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2018 43' Azimut
MAGELLANO
Seattle

2018 55' Azimut
FLYBRIDGE
Newport Beach



2019 40' Carver
C COLLECTION
Seattle | Newport Beach



2019 52' Carver
C COLLECTION
Seattle



2020 44' Tiara
COUPE
Seattle



2020 49' Tiara
COUPE
Seattle

Regal Sales Event *Last Remaining Boats Sold At Invoice*

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Seattle



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SAV
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2019 33' Regal
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 MICHAEL VRBAS | 949.632.1414



2008 | 70' QUEENSHIP | \$1,150,000
 JERRY TODD | 206.963.6543



2003 | 70' JOHNSON | \$650,000
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1986 | 68' NORDLUND | \$659,000
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2004 | 61' OCEAN ALEXANDER | \$895,000
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1996 | 58' OFFSHORE | \$584,000
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1981 | 56' HATTERAS | \$299,500
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2007 | 54' OCEAN ALEXANDER | \$585,000
 JERRY WHEELER | 949.375.2323



2007 | 52' OCEAN ALEXANDER | \$569,000
 PAUL GROESBECK | 425.829.3551



1995 | 48' OCEAN ALEXANDER | \$249,000
 JERRY WHEELER | 949.375.2323



1950 | 47' MONK | \$249,000
 HENRY WOLD | 206.427.7167



2001 | 47' CABO | \$399,000
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2005 | 46' CARVER | \$329,000
 JERRY WHEELER | 949.375.2323



1978 | 45' CHB PUGET TRAWLER | \$125,000
 HENRY WOLD | 206.427.7167



2005 | 45' CRUISERS EXPRESS | \$265,000
 MICHAEL VRBAS | 949.632.1414



1998 | 43' MIKELSON | \$274,000
 MICHAEL VRBAS | 949.632.1414



2017 | 42' REGAL FLY | \$599,000
 JERRY TODD | 206.963.6543



1988 | 42' OCEAN ALEXANDER | \$129,500
 JERRY TODD | 206.963.6543



1999 | 40' TIARA EXPRESS | \$169,000
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2017 | 42' GALEON FLYBRIDGE | \$798,000



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Endurance



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65' HAMPTON 650 PH 2020
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62' HAMPTON 620 PH 2020
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87' ENDURANCE 870 LRC 2020
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75' ENDURANCE 750 LRC 2020
Displacement: 122,900 lbs | Beam: 18'10" | Cabins: 4 | Heads: 4



AVAILABLE NOW!

72' ENDURANCE 720 LRC 2019
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68' ENDURANCE 680 SKYLOUNGE LRC 2020
Displacement: 110,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 6



68' ENDURANCE 680 LRC 2020
Displacement: 105,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 5



SPRING DELIVERY

65' ENDURANCE 658 LRC 2020
Displacement: 102,500 lbs | Beam: 19'2" | Cabins: 4 | Heads: 4



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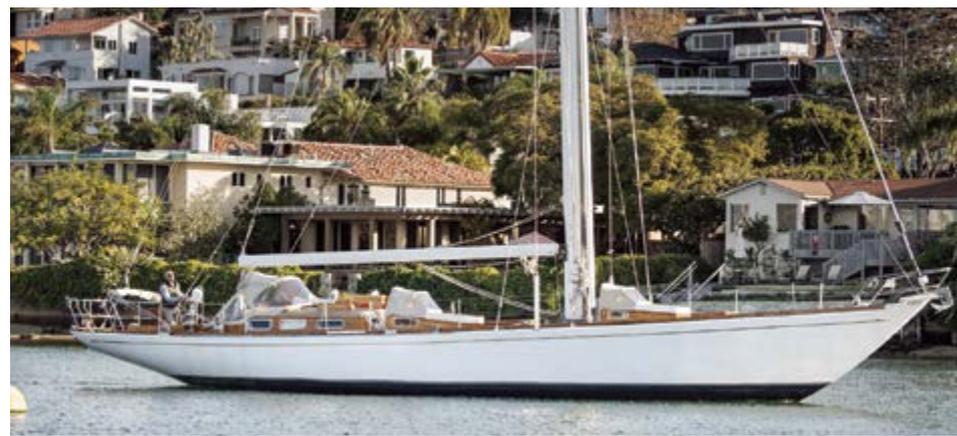


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FRASER



ANDREA CAY 36M > 120FT > ABD ALUMINUM > 2002 > 7,900,000 USD
JOAQUIN.GENRICH@FRASERYACHTS.COM +1 619-225-4800 SAN DIEGO
TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



CHALLENGE 19M > 64FT > SPARKMAN STEPHENS > 1963 > 425,000 USD
She is a stirring performer and is very pleasing in layout and decor below.
JOHN.GLADSTONE@FRASERYACHTS.COM +1 619 225 4800 SAN DIEGO



BEAUPORT 52M > 169FT > DAVIE & SONS > 1960/2008 > 1,995,000 USD
Constantly upgraded, comfortable and in very good condition. True expedition yacht.
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NEW CA
KOMOKWA 41M > 135FT > HORIZON YACHTS > 2010 > POA
New to the Market. A beautiful example of the Horizon Premier 135
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SEYCHELLE 34M > 111FT > NORTHCOAST > 1992 > 2,950,000 USD
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AFTERGLOW 38M > 126FT > CHRISTENSEN > 1992/2016 > POA USD
Strong pedigree, solid systems recently upgraded, good volume, four stateroom layout.
PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 4800 SAN DIEGO



SEA HAWK 26M > 85FT > AZIMUT > 2002/2012 > 1,095,000 USD
In 2013 new main engine long blocks were installed. Price reduced by \$105,000
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



PACIFIC PROVIDER 49M > 160FT > BLOUNT MARINE > 1978/2015 > 3,485,000 USD
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2008 | 48' Sea Ray 48 Sundancer | \$450,000
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2006 | 47' Grand Banks Europa | \$669,950
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2002 | 60' Ocean Alexander MK1 Classico | \$799,950
Available in Seattle (206) 632-2900



1986 | 60' Egg Harbor 60 Sportfisher | \$199,850
Available in Seattle (206) 632-2900



1986 | 54' Ocean Alexander Cockpit MY | \$229,950
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1979 | 53' Vic Franck 53 PH | \$249,850
Contact Seattle Office (206) 632-2900



2005 | 52' Sea Ray Sedan Bridge | \$489,950
Available in Seattle (206) 632-2900



1998 | 45' Sea Ray 450 Sundancer | \$160,000
Available in Seattle (206) 632-2900



2014 | 36' Pursuit 365i Sport Coupe | \$285,000
Available in Seattle (206) 632-2900



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909 N Tomahawk Island Dr | Ste 104 | Portland, OR 97217



NORTHWEST YACHTING

NOVEMBER 2019 ♦ VOL. 33, NO. 5 ♦ NWYACHTING.COM



Spirit of the Season

Northwest Yachting's Annual Holiday Gift Guide - Page 60

The holiday season is coming up and it's time to get a jump on gift buying for the boaters in our lives! Our annual guide traditionally appears in the December issue, but by then it's already the twilight hour of shopping. Read on for some ideas so you can get ahead and relax this year.



72

LADY SHIP LESSONS

Four strangers under the guidance of Captain Paulette Bergh take to the Salish Sea in an all-women boating educational experience.



76



THE TSAR'S LOST* YACHT

*WHEN THE LEGEND BECOMES FACT, PRINT THE LEGEND.

During WWII, a massive Russian yacht-turned-workboat sank near Portland, Oregon. Rumