard reports of the sea stars' nightmarish demise. Dr. Harvell had to see the disaster herself. When she saw three different species of sea stars littering the beach, her first thought was "this was bad, real bad."

Sobering Revelations

After the outbreak, she and three other scientists testified in front of Congress in support of the Emergency Marine Disease Act, introduced in 2015 by Rep. Denny Heck (D-WA). The lack of knowledge about the ocean's woes among some Congress members set off alarm bells for Harvell. When the marine bill failed, Dr. Harvell resolved to educate not only future scientists in her classes but the public as well. She wrote two books: *A Sea of Glass* in 2016 and *Ocean Outbreak*, which was re-

leased in June of this year. *Ocean Outbreak* describes not only outbreaks of abalone, salmon, seastars and coral diseases, but Harvell's personal story as a scientist to study these outbreaks around the world. She is currently working on a documentary about the outbreak of diseases and speaking to various groups around Puget Sound, including yacht clubs such as the Seattle Yacht Club.

Her work has taken her to all continents except Antarctica, but Dr. Harvell has her fins deep in the waters of Puget Sound. Her love of the Salish Sea stayed with Dr. Harvell even after she went on to be a professor at Cornell University in Ithaca, New York. It was at Friday Harbor Labs where she met her calling and her husband, oceanographer Charles Greene. Both teach at Cornell University, but call San Juan Island their home eight months out of the year. Cornell has worked out a partnership with the University of Washington, which runs Friday Harbor Laboratories, that allows both institutions to use the Labs.

The beauty and the biodiversity of Pacific Northwest waters first attracted Dr. Harvell and keeps her here. "I fell in love with the spineless creatures of the Salish Sea," she said as she gently poked a sea cucumber in her Friday Harbor lab, the place where she did her graduate research.

"They are the engines of the ocean as well as masterpieces of nature." She smiles with delight looking at the tanks filled with the invertebrates that float in our waters and cling to our shores. These include sea slugs, crabs, sponges, abalone, anemones, and of course, sea stars.

What's Mowing the Eelgrass?

Outside her office is the best laboratory in the world, the Salish Sea. This summer, Dr. Harvell led a class of students from around the world in a course titled "The

Before the sea star wasting disease wiped out the sunflower star, they covered rocks in the deep waters of the Pacific Northwest.





Dr. Drew Harvell outside her Friday Harbor office on San Juan Island and on the shore of her living laboratory—the Salish Sea. She also calls San Juan Island her home when not teaching at Cornell University.

Ecology of Infectious Marine Disease.” It was on a field study for a previous class that Dr. Harvell noticed the spread of the disease, now prevalent among eelgrass beds along the West Coast. What was causing the destructive disease? Did warmer waters spread the disease more rapidly? “It’s all about asking the right questions,” she said.

Once again, Dr. Harvell and her troops were on a quest to find the answers. She and her colleagues from other prominent research institutions received a three-year, \$1.3 million grant from the National Science Foundation in 2018 to study eelgrass. The study will be conducted up and down the West Coast, from Southern California to Alaska. The group of lead scientists from the Smithsonian, Cornell, University of California, and University of Central Florida include marine biologists, ecologists, geographers, and computer scientists. They will employ tools such as artificial intelligence and drones to track the elusive threats to eelgrass. At the Friday Harbor site, tubs of eelgrass surround the buildings and eelgrass beds float in the inlet below the compound.

Eelgrass is considered a foundational species of coastal waters because they provide habitat for salmon and other fish, prevent erosion, and filter pollutants. Eelgrass beds also eliminate pathogens and sequester carbon. Without eelgrass, our shores and seas would be so different. While disease has struck the East Coast eelgrass previously, the West Coast is now experiencing a new outbreak.

What’s new on the Pacific Ocean side is a microscopic slime mold called *Labyrinthula zosterae* (a relative to the common cold sore virus) that infects the seagrass with a wasting disease. The disease wiped out most of the East Coast beds in the 1930s. The disease prevents photosynthesis and

covers the eelgrass blade with brown and black spots. It is extremely infectious. The researchers are trying to figure out why some eel beds, like those near Morro Bay in California, are devastated and other eelgrass beds are not.

This is similar the mystery of why some sea stars survived the wasting disease and others did not. Why did some stars not even fall victim to the wasting disease? What exact virus caused the demise? Research points to a possible suspect called a densovirus, related to the parvovirus of dogs. To this day, the scientists do not have the definitive cause of the disease. Despite remaining questions about the star-wasting disease, Dr. Harvell’s focus is now on the troubles with eelgrass.

Funding and Citizen Science

It’s all about the funding. Without it, Dr. Harvell and fellow scientists are left high and dry. Funding for basic science is becoming harder and harder to obtain. For every five grants Dr. Harvell writes, she receives one, she says. A lack of financial resources was one of the major reasons sea star studies stalled. To do lab experiments

with sea stars was time-consuming and expensive because the stars do not have cells conducive for laboratory study.

“The star epidemic happened so quickly, we couldn’t wait for funding,” she says. The marine science community turned to the public for help and with local documentary filmmaker Laura James’ video on the stars’ decline, they got national media attention.

A sixth-grade class in Conway, Arkansas, was so worried about the sea stars that it held a “Save Our Stars” fundraiser that raised \$400 for the cause. Dr. Harvell and her husband matched the donation, and then a private donor tripled the match. The funds generated by those young students supported the scientists’ field surveys.

Local scuba divers also provided support for the research. Since 2006, the scuba diving organization REEF had been keeping track of different sea life seen during dives. Over 11,000 citizen-scuba diver surveys were collected by REEF. This has proved to be an invaluable baseline for the scientists.

With the eelgrass study, Dr. Harvell is contemplating how boaters, who know

Continued on Page 93

Sea stars, like these Ochre stars, are keystone species of the intertidal zone and keep other species, like sea urchins, in check.





FESTIVAL

FALL 2019

SEASON



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BRIDGET CHARTERS

It can be sad to see our beautiful summers come to an end. We just got our boats moving and are using them on a regular basis, and now it is over!? Do not despair, for there are many food-related festivals happening in and around Puget Sound. Extend the fun of summer with some weekend excursions and fall festivals. An excellent weekend out could be put on the calendar and friends contacted for an escape to spots throughout Puget Sound. That fruits like apples and pears are being harvested and albacore tuna and salmon are running means this time of year is ripe for foodie fun.

With the increase in population in the Pacific Northwest, many of our cities have also grown along with places like Seattle and Bellevue. Local communities are now planning their own events and festivals, and we no longer need to travel to the larger cities for fall fun. Many of

those events can be accessed by boat. With the buzz of the summer behind, fall boating often means fewer people and more open slips. Locals know about fall's allure in these parts while the rest of the world is still figuring it out.

Travelling by boat allows us to immediately escape the stress of traffic and crowds now a norm in our metropolises. When we pull out of our slip and glide onto the water, we might see one or two other boats and a few more in the distance, but we won't really see more boats until we pull into a slip at one of our locales around Cascadia. Boats afford us a way to see our beautiful environs from a different point of view.

If you are lucky enough to own a boat, wait until later to tuck it away for ski season. Check out some of the events listed below as an excuse to get around the Sound by boat in autumn. The season isn't over yet!

September, especially on the weekend of the 21 and 22, is full of fun festival options throughout Washington. Some notable ones are in Port Angeles, Bellingham, Kirkland, Port Townsend, and Seattle.

PORT TOWNSEND WOODEN BOAT FESTIVAL

Sept. 6-8, Port Townsend, WA

This nautical mainstay is widely thought to be the second largest wooden boat festival in the world behind Tasmania's. This year will be the 43rd and run from September 6 to 8 in Port Townsend. There is simply too much sea salty goodness to list here, so see the entire staggering array of offerings online at woodenboat.org.

Getting there:

Port Townsend is essentially a boat-themed community, so there are plenty of moorage options. It's wise to assume that the Point Hudson Marina, which serves as the venue for the in-water parts of the festival, is at capacity. You may want to venture south past the ferry terminal to the Port Townsend Boat Haven marina. Call ahead, best not to wing slip availability for this busy day in Port Townsend. Folks also drop their hooks off the City Pier, but first check the weather. It's not exactly sheltered and there are protected sea grass beds to avoid.



PORT TOWNSEND FILM FESTIVAL

Sept. 19-22, Port Townsend, WA

If drinking and eating copious amounts isn't your thing, it is a short hop to Port Townsend to the Port Townsend Film Festival. The Festival happens September 19 to the 22 with events throughout the entire historic downtown. The festival boasts 90 films over the course of the weekend, along with trade panels, talks, and outdoor films. Having a boat nearby at one of the local marinas could be a ton of fun! Port Townsend has great restaurants, shops, and a fabulous farmers market all within walking distance of the local marinas. Hitting this event by boat with a bunch of friends would be a blast. For more information about the Port Townsend Film Festival, visit ptfilmfest.com.



The Flight of the Gossamer Condor screens on September 22.

Fremont Oktoberfest

Sept. 20-22, Fremont, Seattle, WA

In Seattle, there are a number of events that one could travel to by boat. The weekend of Friday September 20 to 22 is Fremont Oktoberfest, a fun festival for 21 and older in and around the center of the universe: Fremont (fremontoktoberfest.com).

Getting there:

As far as marinas go, you're spoiled for choice both on the north and south side of the Fremont Cut and Lake Union. Be advised that, due to the population boom of Seattle, moorage can be scarcer than it used to be, so calling ahead is probably wise. You will have to pass the Ballard Locks to get to the Lake Union area, so be prepared for that if you're visiting from out of town.

If the dense city and Locks sounds like a lot, the massive Shilshole Bay Marina is a few miles away in Ballard but still on Puget Sound. A rideshare app or a pair of bikes along the Burke-Gillman trail will get you and yours to Fremont Oktoberfest, no problem. Boat responsibly!



Kirkland Oktoberfest

Sept. 20-22, Kirkland, WA

That same weekend across Lake Washington is Kirkland Oktoberfest, a Bavarian-style beer party with lots of food, games, and contests along with the giant beer garden. To find out more, visit oktoberfestkirkland.com.

Getting there:

Like Fremont Oktoberfest, it might be fun to have your boat nearby for a short walk home at the end of the night! The easiest way to do this one if you're coming from the west is to do Fremont Oktoberfest one day and continue east through the Montlake Cut the next. A hop across Lake Washington to the Kirkland City Dock takes you into the heart of the Kirkland Oktoberfest. Prost!



FISHERMEN'S FALL FESTIVAL

Sept. 21, Fisherman's Terminal, Ballard/Interbay, Seattle, WA

If drinking a lot of beer and eating wurst is not your thing, then the Fishermen's Fall Festival on September 21 might be the event for you.

The Festival celebrates the return of the North Pacific fishing fleet to the terminal. It also works to increase the public's knowledge of the importance of the fishing industry as well as the Fishermen's Terminal to Seattle, while raising money for the Seattle Fishermen's Memorial Foundation.



Survival Suit Races are a Fisherman's Festival tradition.

Getting there:

The festival is located at the Ballard's Fisherman's Terminal (also through the Locks) with plenty of slips for moorage. It's a central location about a half-mile walk across the Ballard Bridge away from downtown Ballard, where you can catch the Sunday farmer's market, a movie at the Majestic Bay Theatre, or a nice dinner on Ballard Ave. For more information visit fishermensfallfestival.org.

LAKE UNION WOODEN BOAT FESTIVAL

Sept. 28-29, The Center For Wooden Boats, Seattle, WA

The Lake Union Wooden Boat Festival, located at the south end of Seattle's Lake Union. The festival boasts music, food vendors, tours, talks, and all types of fun activities for the entire family. There are plenty of delicious restaurants within walking distance of the festival. To find out more about the Lake Union festival, visit cwb.org.

Getting there:

Moorage could be tricky, but with enough planning can be had. Like the Oktoberfests of September, passing through the Locks and planning ahead for the tapped out moorage space around Lake Union is a good idea. The folks at the Center for Wooden Boats, the organizer of the event, may have suggestions (see website above).



ARTS AND DRAUGHTS

Sept. 20-22, Port Angeles, WA

Out west on the Olympic Peninsula and south of Victoria, B.C., Port Angeles hosts the Arts and Draughts Festival the third weekend in September. This festival features the best of all worlds: beverages, food, artsy street fair, and music concerts. The entire festival happens in and around the downtown Port Angeles area and is easily accessed by boat. The festival runs Friday to Sunday with plenty of events to keep all members of the family happy. For more information on the festival visit portangelesbeerfest.com.

Getting there:

Port Angeles Boat Haven is a short walk to downtown and the festival area and has many amenities to tide you over for the weekend. For more information on Port Angeles Boat Haven, visit portofpa.com.



BELLINGHAM SEAFEAST

Sept. 21, Bellingham, WA

The fourth ever Bellingham SeaFeast, an annual celebration of the Salish Sea, has grown into a major production, effectively taking over Zuanich Point Park, Squalicum Harbor, and downtown Bellingham. The lineup of seafood and maritime heritage-related offerings is simply staggering; check out bellingshamseafeast.org for more information.

Getting there:

As far as moorage goes, the obvious options are the Port of Bellingham and Squalicum Harbor. Guest slips are generally available in the massive marina; however, it's probably wise to prepare ahead due to SeaFeast's popularity. If you can score a slip, you'll be right in the middle of the good times.



OVERWHELMING

OCTOBER

The Washington festival momentum doesn't cease going into October, with notable events in places like Issaquah, Anacortes, Port Angeles, and Shelton.

BIER ON THE PIER

Oct. 4-5, Anacortes, WA

To the north in Anacortes, October boasts the large Bier on the Pier festival located at the historic Port of Anacortes Warehouse. The festival hosts beers, ciders, music and bites for two days. See more at anacortes.org/bier-on-the-pier.



Getting there:

The festival is in the downtown area within walking distance of multiple marinas. For a boater, this trip to Anacortes can happen from the San Juan Islands or Bellingham area or a quick jaunt from Seattle.



OYSTERFEST

Oct. 4-5, Shelton, WA

Down in the south Sound during the weekend of October 5 and 6, the town of Shelton plays host to the annual OysterFest celebrating the south Puget Sound and the oyster industry. More beer and cider can be had at this festival, along with Washington wines, and an amazing amount of oysters. Mollusks and microbrews are the boast of this non-profit event that funds local community projects and scholarships.

The Washington oyster shucking contest is held at the festival and is not to be missed. It is amazing to watch, and those that win the shucking competition have serious bragging rights with competitors from Pacific Northwest oyster companies, oyster cafes, and restaurants. The contest is dividing by shucking type: speed or half shell, then completed in heats, with the best of the best competing at the end. To find out more, visit oysterfest.org.

Getting there:

Moorage for Shelton is limited to Oakland Bay Marina, so call ahead and watch the tides, but it could be a fun run down in a powerboat with a stay overnight in Tacoma or Gig Harbor on the way down.

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SALMON DAYS

Oct. 4-5, Issaquah, WA

Salmon Days is an annual celebration of all things salmon and a big day for the town of Issaquah on Lake Sammamish. Now celebrating its 50th year, the 2019 event promises to be a big one with over 250 artists, tons of food vendors, three stages with live entertainment the, Grande Parade, and more, more, more. If you're a salmon fan, this is a must-do. The location of Issaquah makes this one a landlubberly commute to the event, but for salmon, it's well worth it. To find out more, visit issaquahchamber.com/salmondays.



DUNGENESS CRAB AND SEAFOOD FESTIVAL

Oct. 10-12, Port Angeles, WA

After Bier on the Pier, you can continue home or leave your boat for the week in Anacortes, then make a run to Port Angeles the following weekend for the great Dungeness Crab and Seafood Festival running October 10 to 12. This festival boasts multiple events over a three-day period, from crab derbies, to a 5k fun run, arts and crafts, music, a massive community crab dinner, cooking demonstrations, and, of course, a chowder cookoff. If you make the trip for the weekend, there will be plenty to do and a fun run to burn off all the food you will be enjoying! Find out more at: landing.crabfestival.org.



Getting there:

As mentioned in the September events, moorage is a snap in Port Angeles and having your boat close will assist in midafternoon naps! Arranging something ahead of time is wise during busy events like this.

In conclusion, many Puget Sound towns and cities have local fall festivals celebrating harvest for the fall season. Most communities have events pages with links to their local happenings and are relatively easy to locate via the internet. So, if you decide not to check out any of these festivals, there is a good chance something is happening somewhere else.

Wait to start the process of storing your boat! Considering the traffic in Seattle, travel by boat looks fairly alluring. Shift your usual mode in the fall and go by boat, whether it be to a fall festival, a jazz fest, or a Husky game. Take advantage of the good fortune you have in owning a boat. Do not hesitate, because if you are slow to react, fall will be gone. **NWY**



Bridget Charters is a longtime sailor and the Chef Director of the Hot Stove Society, a cooking school in downtown Seattle operated by Tom Douglas Restaurants. hotstovesociety.com

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THE MAIDEN FACTOR



By Schelleen Rathkopf

As her latest journey around the world continues, we hopped aboard Maiden to see the crew in action.

G Girls belong on boats, and there's no person in history that tells this story better than Tracy Edwards, the British sailor and skipper who assembled an all-women crew to race the Whitbread Round the World Race in 1989 on *Maiden*. This very same 58' ocean yacht graced our Puget Sound waters in August, having just completed Leg 6 of the Maiden Factor World Tour.



Left: The Maiden Crew, Leg 6 Vancouver BC to Seattle. Maiden arrived in Seattle on August 7, 2019. Left-to-right Standing: Amalia Infante, Janet Heloe-Clendenning, Arielle Fraser, Jessica Karyn-Costa, Schelleen Rathkopf, Matilda Ajanko, Debra McKenna. Seated: Wendy Tuck, Belinda Henry. (Photo: Alex Kwanten)

young girls around the globe. As *Maiden* travels from port to port on this tour, kids are being asked to write a message of hope to be shared with just one person who may be considering walking away or giving up on school. These letters are being collected and will be published in a book following the completion of the Maiden Factor World Tour.

I was lucky enough to jump on board *Maiden* for Leg 6 out of the 28-leg tour of the Maiden Factor World Tour (Vancouver, B.C., to Seattle, Washington). For me, the voyage was an experience cemented with long-lasting memories.

THE BEGINNING

Tracy Edwards was only in her early twenties when she helmed *Maiden* and proved to the world that anything is possible. Inspired by her friend, King Hussein I of Jordan, she skippered *Maiden* with the first all-female crew ever in the Whitbread Round the World Yacht Race in 1989 and 1990. With unwavering tenacity, determination, and hard work, Edwards and her crew raced 32,932 nautical miles in the Whitbread that year, winning two of the most difficult Southern Ocean legs and placing second overall in their division. This feat was accomplished in a refurbished 58' Bruce Farr ocean yacht that the team gutted and rebuilt together. Women's sailing was never the same.

Much has transpired since *Maiden's* success in the Whitbread. Edwards received the coveted Yachtsman of the Year trophy. She wrote two books, started a family, and managed sailing programs.

She became a motivational speaker and life coach. She eventually sold *Maiden* and later found her in grave condition in the Seychelles in the Indian Ocean, so she bought her back. And then for a second time, Edwards gutted *Maiden* and rebuilt her into the state-of-the-art modern sailing yacht that she is today. In November 2018, the documentary *Maiden* was released, directed by Alex Holmes and produced by Sony. Despite the movie being completely independent of Tracy Edwards and the Maiden Factor Foundation, the timing of the release couldn't have been better because the publicity from the movie has provided a much-needed fill on *Maiden's* sails.

The Maiden Factor Foundation works with six charities who provide outreach to ensure that girls are getting a quality education. At the heart of this education spotlight is Edwards' own story as a young girl, following the death of her father when she was only 10 years old. Edwards turned into a rebellious youth who was suspended from schools so many times that she was eventually expelled altogether. And despite her mum's unwavering support, Edwards turned her back on an education and left home. "I feel that I was so stupid to throw away a free education," offers Edwards when I asked her about this time in her life. "Of course I didn't understand it at the time."

I first heard of *Maiden* in 1989, the year I graduated college. What caught my eye was a photo in a magazine of a group of women sailors all wearing bathing suits.

Below Left to Right: Skipper Wendy Tuck at work; Officer Belinda (Belle) Henry takes a swim while conducting man overboard drills in Vancouver BC prior to *Maiden's* departure to Seattle. (Photos: Schelleen Rathkopf)



The tour, which began in the UK in November 2018, includes 32 destinations in 17 countries and will conclude in the Mediterranean Sea in May 2021.

The Maiden Factor World Tour is designed to raise awareness about girls and the importance of education. With the mantra, "Educate a Girl, Change the World," *Maiden* has set sail around the world to bring a message of hope to



Above: The Leg 6 *Maiden* crew shoved off from Vancouver Rowing Club at 1630 hours on August 6, 2019 to begin the delivery to Seattle – a 17-hour journey. *Maiden* traveled straight through with 3-hour watch rotations in teams of three crew. (Photo: The Maiden Factor/Kaia Bint Savage).

At first glance, I thought it was an ad for an activewear line. But I soon learned that it was more than just a pretty picture. It was a picture reflecting the bravest and smartest women sailing team I had ever seen.

MEETING UP WITH MAIDEN

I met up with the *Maiden* crew in Vancouver, B.C., in early August 2019 following their Pacific Ocean crossing from Hawaii. *Maiden's* crew max is nine, but they made an exception for me since I was armed with a press pass and my own sleeping bag. This number includes five permanent crew and four guest crew. The permanent crew are handpicked by Tracy Edwards herself, and the guest crew is determined by a selection process requiring the submission of a personal

sailing CV and medical questionnaire.

In addition to those sailing, there is a shore support team, led by Shore Manager Allie Smith. This team is responsible for all the logistics of *Maiden's* comings and goings from port to port and the setting up of the Maiden Factor Foundation outreach events in schools and yacht clubs around the world.

Stepping aboard *Maiden* for the first time was a rare and special treat, like sampling a Knipschildt Chocolatiers truffle. The skipper, crew, boat, and mission all combined made for an experience that I won't soon forget.

We were a crew of ten, representing five different countries. Permanent crew included Skipper Wendy (Wendo) Tuck (Australia), Rigger Matilda (Tilly)

Ajanko (Finland), Safety Officer Belinda (Belle) Henry (Australia), and Onboard Reporter, Amalia Infante (Spain). Guest crew included Tracy Edwards' 19-year old daughter, Mackenna (Mack) Edwards-Mair (UK), Jessica Karyn-Costa (Canada), Janet Heloe-Clendenning (Canada), Arielle Fraser (Canada), Debra McKenna (Canada), and me, Schelleen (Schell) Rathkopf (USA).

"Don't go running around here like a crazy person or you'll fall overboard," Skipper Wendy bellowed to the new crew. "And put your crap away and keep your stuff off the chart table. We all have our thing and that's my thing." When Skipper Wendy speaks, everyone listens. She has ten Rolex Sydney Hobart Yacht Races under her belt in addition to a couple

Below, Left to Right: Safety Officer Belinda Henry and Skipper Wendy Tuck on deck *Maiden* shortly after their arrival in Seattle; Belinda Henry secures the dock lines on board *Maiden* (Photos: Alex Kwanten); The author at the helm with Debra McKenna and Matilda Ajanko on early morning watch.



Clipper Around the World Races, one of which she won in 2018 as the first woman to ever win an Around the World sailboat race. She hooked up with the Maiden Factor effort in March this year.

Maiden and her permanent crew are a well-oiled machine. But the most challenging part for this crew is the introduction of a whole new set of guest crew at the start of each delivery leg. In the interest of safety and organization, having a rigid protocol in place keeps order on *Maiden* as these crew changes take place.

We began the preparations for our delivery from Vancouver, B.C., to Seattle. We were assigned a hook to hang our foul weather gear and PFDs on and a roll call number if a headcount was needed. We were put in teams for the watch rotation and set up a bunk, cubby and crew box to stow our stuff.

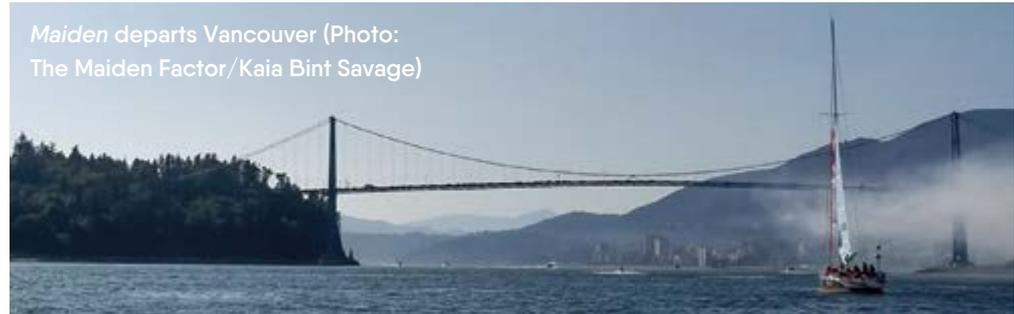
Before departing, we spent a day together onboard to get to know the yacht and practice man overboard drills. Provisions were loaded, the rigger was hoisted up the mast to check on the standing rigging, and system checks were completed. Finally, to complete the send-off preparations, *Maiden* and her crew participated in a Native American brushing ceremony that involved the brushing of the boat with cedar boughs and later, the release of the cedar boughs in transit through the waterways.

We shoved off from Vancouver Rowing Club at approximately 1630 on August 6, anticipating an estimated ETA in Seattle by 1000 the following day. For the permanent crew who were accustomed to spending weeks on the boat at a time, this leg was like an easy commute home from a day at the office. Tracy Edwards' 19-year old daughter Mack was on board for this leg because "it's the shortest!" As Mack is now working for her mum at the foundation, it was a condition of her job that she be on board *Maiden* for one of the legs. Despite her mum's long history on boats, Mack is deathly afraid of the water and not 100 percent comfortable on a sailboat.

Our route followed the shipping lanes from Strait of Georgia, through the San Juan Islands via Rosario Strait, then the Strait of Juan de Fuca, Admiralty Inlet and into Puget Sound and Elliott Bay. We started out with clear skies, a gorgeous sunset, and an occasional porpoise sighting but as the night wore on, this soon turned to heavy fog and bumpy seas due to the breeze and the notoriously devilish currents.

I was at the helm for a good portion of the 0230 to 0530 hours watch, when it was the roughest, and drove with my eyes fixed solely on the instruments. It definitely got

Visit themaidefactor.org to make a donation or track *Maiden's* around the world journey. The movie, *Maiden*, can also still be seen in select theaters. *Maiden's* partner charities include Just A Drop, Positive Negatives, Fields of Life, The Girls Network, Orchid Project, and Room to Read. For more information about how the money being raised by *Maiden* goes to assist these charities, visit themaidefactor.org.



Maiden departs Vancouver (Photo: The Maiden Factor/Kaia Bint Savage)

sporty for a spell, but I loved every minute, knowing that I was with a team of sailors who really knew their stuff.

CROSSING THE BORDER

Maiden has a tradition to fly the nation's flag in whose waters she is sailing. The border crossing ceremony involves the entire crew on deck, and one crew member is chosen to handle the flags and sing the national anthem of the new country. As I was the only U.S. citizen on board, I was asked to handle the flags on Leg 6 and sing the Star-Spangled Banner for this ceremony. The pressure was on, but despite a few cracks on the high notes, I'm certain the crew appreciated the effort. It was an honor I will never forget.

And, as expected, the topic of sailing with all-women crews came up from time to time. "Women crews are just more empathetic, supportive, and encouraging," Heloe-Clendenning said. "I like sailing with both men and women, but women are just really good sailors."

Fraser added, "There seems to be more camaraderie and less ego involved with all-women crews."

When asked why there aren't more women boat owners, Karyn-Costa chimed in, "Women are too smart to throw all their money into a boat!"

Most of the crew on *Maiden* had significant offshore experience. As a fair-weather recreational sailor with some racing and cruising experience, I found the experience onboard *Maiden* to be completely satisfying. With *Maiden*, Tracy Edwards changed the face of the sport and proved that women could be equal competitors in a sport historically dominated by men. And nowadays, they're not making a difference just because they're women. They're making a difference because they're just damn good sailors. **NWY**



Schelleen Rathkopf is from Seattle and is the producer of Whidbey Island Race Week (now Point Roberts Race Week) and also the producer of a new women's regatta called SHE, happening in Seattle in the Fall of 2020. She has raced in Swiftsure,

Southern Straits, and many Puget Sound Area regattas but most of her recent sailboat racing experience comes from the race management side of the sport.

Below, Left to Right: With Wendy Tuck at the helm, the Leg 6 crew familiarize themselves with *Maiden* before leaving Vancouver; Mack Edwards-Mair (Tracy Edwards' daughter) shares Betsy the Bear with the new Leg 6 crew. Betsy, a gift to Tracy from her Mum back in the 1980s, has been on board every *Maiden* voyage since the beginning. (Photos: Schelleen Rathkopf)



RACING SHEET



WIRW + Northern Century = Perfection

Words: Doug Hansen // Photos: Jan Anderson/Doug Hansen

Sailing in the Pacific Northwest is at somewhat of a tipping point with traditional events needing to adapt to the changing times and new events springing up and finding astounding popularity. It is important to look ahead and tackle new adventures, but it's also important to take time to enjoy a swan song every now and again. This past month I got to take part in both sides of the spectrum, racing with my family in the last Whidbey Island Race Week (WIRW) and our first Northern Century. I can honestly say that both experiences were fantastic.

This year's WIRW was a reminder of the fun had over the decades, but also pushing us towards something new.

Just like old times, the week featured solid wind and more crabs caught than any one crew could take home to eat. It is sure to go down as the quintessential measuring stick of Northwest sailing.

On the water, the J/Boats took the trophy for best represented with nearly 30 boats sporting the blue logo on the water every day. The J/105 fleet was out in force with 11 boats on the start line. They did not disappoint as the fleet of impeccably competitive boats reminded us why it grows every year at the finish line. Alongside the 105s, the J/80 enjoyed some one design fleet racing with seven boats on the start line, with several races being literally seconds between the first-place boat and a mid-fleet

finish. It was definitely a regatta to remember and some happy racers took home hard-fought silverware. Rounding out the race were six handicap fleets stacked with everything from the purebred racing machines of *Shrek* and *65 Red Roses* (fresh off their Van Isle 360 overall win) to multigenerational affairs aboard the Hawkens family's *Teddy Bear* in the non-flying sails cruising fleet.

Steady winds and sunshine made for superb racing and all fleets got off their full schedule with the racing fleets finishing nine each and the cruising classes racking up four. With the event moving the venue to Point Roberts next year, it was a fitting last hurrah of a long-standing tradition. As the event shifts northward, it is sure to

bring some changes as well as new faces, but it will remain a real destination sailing event, the same status that put WIRW on the map to begin with. Personally, I would be shocked if we don't see boats racing on Penn Cove in years to come, it's just so great a venue to go to waste.

Toward the end of August, it dawns on some people that many of the highlights of summer are behind us. As our ears finally recover from the Blue Angels and our livers regain composure from the log boom at SeaFair, there are a few late bloomers of the Pacific Northwest summer left before the cold weather races of fall bring our KAM fleeces out of the closet. Northern Century began life as a double handed, 100-mile race that kisses the absolute northernmost part of the continental United States.

The regatta essentially takes the fleet on a self-guided tour of the San Juan Islands. The racecourse is simple: leave Anacortes, sail up to a mark off Point Roberts (yes, the same Point Roberts), work your way south to a mark off Hein Bank, and then sail back to Anacortes. Sounds simple enough, except add in the currents, commercial traffic, summer kelp, and a Friday evening start and things begin to get interesting fast.



Top: This year was the perfect sendoff for Whidbey Island Race Week, marked by sunny weather and cool breezes.

Bottom, left to right: The Northern Century Race sees sailboats of all types, including the easily recognizable schooner *Martha*; Life was good aboard Charlie Macaulay's (at the helm) Farr39 *Absolutely*. NWY columnist Doug Hansen is far right.

Results: Northern Century 2019

Listed are final results from the 2019 Northern Century Race.

Fully Crewed Long Course

	Sail	Boat	Rating	Skipper	Yacht Club	Corrected	1	Total	Pos
1 st	3909	Absolutely	18	Charlie Macaulay [FC1]	CYC - Seattle	21:59:31	1	1	1
2 nd	CAN67776	LawnDart	3	Bill Allan [FC1]	Nanaimo Yacht Club	24:49:38	2	2	2
3 rd	69320	Rubicon	135	David Klingbiel [FC2]	CYC Bellingham	29:48:19	3	3	3
4 th	239	Intuition	81	Jim Johannessen [FC1]	CYC Bellingham	31:50:15	4	4	4
5 th	1	GECKO	99	Joe Geck [FC2]	Milltown Sailing Association	31:50:46	5	5	5
6 th	226	MARTHA	111	Robert d'Arcy [FC2]	Port Townsend Sailing Assoc.	31:51:46	6/RET-BF	6T	6
6 th	53561	Sadie Mae	81	Justin Beals [FC1]	STYC	31:51:46	6/RET-BF	6T	6
6 th	USA27	Kahuna	48	John Leitzinger [FC1]	STYC	31:51:46	6/RET-BF	6T	6
6 th	83	Wild Rumpus	156	Stephanie Schwenk [FC2]	Anacortes Yacht Club	31:51:46	6/RET-BF	6T	6
7 th	53160	Amelie	122	Veli Levaaho [FC2]	PRYC	NO TIME	11/DNC	11	7

Double Handed Long Course

	Sail	Boat	Rating	Skipper	Yacht Club	Corrected	1	Total	Pos
1 st	243	Millennial Falcon	90	Evan Walker [DH]	PMYC	21:49:37	1	1	1
2 nd	USA 120	Shearwater	60	Christina Wolfe [DH]	OIYC	22:33:01	2	2	2
3 rd	37	Makika	-12	Nigel Oswald [Multihull]	NWMA	22:52:40	3	3	3
4 th	49401	Bad Kitty	-9	Ron Tomas [Multihull]	BCMS	24:08:59	4	4	4
5 th	34	Dash	93	Stephanie Arnold [DH]	CYCT/BYC	31:40:03	5	5	5
6 th	84	Off Constantly	156	Jeff Hulme [DH]	AYC	31:41:03	6/RET-BF	6T	6
6 th	79145	Kyrie	150	Hope and David Odendahl [DH]	CYC - Edmonds	31:41:03	6/RET-BF	6T	6
6 th	18944	Sir Isaac	93	John Bailey [DH]	PTSA	31:41:03	6/RET-BF	6T	6
7 th	79044	Cheryl Ann	40	David Atwater	Bellingham Yacht Club	NO TIME	10/DNC	10	7

This year was the first time that Charlie Macaulay and the team onboard the black and yellow Farr39 ML *Absolutely* have taken part in this race. The mixed fleet of double handed and fully crewed boats ranged from 24 to 50 feet and had everything from cutting-edge carbon fiber sails to canvas topsails flying onboard schooners with wooden masts. With so many different channels and options for taking on the currents and shifting winds, it makes for an excellent challenge and truly pushes skippers and navigators to fight for every inch of ground. Rolling the dice on a narrow channel with the hopes that you make it through before the current changes is the ultimate zero to hero move, but can also bite you if the wind shifts and you miss your window.

A beautiful sunset welcomed sailors and a light shore breeze let most boats get out of the bay with only minor scrambling to change back and forth from the spinnaker to jibe. Once the fleet cleared out of the bay and began running along the shore of Lummi Island, things began to settle down into a smooth southerly wind that carried boats through the night.

Unfortunately, not everyone made it to this transition, and several boats of all shapes and sizes were left with hanging sails, watching the stern lights of the front pack disappear into the night. The lead group could stay in contact with the wind, while the trailing fleet got shut down by the current and kelp, forcing boats to back down nearly a dozen times to clear their keels.

A pleasantly overcast morning gave way to sunshine the next day. Onboard *Absolutely*, it was all smiles as we led the fleet into the islands. The wind began

Results: Whidbey Island Race Week 2019

Listed are select results from WIRW 2019. Results continue on page 95.

J/105 (Pink)

	Sail	Yacht Name	Design	Owner/Skipper	1	2	3	4	5	6	7	8	9	Total
1	USA 272	Delirium	J/105	Jerry Diercks	3	4	8	1	3	2	1	2	1	17
2	USA 299	Jaded	J/105	Chris Phoenix	2	3	4	5	2	3	2	1	3	20
3	CAN 89	Moose Unknown	J/105	John Aitchison	1	1	1	2	4	5	3	5	8	22
4	USA 114	More Jubilee	J/105	Erik Kristen	5	5	6	6	1	1	6	3	4	31
5	212	Insubordination	J/105	Buckey .	9	2	2	12/RET	5	4	4	4	2	32
6	USA 440	Kinetic	J/105	Bob Hayward	4	8	3	3	7	9	5	7	6	43
7	USA 174	Dulcinea	J/105	Matthew Gardner-Brown	8	7	5	7	9	7	8	6	9	57
8	USA 604	Troublemaker	J/105	Georgina Martin	7	11	9	4	8	10	11	8	7	64
9	USA 475	Corvo 105	J/105	Tom Kerr	11	10	11	10	6	6	7	11	5	66
10	USA 403	Liftoff	J/105	Jeffrey Pace	6	9	7	8	11	8	10	9	10	67
11	115	Puff	J/105	Steve Summers	10	6	10	9	10	11	9	10	11	75

to fill in from the south, and for a few moments it felt as though we were going to have a steady breeze all the way to the finish. That was not the case, as things

shut down completely around the south end of the islands. We battled into the finish with the drifter up to take the fully crewed win while the Melges 24

Millennial Falcon took the double handed and the overall corrected win in an impressive race. A fitting end to a sail-acious summer.

NWY

Right: The winds were on and off during Northern Century 2019, bad news for the unlucky. Smart use of spinnakers helped the competitive fleet pictured here.





Seward, Alaska

By Norris Comer

The small port town of Seward, Alaska, is a singularity, like a seafood stew made exclusively with such wonderful and strange ingredients that its flavor is unlike anything else. For a hint as to why, just look at a chart and note the geography. Tucked in a small patch of the Kenai Peninsula of Southcentral Alaska and surrounded by the mighty Kenai Fjords National Park, Seward sits at the northern tip of Resurrection Bay's bight and at the terminus of Alaska Highway 9 and the Alaska Railroad. Additionally, it is home to the Seward Airport and the location of a large cruise ship terminal.

Seward thus serves as a major crossroads and launch point for commercial fishermen and ecotourists, residents and visitors, and boaters and backpackers. Essentially the folks with stories to tell. For many embracing a life of adventure, Seward—a town of around 3,000 residents—is that last sip of civilization before casting off the dock lines for the wild blue yonder.

Seward is also steeped in history, giving it a rich, real Alaska feel. The beginnings of the town go all the way back to 1793 when famous Russian explorer-trader Alexander Baranov established a fur trade post where Seward stands today.

Seward is also the historic starting point of the Iditarod Trail, also known as the Seward-to-Nome Trail. Mile 0 is proudly marked at the southern border of town.

The historic depth of the place is further accentuated by the very name Seward, homage to the former U.S. Secretary of State William H. Seward. The man is accredited with masterminding the purchase of Alaska from the Russian Empire in 1867 while serving under the Andrew Johnson administration. The purchase was widely mocked as "Seward's Folly" or

"Seward's Icebox;" however, the criticisms quieted a few decades later with the Klondike Gold Strike in 1896.

Whether visitors come by cruise ship or boat up Resurrection Bay, train down from Fairbanks, RV via open road, dogsled, or airplane, Seward is a welcome stop for resupply. For boaters,

Seward is several days transit from civilization both east (Whittier) and west (Homer) along Alaska's Southcentral coast. Entrance to the well-endowed Seward Boat Harbor is not complicated — especially when compared to all that an intrepid boater would have to brave just to get there.

NWY

Transportation Tally

To maximize your time in Seward, you should know the basics of the transportation options at your disposal. Boaters in the marina should be aware of a free shuttle service during the summer that runs between the airport/cruise ship terminal and downtown every 20ish minutes. The stop is across the road from the marina at the train station, saving you a mile or two walk to downtown proper. Leave a nice tip!

As mentioned previously, Seward is the southern terminus of the Alaska Railroad. The train system goes north over 400 miles through Anchorage, Denali National Park, and to Fairbanks. It's a beautiful, relaxing, and affordable trip, making the railway a great resource for crew who need to get to/from Anchorage or who are starting/ending another chapter of their Alaska adventure in town.

Also noteworthy is the airport, the most direct connection to the greater world. It's also a good chance to give smaller local airlines like Ravn a try, often security checkpoint-free.



Loving Sea Life

Having an affinity for the critters of the deep is part of the boating lifestyle, so the Alaska SeaLife Center should be on most people's to-do list. Prominently positioned on the south shore of downtown Seward next to Mile 0 of the Iditarod, the SeaLife Center is an excellent aquarium that also supports a top-tier marine life rehabilitation and research center. It's all made possible with a partnership with the neighboring University of Alaska Fairbanks – Seward Marine Center, and watching the shiny-eyed graduate students in waders releasing a sleeper shark into a rehabilitation tank or bottle-feeding orphaned harbor seal pups is part of the charm.

Hopefully the Alaska university system will survive a recent round of devastating budgets cuts from their state legislature.

Between the puffin and seabird aviaries, harbor seal and sea lions exhibits, touch tide pools, interactive education stations, giant Pacific octopus, and more, this institution serves as both a tourist attraction and pillar of the community. You can check out more information and pricing online at alaskasealife.org.



Hiking Through History

Seward's downtown and waterfront are best enjoyed via a casual stroll, and it's fun to connect the dots between the various historic markers and monuments. Naturally, there is a William H. Seward Monument to honor the man who made Alaska part of the U.S., and it can be found at the intersection of Adams Street and 4th Avenue. Mile 0 of the Iditarod is on the south waterfront of downtown near the Alaska SeaLife Center and a Centennial Statue that commemorates the historic trial's blazers, both human and canine.

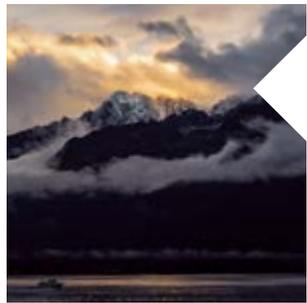
If you want a taste of nature, the mountains that make up the scenery are ripe for you to visit. The Mount Marathon trailhead is within striking distance from town on the western border. The Lowell Creek Waterfall is just south of the University of Alaska Fairbanks - Seward Marine Center and worth a look.

Local Events

An element of Seward to appreciate is that it is a self-sustaining community with its own vibrant small-town culture. It's worth keeping eyes peeled for events that offer an authentic afternoon mingling with the locals. Seward hosts its own version of Washington's Opening Day of Boating festivities with the Seward Harbor Opening Weekend in mid/late May. The fun includes the Seward Mermaid Festival. Apparently, mermaids in Alaska are hardy enough to stand the cold.

Among the fishing derbies (Halibut Tournament in June and Silver Salmon Derby in August), the 50-plus-year-old annual Mount Marathon Race is quintessential Seward. Held during the town's Fourth of July festivities, gluttons for punishment ranging from ages 7 to 83 run up Mt. Marathon, which towers over town. How do they return? In a controlled free fall.

As explained in this year's published guide, "Don't be shocked if you see some dirt, mud, shale, and blood - if you make it out of the Mount Marathon Race unscathed, you should have tried harder." Yikes! You can see what events are going on during your visit at seward.com.



Adventure Launchpad

There's plenty to do in Seward, but there's a lifetime's worth of experiences awaiting you beyond the city's borders. What you do depends on personal preference, but recreational fishing charters, ecotourism charters to the glaciers and migrating whales of Kenai Fjords National Park, day and multi-day kayak tours, seaplane expeditions, and more are a huge part of what Seward offers. The list of companies is too staggering to list here, but seward.com (the website for the Seward Chamber of Commerce) is a good start.

If you're on your own hull or living out of your backpack, you can be your own adventure company. The onus is on you to be safe and plan well, so a visit to the Kenai Fjords National Park Visitor Center on the west shore of the marina is a natural start. Their website (nps.gov/kefj/) posts hazards (bear, ice falls, etc.), displays useful maps, hosts campsite reservations, and more.



GASTRONOMY

If you're new to Seward, you're probably fresh from an adventure and gearing up for the next one. Such a life feeds a healthy appetite, and Seward's downtown can satisfy a variety of palates. The influx of business from cruise ship visits probably helps sustain the lively restaurant scene.



Alaskans are like their other Pacific Northwest neighbors to the south in their love of craft beer and robust cups of joe. The Seward Brewing Company is a standout local brewery, and a block south you will discover the Seward Alehouse that has many of the state's craft beers on tap (and free pool). Loveable local cafes include the Sea Bean, Zudy's Café (on the water), and, my favorite, the Resurrect Art Coffee House that is part art gallery/gift shop and coffee shop in an adorable house with outside garden seating. A good coffee shop near the marina is Nature's Nectars.

When it's meal time, the downtown has a blend of primarily uber Alaska-feeling seafood/pub grub establishments (The Highliner Restaurant, Chattermark Seward, The Cookery, Gold Rush Bisto, Seasalt, Ms. Gene's Place, and more) with a few exotic options ranging from Greek (Apollo Restaurant) to Chinese (Peking Restaurant). If you want to stay in the marina area, there is a cluster of options on the western shore; the Railway Cantina, Alaskan Seafood Grill, Ray's Waterfront, Chinooks Restaurant, Smoke Shack (BBQ), and Lighthouse Café & Bakery.

Marinas

SEWARD BOAT HARBOR:

47° 23' 7.37" N 122° 27' 51.45" W
PO Box 167, 1300 4th Street,
Seward, AK 99664

Amenities & Moorage:

This full-service marina caters to the commercial, recreational, and military crowds. With slips aplenty and side-tie dock space complete with pump-out station, power, restrooms, laundry, and more, this is the boating mecca for miles around. A full-service boatyard is also available with 50- and 330-ton Travelifts.

Contact/Comms: VHF Channel 17 is monitored daily. Office phone is (907) 224-3138. Office hours are 0800 to 1700 hours Monday through Saturday with summer hours being all week. More info is available online at cityofseward.us.

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– Latin phrase meaning “Always Ready” and official motto of the U.S. Coast Guard Auxiliary



Richard Martinson
(CG Cmdr. Ret.)

Richard Martinson has been involved in the maritime world almost his entire life, with time spent in the U.S. Navy, U.S. Coast Guard, Coast Guard Reserves, Coast Guard Auxiliary, and the private sector that includes owning a boat building company and a charter business.

Martinson has worked as a maritime security consultant for governments and businesses all over the world. He retired from the U.S. Coast Guard after 24 years with the rank of Commander. He's been involved with the Coast Guard Auxiliary on and off since 1965.



Silver and orange Coast Guard boats are a common sight on waters all over the

U.S. as they carry out their role as a rescue and police service all rolled into one. They're a small branch of the military with just about 41,000 active service personnel responsible for thousands of miles of coastline and both poles of the globe. The U.S. Coast Guard covers a lot of ocean, but the Coast Guard Reserve and the Coast Guard Auxiliary are aiding them in their mission and lending a helping hand anywhere they can.

Many boaters who don't know much about the Coast Guard Auxiliary, and even those who have, might think the Auxiliary is comprised of retired Coast Guard members who teach classes on the weekends. However, the purpose and the history of the Auxiliary is much deeper, and the Auxiliary has more to offer than many boaters realize.

This month, we sit down with Richard Martinson (Coast Guard Commander, Ret.) of the Edmonds Coast Guard Auxiliary Flotilla 12 to get a better idea of what the Auxiliary is all about, what services it provides to the recreational boating community, and the surprising ways that the typical boater can serve in the organization.

NWY: *Can you tell us a little about the Coast Guard Auxiliary? How did it get started and what was its original mission?*

The Auxiliary got started in 1939. It's interesting that even during the Great Depression, people were still buying motorboats. Suddenly there were more of these boats on the water than there ever had been, and along with that came a big increase in accidents, some quite serious, and they were grabbing headlines. This got the attention of Congress, and they decided that we needed to start educating people so they could operate their boats safely.

Congress decided maybe the Coast Guard was the best agency to take that on; 1939 was an interesting year for the Coast Guard. Firstly, the Coast Guard didn't exist under the banner of 'Coast Guard' until 1915. Before that, the Revenue Cutter Service and the U.S. Life-Saving Service were separate entities that were then melded together under the name Coast Guard, and then in 1939, the Bureau of Lighthouses and the Bureau of Marine Inspection and Navigations were also added to the Coast Guard.

So, all of a sudden the Coast Guard had two rather significant missions added to their duties, and the Auxiliary was formed, all in the same year. The Auxiliary was origi-

nally called the United States Coast Guard Reserve, and it was thought of as a reserve, with a bunch of volunteers serving as a backup to help the active duty members, which is what the Auxiliary started as and still is— an organization made up of volunteers.

Auxiliary members are not in the military nor are they law enforcement. It's an organization of civilian volunteers who help support the missions of the active duty Coast Guard. Anyone can join without obligation, and then leave whenever they want to. We have no ranks, no 'yes sir, no sir', no saluting. Even though the Auxiliary has no law enforcement or military functions today, at the beginning, one of its functions was to enforce the law and ensure compliance, which I think is pretty interesting.

But the basic thing that the Coast Guard wanted the Auxiliary to do was, number one, educate people, second, offer safety inspections, and third, operate safety patrols— in other words increasing the amount of Coast Guard on the water and ashore keeping things safe. By WWII, the Coast Guard figured it would probably need a military reserve of active service members, so the Coast Guard Reserve as we know it today was created, and the original Reserve had its name changed to the Auxiliary.

Edmonds Coast Guard Auxiliary

NWY: So, the Auxiliary was created with the purpose of education and maintaining safety on the water from the beginning? It wasn't related to the start of WWII and possible US involvement?

No, its original purpose was always public education and assisting the Coast Guard in boating safety. But many Auxiliary members were involved with the war effort. When the US entered the war, and the Coast Guard needed a lot of people and equipment — they looked to the Auxiliary for that kind of support. To make this happen, the Coast Guard formed the Temporary Reserve with Auxiliarists as the nucleus. As Temporary Reservists, the Auxiliary were given uniforms and told they could serve wherever they currently lived, but were not allowed to volunteer more than three days a week.

The reason for that was because many of these people were eligible for regular service in the military during the war, but they were in professions and jobs that were deemed important for the war effort and were thus exempt from the draft.

So, the Auxiliary grew pretty significantly during the war. Members of the Auxiliary were even made officers and given command of search and rescue stations, small boat stations, port security units, things like that, which is interesting because those are full-time jobs, and they were trying to get it done with just three days a week. They gave all their free time to the Temporary Reserve, wore uniforms, served as officers and issued orders, all while not getting paid a thing. At the end of the war, they reversed back to the Auxiliary we know today.

NWY: Can you tell us how you got involved in the Auxiliary?

Well I've been involved in some part of the greater maritime world since 1960. I've held a Merchant Marine masters license continuously since 1966, and along the way, besides working in the merchant marine and doing things there, I served four years in the Navy, and a total of 24 in the Coast Guard, and ultimately retired from there, so I have a nautical background if you will, and I joined the Auxiliary the first time in 1965 at 17 years old. Earlier when I said I've been in the maritime world since 1960, I mean I got started as a crew member on a charter boat when I was 12 years old.

In 1965, a friend and I took the Basic Skills and Seamanship course the Auxiliary puts on and saw a lot of guys that seemed pretty sharp putting on the course, and we asked them how you joined the Auxiliary. They told us we had to be 17 and had to have our own boat. We were 17 but didn't have a boat, so we bought a 20' gill-net skiff for \$20, and we got a 10hp outboard from my dad, and that worked to get us in the Auxiliary.

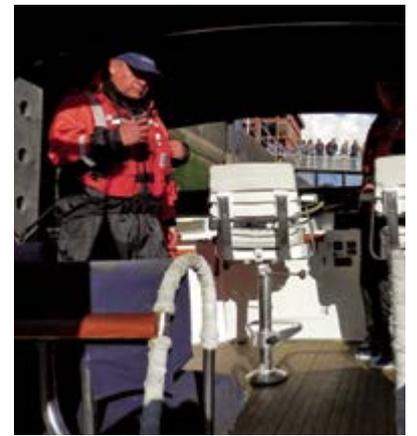
In those days, you had to have either a boat, and airplane, or a ham radio. You had to have one of those three and in joining offer it to the Coast Guard should they require its use. That's not the case today, but that's how it

The Edmonds Coast Guard Auxiliary is one of many Auxiliary flotillas in the Puget Sound area. Like many other flotillas, they offer complimentary vessel safety inspections that cover all the federal regulations, and both the Basic Skills and Seamanship course and Weekend Navigator course.

Meeting Location: Chuck Olson Chevrolet, Coast Guard Aux Classroom, 17037 Aurora Avenue North, Shoreline, Washington 98133.

Meeting Schedule: The monthly Coast Guard Auxiliary Flotilla meeting is held every second Wednesday 1900 to 2100 hours (except July). Open to public.

Contact: (425) 218-6195 or at edmondscoastguardaux.com.



was then. I was a member of the Auxiliary for 13 years, and then active duty Coast Guard got in the way, so I went into a status they had back then known as 'member at large', and then fast forward to 2014, when I retired from everything I was doing, and I guess my wife wanted me to get out of the house more, and she suggested re-joining the Auxiliary (laughs).

NWY: So how does the Auxiliary continue its mission of public safety and education for boaters?

The first thing we do are the courtesy vessel safety inspections. This is where you as a private boater can ask the Auxiliary to check your boat out, and see if it meets the basic federal safety requirements. We'll come aboard for free, and see if you meet the requirements and if you don't, there are no consequences from us. We won't give you a ticket or anything else.

Now for the active duty Coast Guard on the other hand, if they've boarded you and find you're not in compliance with the regulations, they can give you a ticket. The Auxiliary can't give you a ticket. And remember, the Coast Guard has a right to board your boat anytime they want. They don't need probable cause. In fact, it gets rather interesting when you have a lawyer with a boat telling a Coast Guard crew that 'You can't board my boat, you don't have probable cause' and the Coast Guard says, 'Well, we don't need probable cause,' and then they find his stash of marijuana.

The Auxiliary will just point out where you're lacking and tell you what to do to fix it. But if you pass, the Auxiliary will give you a sticker for your boat's window,

and hypothetically a Coast Guard patrol will see that you've passed an inspection from the Auxiliary and leave you alone, unless you have a clear violation out in the open they can see. The stickers are shaped like a shield and have the Coast Guard logo on it and the year it was issued. They are good for one year, and then you need to get inspected again.

When I was on active duty in the Coast Guard, and I specifically instructed my crews that unless you see a violation, leave the boat alone. So, it might be worth having the inspection from the Auxiliary to avoid getting a ticket from the Coast Guard, and getting the sticker might also save you from the hassle of a boarding from a Coast Guard crew.

NWY: So how does a vessel examination work? Can you walk us through the process and what to expect?

Well, my flotilla in the summertime, on weekends, has a desk at the Port of Edmonds, so there will be someone there you can walk up to and ask to come check your boat. You can also call your local Auxiliary flotilla and have someone come down to your boat and have them take a look.

They'll be checking for the minimum federal requirements for a boat. And it's possible that beyond that, they might see something else like some wiring that's beginning to go, and they can point it out to you. And there's no penalty for missing the requirements. You could have none of the requirements fulfilled and the Auxiliary will just tell you, you need to correct this.

Part II of this story continues next month!

NWY

“And remember, the U.S. Coast Guard has a right to board your boat anytime they want. They don't need probable cause.”

Kevin's Catch

By Kevin Klein



Continued from Page 59

the West, the Everett Coho derby on September 21-22. This event, at Everett Bayside Marina, sees an average of 2,000 adult participants with more than 270 kids per year. The top five largest prizes pay from \$500 up to a whopping \$10,000 for first place. Many other merchandise prizes are given away, and like all derbies on the series circuit, participants are entered in the drawing to win

the grand prize of a brand new boat. Tickets are only \$30 per entrant for both days of fishing. The proceeds from this event go to support many fish enhancement projects. Go to everettcoholderby.com for entry and info.

It should be a fun month to get out on the water. Beautiful days and beautiful fish await! **NWY**

Kevin's Pick:

SILVER HORDE COHO KILLERS

Silver Horde Coho Killer spoons are one of the best at using erratic action to entice salmon to strike. And don't let the name fool you. Coho love this lure, but they are murder on Chinook, sockeye, and pinks as well. This local company uses on the water research and development to keep coming up with new advancements in color, size, and shape in all their trolling spoons. They match the specific baitfish you'll find salmon feeding on. You can find Silver Horde products at almost all stores that carry fishing gear in the Northwest. Go to silverhorde.com to check out the full lineup.



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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@nwyoaching.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: Dog Gelato by Swell

Cold summertime treats are no longer just for people. The gelatos from Swell are made with natural ingredients and come in flavors like Banana Peanut Butter, Pumpkin Cheddar, Vegan Sweet Potato Molasses, and in winter and fall, Vegan Nog for Dogs. Find them at Independent Pet Supply or at swellgelato.com.



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Business Notes

Continued from Page 33



Seattle Yachts Becomes a Hampton Dealer

By Randy Woods

The Northwest-based Seattle Yachts boat dealer and yacht brokerage firm has been appointed as a dealer for Hampton Yachts along the entire East Coast of the United States. The deal will also include Hampton's Endurance models, which are designed for long-range excursions. Seattle Yachts said that it will be representing the new Hampton Endurance 658 model at the Fort Lauderdale Boat Show to be held in Florida, October 30, to November 3.

"Our niche has become the luxury cruising market," said Peter Whiting, managing partner at Seattle Yachts. "We offer day-cruising boats like Nimbus, all

the way up to our Alaskan and Northwest Yacht lines, that are equipped for long-range travel."

Jeff Chen, managing director of Hampton Yachts, praised Seattle Yachts' support team and marketing presence "alongside an impressive list of premium boat brands," such as American Tugs, Legacy Yachts, and Regency Motor Yachts along the East Coast.

The Hampton Yacht Group of Florida said it will continue to operate out of its Fort Lauderdale, Florida, location to provide dealership support. Seattle Yachts operates offices in the Pacific Northwest, Southern California, and South Florida. *BN*

Department of Corrections

HORSEPOWER HICCUP

In our July 2019 issue we published an article about the Hewescraft Alaskan 270. There was a little confusion about the horsepower, as explained by Daniel David who work for Hewescraft. Thanks for clarifying, Daniel! We have made corrections to our digital edition.

"Hi Norris,

I just saw the article you wrote on the 270 Alaskan – awesome job! Thank you for keeping us in mind for your articles, I love reading NWY and I really love reading about Hewescraft, in NW Yachting. I want to clarify a stat, just in case you hear questions about the 270 Alaskan.

First, I'll apologize for how our performance bulletins can be mis-interpreted. In the article you write, "As far as performance is concerned, the builder published a maximum speed of around 39 knots with twin outboard Yamahas for a total of 200 horsepower."

We have two performance bulletins on the 270 Alaskan (again, sorry, I see how they can be confusing):

- Twin Yamaha 150's, 300HP = 36 knots test date 5-19-18
- Twin Yamaha 200's, 400HP = 39 knots test date 6-12-19

In the article where you say, "for a total of 200 horsepower" – someone might question you on that stat because that's the performance we get out of 400 horsepower. Other than that, I just want to say thank you! That boat is extremely sought after, and you nailed the strength and fishability of the Alaskan perfectly."

Continued from Page 73

this special marine paradise inside out, could use their knowledge, access, and resources to help the Salish Sea. One idea running through her head is asking boaters to sponsor students on their voyages through the Inside Passage.

“Boaters have access to places we can’t reach on our own, and the more data we collect, the better.” When it comes to citizen scientists, Dr. Harvell stresses that the REEF program was so successful because the divers were trained to collect data. On citizen scientists participating in the eelgrass study, she opines, “They have to be organized and informed enough so the data collected can be useful.”

It’s reassuring to hear Dr. Harvell talk about the integrity of the science. This study is not opinion, but science. The research must hold up under scrutiny and be able to be replicated in the lab.

The Future is Now

This work is being done by students and researchers taking Dr. Harvell’s classes and those in her lab: two PhD candidates, two undergraduates, and one post-doctoral scholar. She worries about how students can support themselves while doing this work. For students at Friday Harbor Labs, it costs about \$6,000

for tuition and housing for one term there. Donations are necessary for scholarships; these graduate students are the foot soldiers of research. “They are the ones taking the reins, she says. “We need them. These issues are not going away.”

Dr. Harvell shakes her head when asked if we could stop the warming of the oceans. “We could have solved this problem 20 years ago if we wanted to...” She looks out onto the peaceful scene from her lab — the sun shining, the water lapping at the rocky shore, and students coming in on an aluminum skiff. “It will take more time and be more expensive now,” she says, with a note of anger in her normally soothing voice.

There is work to be done, and no time to waste. Together with her colleagues, she is tackling the big questions of the moment. She writes in *Ocean Outbreak*, “After all, if we can’t identify and diagnose the problems, how can we even think about preventing or fixing them.”

Neither the problems or the solutions are easy, but Dr. Harvell does not want “to leave people without hope.” She is not only defining the problem with other scientists, but sounding the alarm to all who will listen and proposing solutions for how to manage healthier oceans.



Dr. Harvell and graduate student Morgan Eisenlord, who works in the Harvell Lab studying eelgrass disease.

The stunning water with its otherworldly marine life beneath our boats may be an alien world to us, but we are part of this same web of life. Our future is intertwined with this place of exquisite beauty.

Maybe this is what gives us that sense of serenity when we are out in the Salish Sea. Frontline warriors like Dr. Harvell could be our best chance at understanding and preserving the waters that nourish and sustain us. **NWY**



Seanna Browder gains new love and appreciation for being on the water when she copyedits for *Northwest Yachting* every month. She looks forward to the day when she can upgrade her kayak to a boat. Her family is still deciding between

power and sail in that eternal debate of what boat is best. Thank goodness, they have friends with boats!



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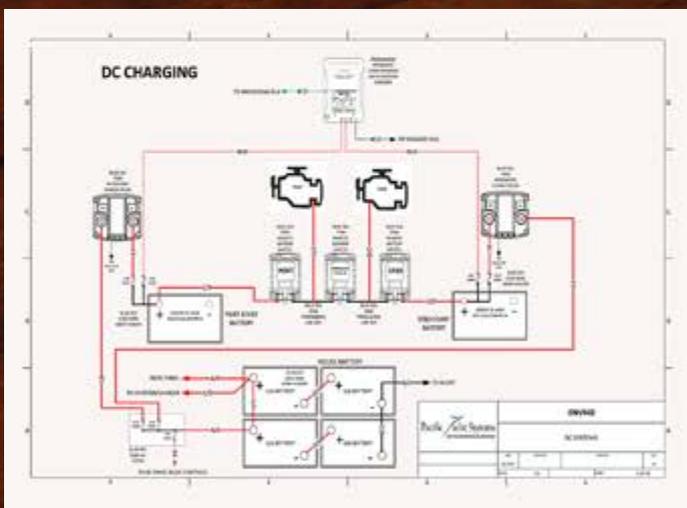
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Business Notes



Inflatable Boats Exempt from Tariffs

By Evin Moore

Inflatable boats and kayak paddles are among the items granted exemption from tariffs targeting \$200 billion in Chinese imported goods. The exemptions were made with the advocacy of the Nation Marine Manufacturers Association (NMMA), who worked with stakeholders to file exemptions and ask elected officials to submit letters of support. The Office of the U.S. Trade Representative (USTR) will be accepting exclusions requests until the end of September.

Following the current administration's decision to raise select tariffs to 25%, the USTR established the exemption process for stakeholders. The USTR is pro-

jecting 60,000 exclusion requests and will announce exemptions to the tariffs as final decisions are made. The USTR and more information about exemptions can be found at ustr.gov. The NMMA says that it is standing by to assist industry partners through the exemption process.

The NMMA can be found at nmma.org. Nicole Vasilaros, NMMA senior vice president of government and legal affairs, can be contacted at nvasilaros@nmma.org; NMMA Director of Federal Government Affairs Clay Crabtree at ccrabtree@nmma.org; and NMMA President Thomas Dammrich at tdammrich@nmma.org.

BY

Kelowna Yacht Club Earns Clean Marine Status

By Evin Moore

The Kelowna Yacht Club was recently granted a four-anchor rating as part of the Georgia Strait Alliance's Clean Marine B.C. program, making it the first marine facility in the province's interior region to earn a certification. The Clean Marine B.C. program audits and gives certifications to facilities that take steps to reduce their environmental impact on the waters of British Columbia.

"The undertaking of a site audit that focused on how our operations impact the environment was such a beneficial experience," says Thom Killingsworth, Executive Director of Kelowna Yacht Club. To earn their four-anchor rating, Kelowna upgraded their docks to steel, made spill kits easily accessible, offered

complimentary on-site pumpouts, built their new club house to the latest codes, and offered extensive recycling services.

"This [Clean Marine B.C.] is an important initiative and we encourage other clubs and marinas to enroll in the Clean Marine B.C. certification, not just on Okanagan Lake, but throughout the province," said Killingsworth. With the certification of the Kelowna Yacht Club, there are now 32 marinas, boatyards, yacht clubs, and harbor authority docks that have some Clean Marine certification.

You can learn more about the Clean Marine B.C. initiative from the Georgia Strait Alliance at georgiastrait.org.

BY

Results: Whidbey Island Race Week 2019

Listed are selected results from WIRW 2019, continued from Page 85.

J/80 (Orange)

	Sail	Yacht Name	Design	Owner/Skipper	1	2	3	4	5	6	7	8	9	Total
1	USA 445	Taj Mahal	J/80	David Schutte	3	2	1	2	1	1	3	1	1	12
2	USA 151	Crazy Ivan	J/80	Bryan Rhodes	2	3	2	1	2	5	4	2	3	19
3	USA 481	Litonya	J/80	Mike Kalahar	1	1	5	3	3	4	5	4	4	25
4	USA 296	Reckless	J/80	Emre Sezer	6	5	4	5	4	2	2	3	2	27
5	USA 85	Underdog	J/80	Lek Dimarucot	4	4	3	4	5	3	1	5	5	29

PHRF 1 (Yellow)

	Sail	Yacht Name	Design	Owner/Skipper	1	2	3	4	5	6	7	8	9	Total
1	USA 35016	Shrek	1D35	John Hoag	2	1	3	3	2	3	1	1	3	16
2	CAN 38	65 Red Roses II	J111	Bruce Chan	3	2	1	1	6	4	2	3	1	17
3	USA 3909	Absolutely	Farr39ML	Charlie Macaulay	1	3	2	4	5	1	5	2	6	23
4	USA 55	Bat Out Of Hell	Farr30	Lance Staughton	6	5	4	2	3	2	3	6	2	27
5	USA 53	Nefarious	Farr30	Daniel Randolph	4	4	5	6	1	5	4	4	4	31

PHRF 2 (Green)

	Sail	Yacht Name	Design	Owner/Skipper	1	2	3	4	5	6	7	8	9	Total
1	USA 51	Elusive	C&C115	Jeff Whitney	5	5	7	3	1	2	2	4	1	23
2	USA 240	Vitesse	Beneteau 36.7	David Steffen	2	7	4	6	6	1	1	2	2	24
3	USA 3	Eye Eye	J/90	David and Vernice Cohen	1	1	1	5	3	5	4	6	6	26
4	USA 248	Tantivy	J/109	Stuart Burnell	3	3	2	2	4	6	6	3	3	26
5	40622	Grace E	J/35	Brian White	4	2	5	1	2	4	8	5	4	27

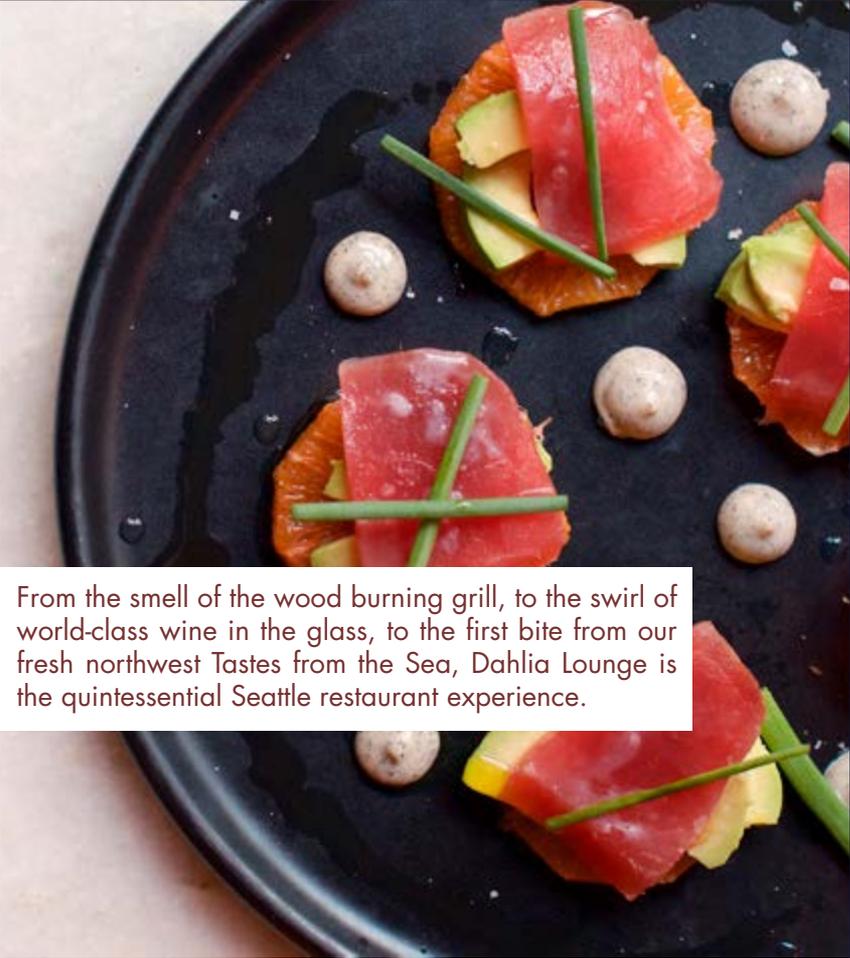
PHRF 3 (Red)

	Sail	Yacht Name	Design	Owner/Skipper	1	2	3	4	5	6	7	8	9	Total
1	KC 1	MadDash	Dash 34	David Jackson	1	1	1	1	1	1	1	1	1	8
2	USA 419	Apex	Melges 24	Kent Picknell	2	3	3	3	2	2	2	5	3	20
3	USA 60	Traveling Circus	Melges 24	Kyle Hintze	3	2	2	4	3	4	3	3	5	24
4	34	Dash	J/33	Stephanie Arnold	5	4	4	5	5	3	5	2	2	30
5	79747	Overtime	R930T	Julie Renick	4	5	5	2	4	5	4	4	4	32

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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
					28' Cutwater	2017	154,500	bellingham	12	32' Bayliner	1985	36,800	Waterline	47	35' Cabo	2003	220,000	Stan Miller	15
					28' Henriques	2003	100,000	Stan Miller	15	32' Bayliner	1991	39,900	Waterline	47	35' Chris Craft	1958	35,400	Waterline	47
POWER					28' Pelican Bay	1990	39,900	West Yachts	41	32' BC	1986	59,000	Waterline	47	35' Luhrs	1990	69,900	Stan Miller	15
20' EdgeWater	2000	26,000	Stan Miller	15	28' Tresfjord	1980	27,500	La Conner	97	32' Carver	1990	35,000	La Conner	97	35' Skipjack	1991	99,000	Stan Miller	15
20' Grady White	2001	28,900	La Conner	97	29' Blackfin	1998	88,500	Stan Miller	15	32' Grand Banks	1971	48,500	Stan Miller	15	35' Viking	1977	42,500	Waterline	47
23' Wellcraft	1995	16,900	La Conner	97	29' Ranger Tug	2013	174,900	Stan Miller	15	32' Grand Banks	1975	62,500	Stan Miller	15	36' Albin	1979	39,500	Waterline	47
25' C Dory	2007	61,900	Waterline	47	29' Ranger Tug	2012	159,900	Waterline	47	32' Trojan	1978	28,800	Waterline	47	36' Egg Harbor	1978	28,500	Elliott Bay	25
25' Chris Craft	1969	39,900	La Conner	97	29' Sea Ray	2001	45,000	Waterline	47	33' Blackfin	1993	145,000	Stan Miller	15	36' Grand Banks	1972	48,500	La Conner	97
25' Newport	2011	59,500	Stan Miller	15	29' Sea Ray	1995	23,500	Waterline	47	33' Sea Ray	2008	155,000	West Yachts	41	36' Grand Banks	1986	132,000	NW Explore	111
26' Blackman	2007	79,900	Stan Miller	15	30' Bayliner	1978	17,500	La Conner	97	33' Tiara	1996	59,500	Emerald Pac.	11	36' Grand Banks	1969	59,000	NW Yachtnet	61
26' Blackman	1990	69,000	Stan Miller	15	30' Willard	1973	39,900	La Conner	97	33' Tiara	1991	60,000	Stan Miller	15	36' Monk	1988	109,000	West Yachts	41
26' Skipjack	2000	75,000	Stan Miller	15	30' Willard	1976	49,000	Stan Miller	15	34' Bayliner	1989	27,500	Waterline	47	36' Riviera	2007	249,500	Emerald Pac.	11
26' Tollycraft	1977	28,500	Waterline	47	31' Beneteau	2019	169,000	Signature	21	34' Boston Whaler	2000	149,900	Elliott Bay	25	36' Tiara	1985	49,900	Waterline	47
27' Grady White	2016	185,000	Stan Miller	15	31' Camano	2004	117,500	Signature	21	34' CHB	1977	44,900	La Conner	97	37' Bayliner	1996	94,500	NW Yachtnet	61
27' Ranger Tug	2015	140,000	Elliott Bay	25	31' Camano	1993	92,500	Waterline	47	34' Hatteras	1964	29,900	La Conner	97	37' Carver	1995	65,500	La Conner	97
27' Ranger Tug	2014	139,900	Stan Miller	15	31' Camano	1992	78,500	Waterline	47	34' Luhrs	2002	109,000	Stan Miller	15	37' Chris Craft	1963	39,900	NW Yachtnet	61
27' Ranger Tug	2017	154,900	Waterline	47	31' Camano	2015	239,000	Waterline	47	34' Mainship	2003	119,000	Stan Miller	15	37' Cold Water	2008	259,000	Waterline	47
27' Sea Ray	1998	27,000	bellingham	12	31' Helmsman	2015	234,500	Waterline	47	35' Bayliner	2001	96,500	Stan Miller	15	37' Hershine	1979	39,500	Waterline	47
27' Sea Ray	1996	19,900	La Conner	97										37' Island Packet	2008	229,000	Marine SVC	39	

Bristol Yachts

NORTHWEST





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

26' 1983 Island Packet.....\$16,500

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65' 1990 Macgregor 65\$149,000
60' 2003 Metalcraft 60\$699,000
45' 1990 Beneteau 45f5\$120,000
43' 2005 Sterling Atlantic	.....\$250,000
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	.....SOLD
34' 1955 Monk	.....\$24,950
32' 1991 BHM Trawler	.....\$79,900
32' 2000 Catalina 32	.....SOLD
32' 2000 Nordic Tugs 32	.....\$144,950
30' 1986 Catalina\$19,995
29' 2010 Ranger Tug\$156,000
26' 1983 Island Packet\$16,500
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37' Island Packet	2008	229,000	Marine SVC	39
37' Riviera	2003	239,000	Stan Miller	15
38' Bayliner	1988	44,900	NW Yachtnet	61
38' Bayliner	1986	49,900	NW Yachtnet	61
38' Bayliner	1988	49,500	Waterline	47
38' Bayliner	1994	55,000	Waterline	47
38' Blackman	1996	94,900	Stan Miller	15
38' Egg Harbor	1990	89,000	Waterline	47
38' Helmsman	2017	439,000	Waterline	47
38' Monk	1947	28,500	NW Yachtnet	61
38' Ocean	1989	79,500	Stan Miller	15
38' Transworld	1988	85,000	Waterline	47
39' Azimut	2000	215,000	West Yachts	41
39' Bayliner	1995	109,000	NW Yachtnet	61
39' Bayliner	1998	139,900	West Yachts	41
39' Carver	1993	59,000	West Yachts	41
39' Krogen	2003	375,000	Stan Miller	15
39' Pacemaker	1965	22,500	Waterline	47
39' Princess	2013	345,000	Stan Miller	15
39' Sea Ray	1988	34,500	NW Yachtnet	61
40' Davis	1987	79,900	NW Yachtnet	61
40' Ocean Alexander	1983	114,900	West Yachts	41
40' Tollycraft	1979	89,900	West Yachts	41
41' Bracewell	2019	499,000	Waterline	47
41' CHB	1979	59,900	NW Yachtnet	61
41' Chris Craft	1961	38,500	Waterline	47
41' Hershine	1984	75,000	NW Yachtnet	61
41' President	1985	75,500	NW Yachtnet	61
41' Rough Water	1977	54,900	La Conner	97
41' Sea Ray	2012	389,500	Stan Miller	15
41' Tiara	2002	199,500	Stan Miller	15
42' Carver	1998	115,900	Emerald Pac.	11
42' CHB	1984	94,900	La Conner	97
42' Grand Banks	1977	89,900	Marine SVC	39
42' Grand Banks	1980	198,000	Stan Miller	15
42' Grand Banks	1973	88,500	Stan Miller	15
42' Grand Banks	1969	72,500	Stan Miller	15
42' Kadey Krogen	1990	225,000	NW Explore	111

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
42' Shaw	1993	289,000	Stan Miller	15	65' Hatteras	1988	325,000	Irwin Yachts	8
43' Gulfstar	1975	98,000	NW Yachtnet	61	65' Malahide	1972	795,000	Waterline	47
43' Nordhavn	2007	624,900	Stan Miller	15	67' Bertram	2005	1,295,000	Stan Miller	15
43' Sabre	1995	279,000	Waterline	47	70' Monte Fino	1996	895,000	NW Yachtnet	61
44' Hatteras	1970	95,000	NW Yachtnet	61	72' Bertram	1991	595,000	Stan Miller	15
44' Tiara	2016	645,000	Worth Ave.	N/A	72' Ferretti	2005	595,000	Elliott Bay	25
45' Bayliner	1995	119,900	Emerald Pac.	11	72' Hatteras	1981	399,000	Waterline	47
45' CHB	1981	79,900	La Conner	97	72' Monk	1977	525,000	West Yachts	41
45' CHB	1981	115,000	Waterline	47	73' Northcoast	1998	889,000	Elliott Bay	25
45' Matthews	1963	149,000	NW Yachtnet	61	74' Ocean Alexander	2007	2,435,000	Worth Ave.	N/A
46' Grand Banks	1988	245,000	West Yachts	41					
46' Nielson	1981	249,000	West Yachts	41					
46' Sea Ray	2003	179,777	Stan Miller	15					
47' Custom Bridge	1981	299,000	NW Yachtnet	61					
47' Tiara	2006	349,000	Emerald Pac.	11					
48' Defever	1983	389,000	Chuck Hovey	17					
48' Ocean Yachts	1997	199,500	Stan Miller	15					
48' Tollycraft	1981	179,000	NW Yachtnet	61					
49' Grand Banks	1993	399,000	NW Explore.	111					
49' Grand Banks	1995	449,500	Stan Miller	15					
49' Hampton	2000	379,000	Stan Miller	15					
49' Hyundai	1988	89,900	La Conner	97					
50' Delta	1992	249,000	NW Explore.	111					
50' Grand Banks	1970	129,900	NW Yachtnet	61					
50' Kristen	2003	580,000	West Yachts	41					
50' Riviera	2012	739,500	Elliott Bay	25					
51' Monte	1985	119,000	NW Yachtnet	61					
51' Sea Ray	2000	279,000	Stan Miller	15					
52' Ocean Alexander	2005	339,000	Stan Miller	15					
52' PT	1986	119,900	NW Yachtnet	61					
53' LRC	1974	159,900	Waterline	47					
53' Nordlund	1979	125,000	Waterline	47					
53' Riviera	2012	1,150,000	Stan Miller	15					
53' Vic Franck	1986	346,500	Chuck Hovey	17					
54' Kadey Krogen	1991	359,000	Waterline	47					
54' Ocean Alexander	2009	585,000	Worth Ave.	N/A					
54' Sabre Yachts	2009	1,295,000	Worth Ave.	N/A					
54' WestBay	2005	699,000	Emerald Pac.	11					
55' Fleming	2008	1,588,000	Chuck Hovey	17					
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					
56' Ocean Yachts	1999	425,000	Stan Miller	15					
57' BAYLINER	2000	459,000	West Yachts	41					
57' Nordhavn	1998	995,000	Emerald Pac.	11					
57' Real Ships	2002	865,000	Chuck Hovey	17					
58' Bertram	1980	179,000	Stan Miller	15					
58' Chris Craft	1970	164,900	Worth Ave.	N/A					
58' Kadey Krogen	2001	975,000	NW Explore.	111					
58' Sunseeker	1999	368,000	Emerald Pac.	11					
58' Vantare	1989	289,000	Stan Miller	15					
60' Custom	1989	484,000	NW Yachtnet	61					
60' DeFever	1984	394,500	Waterline	47					
60' Riviera	2016	1,649,000	Emerald Pac.	11					
60' Western Star	1987	395,000	Emerald Pac.	11					
61' Tollycraft	1983	449,000	Emerald Pac.	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 **\$79,500**



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' CHB 1977, 120 Lehman, 12V windlass, Radar, GPS, 1500W inverter, Webasto furnace, non-skid decks, bow thruster, asking **\$44,900**



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



32' 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 **\$17,500**



28' BAYLINER 1985, 2013 Remanufactured Jasper with Volvo Penta duo prop, 10' beam, GPS, dual stations owner wants it sold! Asking **\$9,500**



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**



28' TRESFJORD 1980, 2015 Volvo 75hp DIESEL, 2013 bow thruster, Radar/Plotter, 12V windlass, diesel furnace, includes 3-axle trailer, asking **\$27,500**



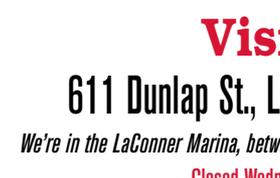
27' SEA RAY SUNDANCER 1996, 74L w/duo prop, inverter, GPS, cabin heat, oversized swim platform, full canvas enclosure, trailer, asking **\$19,900**



25' CHRIS CRAFT LANCER 1969, Ball glass, 2015 Yanmar diesel, 18 knot cruise, dual stations, Radar/GPS plotter, trailer, rare and cool, asking **\$39,900**



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



20' GRADY WHITE ADVENTURE 2001, HTDI Yam 200hp OB, 8hp OB, Webasto furnace, 2002 trailer, full enclosure canvas, 1-owner boat., Asking **\$28,900**



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
75' Northern	1998	1,490,000	Hampton 6 (BC)		78' Kruse & Banks	1927	625,000	NW Yachtnet	61	85' Azimut	2005	1,645,000	Emerald Pac.	11	90' Star	1967	699,000	Chuck Hovey	17
76' Alaskan	2008	2,295,000	Worth Ave.	N/A	78' Tug	1890	79,500	Waterline	47	86' Nordlund	1998	1,995,000	Emerald Pac.	11	92' Ortona	1989	745,000	Worth Ave.	N/A
76' Tug	1906	130,000	Waterline	47	83' Monk	1980	389,000	Chuck Hovey	17	88' Jack Sarin	2006	1,999,000	Emerald Pac.	11	93' Tug	1908	89,500	NW Yachtnet	61

103' Cheoy Lee	2011	4,495,000	Chuck Hovey	17
106' Horizon	2005	3,275,000	Chuck Hovey	17
110' Akhir Cantieri	1998	3,495,000	Chuck Hovey	17
110' Cantieri di Pisa	1998	1,775,000	Chuck Hovey	17
114' Nordlund	2003	5,999,000	Emerald Pac.	11
115' Crescent	1994	4,399,000	Chuck Hovey	17
150' Ferry	1936	1,699,000	NW Yachtnet	61
150' PV Charter	1983	2,228,694	Waterline	47

SAIL

20' Laser	2008	19,500	MarineSVC	37
20' Laser	2008	19,500	Marine SVC	39
20' Pacific	1983	32,500	West Yachts	41
20' Schock	2007	21,000	Stan Miller	15
25' Catalina	2008	19,900	Stan Miller	15
29' Kirie	1984	8,999	Marine SVC	39
30' Catalina	1986	23,000	Signature	21
31' Beneteau	2000	49,500	Signature	21
31' Cape George	1981	38,000	West Yachts	41
32' C&C	1980	29,500	West Yachts	41
32' Gulf	1988	55,000	West Yachts	41
32' Islander	1978	17,900	Marine SVC	39
32' Kyrie	1985	28,900	Signature	21
32' Laurin	1965	27,000	West Yachts	41
33' Araminta	2000	180,000	Waterline	47
33' Ericson	1982	24,900	Signature	21
33' Freedom	1981	21,500	Signature	21
33' Mason	1986	89,000	Waterline	47
33' Nauticat	1985	89,900	Marine SVC	39
33' Wauquiez	1983	49,000	West Yachts	41
34' C&C	1978	33,000	Signature	21
34' Columbia	1972	27,000	Marine SVC	39
34' Ericson	1990	59,900	West Yachts	41
34' Gemini	2005	109,000	Elliott Bay	25
34' Jeanneau	2019	189,965	Marine SVC	39



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SAIL

- 60' Dutch M/S**, Corten steel, Iveco dsl. '94 Refit, built as a 'go round the world' boat!
- 52' R. Holland sloop**, '83, newer Perkins 6 cyl., diesel, undergoing renov. see in June
- 33' Cheoy Lee 'Clipper Ketch'**, '76, spacious, good condition, Volvo dsl., beautiful
- 30' Bristol Sloop**, '70, Volvo 18hp dsl., good condition, great daysailer, 4 headsails
- 28' Herreshoff Cat-ketch**, '83, recent full int/ext. refinishing. An unusual boat in the NW

POWER

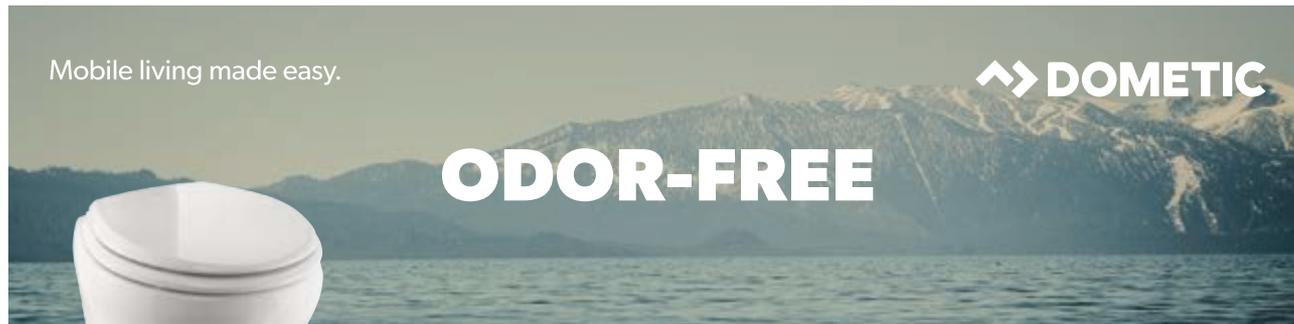
- 110' USN Barge**, '2-story house on 110'x34', good conversion for shop, quarters, crew
- 56' Monk McQueen**, '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!
- 36' Stockland Troller**, '68, Complete refit and conversion to yacht style 2013, new diesel!
- 34' Mainship** '80, single Perkins diesel, large salon, flybridge, in very good shape overall
- 34' CHB Puget Trawler**, '84 one owner, newer Perk. Sabre 6 cyl dsl, very nice in and out
- 32' Avanti 3258 Command**, '95, nice, low hrs. 2x Merc., March survey, gorgeous layout
- 30' Tollycraft Sport Cruiser**, '88, 2x Crusaders, one owner, very good condition NW quality
- 28' Bayliner**, '91, Merc. 7.4 with 400 hrs., TV, stereo, clean good condition, Model 2855

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
34' KMV	1974	29,000	Marine SVC	39	49' Jeanneau	2019	499,796	Marine SVC	39	51' Skye	1980	139,500	Marine SVC	39	65' Bruce Roberts	1997	295,000	Waterline	47
35' Beneteau	2016	168,000	Signature	21	49' Jeanneau	2007	349,500	Marine SVC	39	56' Herreshoff	1956	215,000	Waterline	47	65' MacGregor	1990	159,000	Bristol Yachts	96
35' Cal	1983	34,000	West Yachts	41	49' Transpacific	1980	99,000	Elliott Bay	25	57' Alden	1964	79,500	Waterline	47	83' Staysail	1934	175,000	Waterline	47
35' Cheoy Lee	1966	59,000	Stan Miller	15	50' Jeanneau	2011	299,999	Marine SVC	39	61' C&C 61	1972	164,000	Marine SVC	39					
35' Nauticat	2000	149,500	Marine SVC	39															
35' Trident	1978	59,500	Marine SVC	39															
36' Bruce Roberts	2001	55,500	Waterline	47															
36' Cascade	1972	45,000	West Yachts	41															
36' Catalina	1990	57,900	NW Yachtnet	61															
36' Colvin	1993	79,000	Marine SVC	39															
36' Hunter	2004	92,500	NW Yachtnet	61															
36' Hunter	2004	98,900	Signature	21															
36' Islander	1978	37,000	NW Yachtnet	61															
36' Tanton	1981	17,000	Marine SVC	39															
37' Banjer	1970	63,000	West Yachts	41															
37' Beneteau	2004	99,500	Signature	21															
37' Nautor	1980	84,750	West Yachts	41															
37' Saturna	1980	39,000	Marine SVC	39															
37.5' Hunter	1990	58,000	West Yachts	41															
38' Catalina	2000	105,000	West Yachts	41															
38' Yankee	1972	38,900	NW Yachtnet	61															
38.1 Beneteau	2018	249,900	Signature	21															
39' Cal	1978	29,000	Waterline	47															
39' Cal	1980	68,000	West Yachts	41															
39' Hunter	2015	159,950	Signature	21															
40' Beneteau	1997	90,000	West Yachts	41															
40' Beneteau	1994	85,000	Elliott Bay	25															
40' Hinckley	1970	129,500	Elliott Bay	25															
40' J 40	1990	89,500	Marine SVC	39															
40' Najad	2007	265,000	Signature	21															
40' Nauticat	1985	139,000	Marine SVC	39															
40' Nauticat	1985	139,000	Waterline	47															
40' Schucker	1977	54,900	Marine SVC	39															
41' Beneteau	2019	315,932	Signature	21															
41' Beneteau	2000	112,000	Signature	21															
41' Ericson	1968	37,500	West Yachts	41															
41' Passport	1989	149,000	Marine SVC	39															
43' Beneteau	2005	119,500	Elliott Bay	25															
43' Luengen	1987	79,500	Waterline	47															
43' Slocum	1986	139,900	West Yachts	41															
44' Bruce Roberts	1993	38,500	Marine SVC	39															
44' Cheoy Lee	1980	139,900	West Yachts	41															
44' Island	2007	299,000	Marine SVC	39															
44' Jeanneau	2019	399,985	Marine SVC	39															
44' Nauticat	1980	185,000	Marine SVC	39															
44' Roberts	1990	37,500	West Yachts	41															
44' Spencer	1973	40,000	Marine SVC	39															
45' Bruce Roberts	1983	62,000	Waterline	47															
46' Cal	1973	89,900	West Yachts	41															
46' Leopard	2006	399,000	Waterline	47															
46' West Indies	1977	59,900	Signature	21															
47' Vagabond	1983	184,000	Marine SVC	39															
48' J 145	2001	325,000	Signature	21															



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1989 PACIFIC SEACRAFT' CREALOCK 37' CUTTER "ANNA MARIE" Newer AGM batteries; Xantrex 2kw inverter/charger; wind generator; solar panels; watermaker; liferaft; DataMarine instruments; stereo; Alpha Spectra autopilot; Garmin HD radar; Garmin AIS 600 transceiver; Garmin GPSMAP742XS chartplotter; Garmin VHF 200; ICOM M802 SSB HF; Pactor III modem; custom Windows 7 PC; Ubiquity WiFi antenna, Nova Kool refrigerator/freezer; Monitor windvane; GlobalFix EPIRB; 4 anchors; Yanmar 4-cylinder diesel engine; 40 gallons fuel; 80 gallons fresh water; MaxProp feathering propeller; PYI dripless shaft seal; 8 sails; standing and running rigging replaced 2013. **\$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**

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 winches, 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**



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

POWER



40' EGG HARBOR SPORT SEDAN For Sale Soon. 1978 Fibreglass Hull and Bridge. (Built like brick chicken house.) Classic Wood interior. Two station controls. Two Fresh J&T 6-71's. Fresh Running Gear etc. Documented. **\$150,000. Contact Tim Towey at 541-490-5648. P918-1909**



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**



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**

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**



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



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**



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



1999 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**



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**



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**



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**



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**



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**



37' LORD NELSON VICTORY TUG, 1983 Standard configuration. Well maintained, classic beauty, turn-key, cruising ready. BMW 136HP turbocharged diesel, cruise 7 knots, 1-1.5 gal/hr, 268 gal fuel, 200 gal water, Magnum MS Series inverter/charger, 2X large D8 batteries, start battery, Espar heater, Dickenson Diesel heater, bow thruster, double V-berth forward, double pullout berth aft/salon settee, full canvas. 2017-2019 upgrades: Next Generator Power UCM 1-3-5, Spectra Catalina 340Z water maker, Force 10 galley range, GPS Map 7400/7600 series with radar display (24" dome), Adler/Barbour cold machine and evaporator, 65# anchor and reconditioned windlass. Dinghy: 8'10" Achilles rigid hull inflatable, 6 HP Mercury. **\$145,000. Location: Anacortes, WA. Contact Denny Mahoney at 360-293-6105. P920-2002**



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, exshade covers for all windows, bridge/aft deck custom marine carpet. Glass window added to bridge at helm. Freezer. Full canvas enclosures bridge/aft deck. Carpet cover protectors, salon, galley. Sound system, Magnum BBQ. Tender w/center consul, newly installed Olson electric davits. Yamaha 40hp, aluminum trailer, full custom cover. **\$329,000. Contact Joe or Pam at 360-366-1007 or 541-846-7665. P909-1911**



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**



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**

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



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



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



38' ED MONK PILOTHOUSE TRAWLER EXCELLENT LIVE ABOARD, AFT CABIN, DEERE 108 LUGGER, 236 DIESEL, 98 WATER, 40 HOLDING (EST) W/MACERATOR. WESTERBEKE 8 KW GENERATOR, 500 GPD RO WATERMAKER, RADAR, GPS PLOTTER, AUTO PILOT, DEPTH, VHF, LINK 10 MONITOR, SMART REGULATOR, HYDRAULIC STEERING, HYDRAULIC FOR RE-BUILT BOW THRUSTER & WINDLASS. WASHER-DRYER COMBO, FULL SIZED REF-FREEZER + SEPARATE FREEZER. MICROWAVE, PROPANE TWO BURNER COOK TOP, TWO HEADS, AFT WITH TUB AND SHOWER, WEBASTO FORCED AIR HEAT. PICTURES BELLINGHAM CRAIGSLIST. \$49,900. OWNER 360-720-4480. SERIOUS, QUALIFIED BUYERS, PLEASE. \$49,900. Contact Clive Collins at 360-720-4480. P919-1909



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 x19 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 Electroscan + 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

REAL ESTATE



105' BOAT HOUSE FOR SALE 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built in 2006. Owner getting out of boating and wants it sold. \$550,000. Call or email Jim for more details at 360-961-0120 or captbadjim@comcast.net. R906-1909



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



MOOR YOUR BOAT HISTORIC LA CONNER Vacation every day in this immaculate waterfront rambler with a 45-foot shared dock and easy access to the San Juans, Gulf Islands, Anacortes, Bellingham, and beyond! This home's light and bright open floor plan offers picturesque views of the bay, Rainbow Bridge, and Mount Baker. The chef's kitchen boasts granite countertops, tile backsplash, five-burner gas cooktop, double oven, quality cabinetry, and abundant storage and work space. Your king-sized master suite includes a luxurious five-piece bath. Relax or entertain in the delightful yard with low-maintenance landscaping and a large patio. \$565,000. Location: Bellingham, WA. Contact Daria Haynes at 425-444-8390. R915-1909

TENDERS



18' SLIDING SEAT ROWING WHERRY - BUILT 2019 From the designers website: <http://gentrycustomboats.com/RUTH-page.html>: "RUTH is a unique performance rowing wherry - a deceptively tough, tried and true idea which crosses the line between the all out speed of a racing scull, and the seaworthiness and capacity of larger traditional rowing boats. She is fast and effortless to row, but also capable and reassuring in conditions sculls would never venture in to. - Dave Gentry designer. Made of western red cedar with solid spruce oars and sliding seat (carbon fiber) of Angus Rowing design. Weight is 50#, comes with fancy dollie cart. Built 2019. \$2,300. Contact Dan at 206-251-7956 information. T876-1909



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, bench seat/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. T873-1909

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BUSINESS OPP.



BOAT PARTNERSHIP OPPORTUNITY IN A 43' EGG HARBOR 49% boat partnership available on my 43' 1969 Egg Harbor S/F. Her beam is 14'3" and she's extremely well maintained and seaworthy with twin Cummins 300 hp engines, auto fire system, stateroom, enclosed V-berth, command bridge with ample seating. She was originally purchased in San Francisco Bay and I'm only her 3rd owner. Currently, she is moored in a covered slip at Loc Lomond Marina in San Rafael, CA but should be cruised in the Pacific Northwest and entered into wooden boat festivals! **Partnership Cost: \$40,000. For more information and photos contact Brian Tugwell, blt4997@hotmail.com, 250-487-1528. B901-2002**

BUSINESS OPPORTUNITY 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, or visit our website at: www.pacificcatalyst.com Inquiries to: bill@pacificcatalyst.com. **Location: Friday Harbor, WA. Contact Bill Bailey at 360-298-1661. B900-1909**

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' x 18). \$150,000. **Contact Caroline at 360-202-7327. Windermere Real Estate/Anacortes Properties. R877-1909**

EAGLEDALE MOORINGS MARINA, BAINBRIDGE ISLAND Two 50' +/- end tie slips available in addition to a 45' and 36' slip. 206-842-7751. eagledalemoorings@gmail.com. <https://www.eagledalemoorings.com>. M902-1909

70' PRIVATE MOORAGE SLIP 70' Private Moorage Slip located within Shelter Bay, La Conner, Wa. 50 AMP Power/Water at Dock/Full Marine Services within a mile. Gated and secure community. Additional services available Yacht Watch, monthly washing/cleaning etc. **Location: La Conner, WA. Contact Jim at 206-669-3599. M901-1909**

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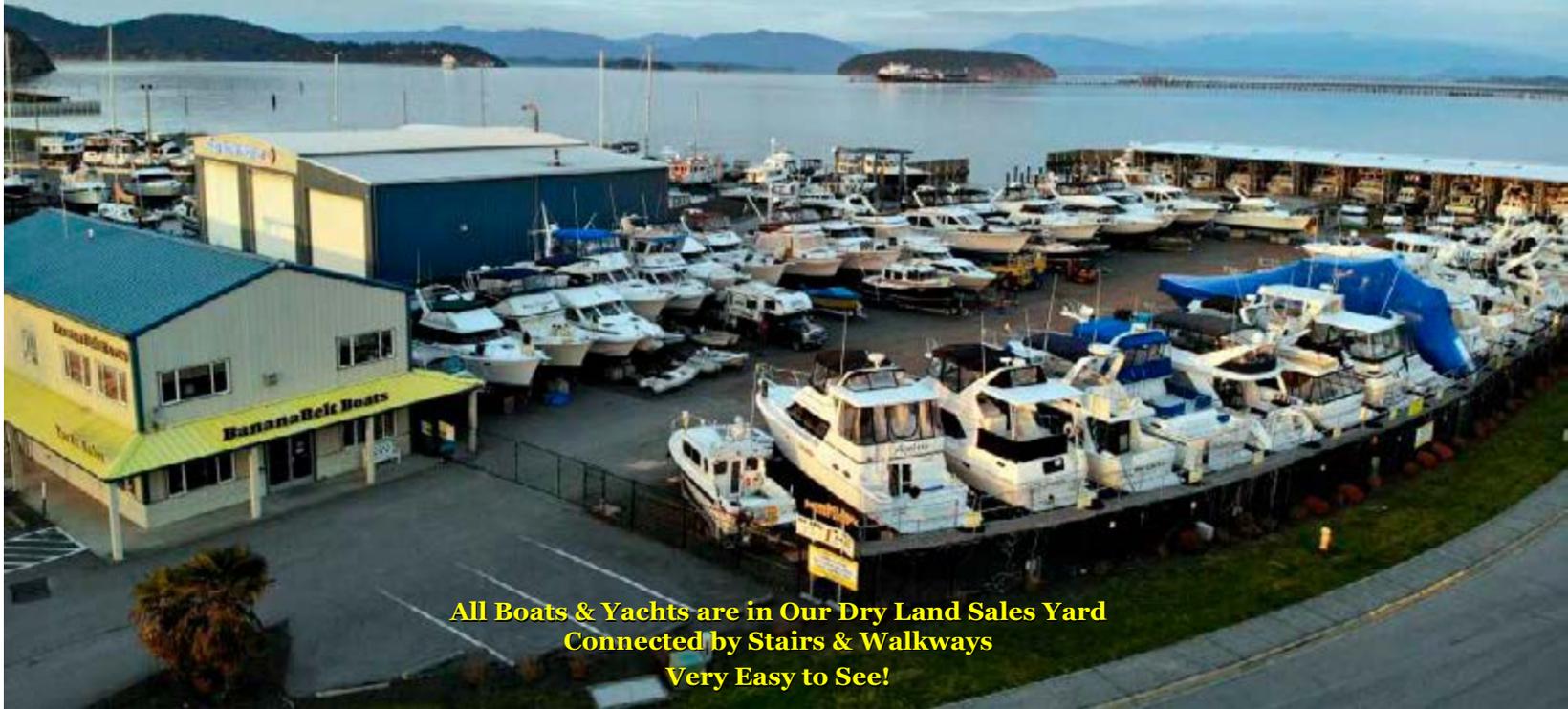
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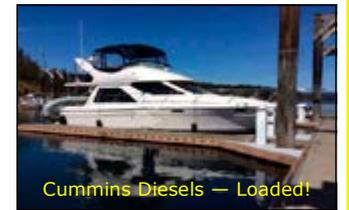
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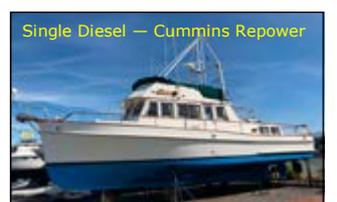
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American Tug 34



There are many reasons why American Tugs pull at the heartstrings. For starts, American Tugs, under the umbrella of the Tomco Marine Group, are made right here in the Pacific Northwest, in La Connor, Washington. The core of the company is a trifecta of Cascadian talents: Tom Nelson (founder and director, apprenticed under West Coast marine architect Lynn Senour), Mike Schoppert (president, fiberglass technology expert who worked with Chris-Craft, Tolly Craft, Zodiac, and more), and Kurt Dilworth (vice president and seasoned marine engineer).

As the company gelled together around these founding fathers, an ethos started to form, one devoted to exceptional quality and ideal cruising experiences. The first American Tug, the American Tug 34, was launched in 2000,

the manifestation of this local team's dreams. Although the American Tug 34 is no longer in production, you can still see 34s plying our waters in great shape, with plenty of trips to and from Alaska under their belts.

The 34 is packed with practicality, with an emphasis on commonsense and pleasurable cruising. A modest, partially covered cockpit is located near a swim step and fairly large flybridge. The bridge is wide open, confined only by handrails, and can either act as stowage or a space to roam. The interior is warm and inviting, with a

compartmentalized layout that has a few steps leading up to the helm. This is a true couple or family boat with one generous cabin, double berth forward, a single berth, and one enclosed head.

The American Tug 34 is a lot of boat for its size, and due to its place in Pacific Northwest boatbuilding lore, probably

deserves a spot in a *Northwest Yachting* hall of fame (if such a thing existed, don't give us ideas). There's a 2006 model named *Good Grief* for sale by local dealer AAA Yacht Finder International, listed for \$308,000.

Specs

LOA: 38' 4" • Beam: 15' 2" • Draft: 3' 5"

Displacement: 20,000

Tankage (Fuel/Fresh/Black):
400 gals./150 gals./45 gals.

Local Broker:

AAA Yacht Finders International
Broker Frank Durksen Sr., (360) 770-8685

Web: findyachts.com

65' Worldcruiser Schooner



Most sailors probably haven't heard of the Worldcruiser boat-building company, but it's a safe bet that most have heard of the Westsail line of sailboats, including the consummate vintage cruiser, the Westsail 32.

How are they connected? Bud Taplin. He was the first general manager of the Westsail Corporation and is widely credited with developing the manufacturing methods and production of the Westsail 32 and the tooling for the Westsail 42. High off those successes, Taplin started his own company in 1974, providing services to Westsail owners after the company went under, as well as making custom Worldcruiser sailboats.

Among Worldcruiser custom builds is *Gitana*, a 44' Worldcruiser Schooner with

a story to tell. *Gitana* departed Seattle in 2001 and spent years cruising the world, most notably with a trip through the Northwest Passage. The trip helped the owner earn the CCA Blue Water Medal at the New York Yacht Club, CCA Cruiser of the Year award, and a second OCC Barton Cup in England. With a major refit before her, *Gitana* has some work to do before being sold again.

She is a real yachtsman's yacht with that gorgeous schooner rig (both masts stepped through the deck to the

keel) and narrow, classically seaworthy shape. The hull is fiberglass, her power plant a single Yanmar inboard diesel (40 horsepower). The interior is generous but not overbearing, with tasteful woodwork throughout and tiling around the Sig Marine diesel heater.

Gitana is one of those sailboats that elicits doubletakes from sailors who know what they're seeing. She is listed with Elliott Bay Yacht Sales, reach out to them for more details.

Specs

LOA: 44' • Beam: 11' • Draft: 6' 3"

Displacement: N/A

Tankage (Fuel/Fresh):
93 gals./100 gals.

Local Broker:

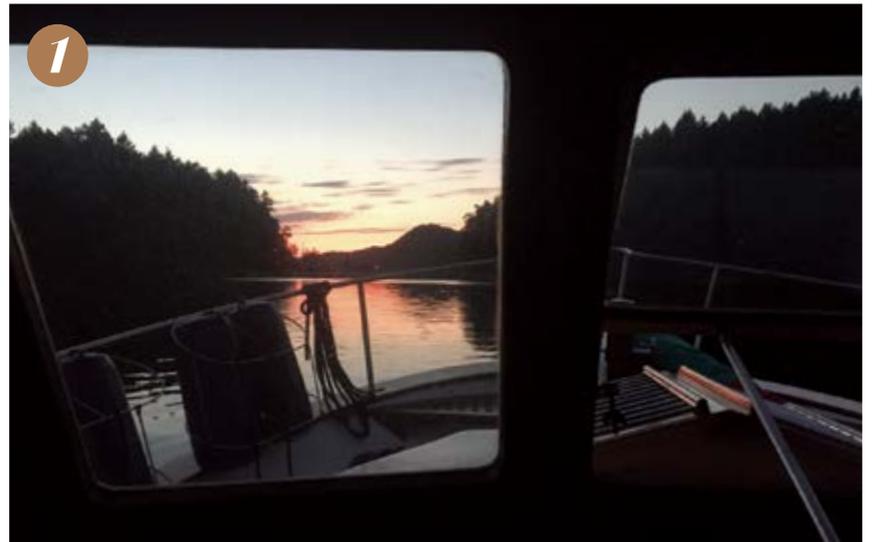
Elliott Bay Yacht Sales
(206) 285-9563

Web: elliottbayyachtsales.com

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

Out & About

1. **Living the NWY Lifestyle:** Veteran *Northwest Yachting* contributor Greg Van Belle doesn't just write about boats, he lives them! This shot was taken during a recent summer's cruise among the Gulf Islands on his CHB 34' trawler *Kokua*.
2. **The Last Round at Whidbey:** In anticipation of the move to Point Roberts in 2020, Whidbey Island Race Week (WIRW) welcomed the owners of Point Roberts Marina to this year's event to check things out. From left to right: WIRW Staffer Christine Russell, Point Roberts Marina owners Frank and Rachel Xufeng Li, and Sam Li and WIRW Sponsor Cori Whitaker shortly after the J/105 start. (Photo: Schelleen Rathkopf)
3. **Racing with the Sloop Tavern Crew:** The Sloop Tavern Yacht Club out in force on this idyllic August evening. (photo: Alex Kwanten)
4. **On the Job:** Kevin Klein—NWY columnist, avid angler, and yacht broker/sales manager—is on the job and at the helm of the all-new Lindell 38. Mark Fritzer, General Manager of Lindell Yachts, is left and Brian Krantz, owner of Inside Passage Yacht Sales, is right. Tough life on the water, gentlemen! Well done on the new build.
5. **Book Launch for NWY Contributor:** Frequent *Northwest Yachting* contributor, professional mariner, avid nautical history buff, and debut author Richard Walker launched his book *Point No Point*. The book covers the history of the place from pre-contact to development of the lighthouse station to present day. Congrats, Richard!
6. **Chillin' on Maiden:** *Maiden's* crew is all smiles shortly after leaving Vancouver Rowing Club on August 6 to begin Leg 6 of the Maiden Factor Around the World tour. From left to right: Jessica Karyn-Costa, Rigger Matilda (Tilly) Ajanko, Arielle Fraser, Debra McKenna, Janet Heloe-Clendenning, Tracy Edwards' 19-year old daughter Mackenna (Mack) Edwards-Mair, and Onboard Reporter, Amalia Infante. Photo: Schelleen Rathkopf.
7. **Crossfire in the Crossfire:** Behold, the Tom Rutten Memorial Race in all its glory! The *Northwest Yachting*-sponsored event was especially gorgeous and forest fire smoke-free this year. The bigger boat loaded with happy people is *Crossfire*. (Photo: Alex Kwanten)
8. **Proud Sponsors:** *Northwest Yachting* is a proud sponsor of the annual Tom Rutten Memorial Race, the last Downtown Sailing Series regatta of the year out of Elliott Bay Marina. "We are thrilled to continue the tradition of sponsorship with our partners at Elliott Bay Marina. They do great work!" said NWY owner/publisher Michelle Zeasman-Gibbon.
9. **Dance the Night Away:** The Tom Rutten Memorial Race doesn't end with the finish line. Post-race revelers had a great time both on and off the dance floor. (Photo: Alex Kwanten)
10. **A Tribute to Tom:** A parting view of the Tom Rutten Memorial Race, named after a former *Northwest Yachting* employee who passed away in 2008. (Photo: Alex Kwanten)
11. **Boating Bliss:** According to Judy Hansen of the Everett Yacht Club who submitted this photo, "Everett Yacht Club members spent two weeks together during July this summer in the Canadian Gulf Islands, mostly at anchor. This is in Todd Inlet with 14 boats rafted together. It took about 3 hours to accomplish, but we got it done and it held tight!"
12. **Fans Far and Wild:** *Northwest Yachting* beanie aficionado Liv Bly sent this selfie, taken by her flip phone, from work in interior Alaska. The job? Forestry surveying and firefighting with the Department of Natural Resources. "I'm about to fly to our plots on the Susitna River... wearing my flight suit n' *Northwest Yachting* hat. #BestLiv," she said.

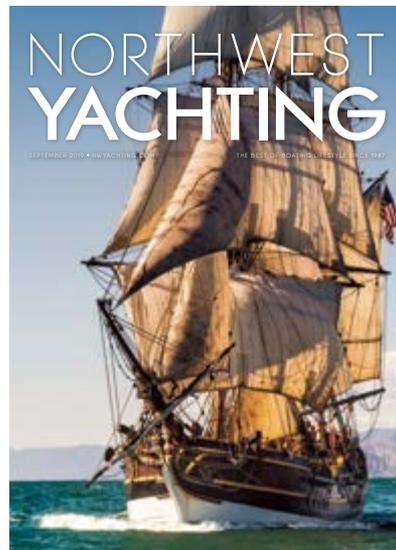




ADVERTISER INDEX

September 2019

AAA Yacht Finder	27	KAMGear	108
Alexander Marine USA.....	2, 3, 4, 5	La Conner Yacht Sales	97
American Tug	96	Lending Associates (Yacht Lend).....	28
Anacortes Marine Group	27	Marine Sanitation.....	99
Anacortes Yachts and Ships.....	78	Marine Servicenter.....	39
Aspen Power Catamarans.....	35	Mill Bay Marine.....	32
Banana Belt Boats	104	MonkeyFist Marine	47
Bellingham Yachts.....	12	North Cascade Bank	42
Bill DeVoe, Attorney at Law.....	90	NW Explorations	111
Boat Insurance Agency	48	NW Yachtnet.....	61
Boats Afloat	20	Pacific Marine Foundation.....	87, 98
Boyle and Associates.....	30	Pacific Yacht Management.....	22
Boynton Yachts.....	10	Pacific Yacht Systems.....	94
Bristol Marine Insurance	40	People's Bank.....	21
Bristol Yachts Northwest.....	96	Philbrook's Boatyard LTD	50, 98
Bullfrog Boats.....	40	Platypus Marine	28
Cardinal Yacht Sales	53	Port Gardner	97
Carter Volkswagen/Carter Subaru....	23	Port of Seattle.....	77
Certified Professional Yacht Brokers.	91	Prism Graphics	93
Chuck Hovey Yachts.....	17	Raptor Deck.....	78
Compass	13	Red Shield Insurance	98
Constructive Energy.....	51	Rozema	38
Crow's Nest Yachts	19	Sail Northwest	26
CSR Marine	98	Seattle Yachts	43
Dahlia Lounge.....	95	Seaview Boatyard	46
Denison Yacht Sales	110	Second Wave.....	48
EagleCraft	37	Signature Yachts.....	21
Elliott Bay Yacht Sales	25	Silver Seas Yachts	55
Emerald Pacific Yachts	11	Stan Miller Yachts	15
Fisheries Supply	45	Sterling & Associates	18
Flagship Maritime	87	Sure Marine Services Inc.....	91
Fournier Insurance	109	Swiftsure Yachts.....	23
Fraser Yachts WW.....	7	Trident Funding	34
Gateway Yachts	33	Twin Rivers Marine Insurance	32
Geico Insurance.....	58	United Yacht Sales	29
Hampton Yacht Group.....	6,112	Waterline Boats	47
Holmes Marine Specialties	99	Weems & Plath.....	24
Hot Stove Society	108	West Yachts.....	41
Hylebos Marina.....	40	Whidbey Island Race Week	49
Irwin Yacht Sales.....	8	Wolfe Marine	48



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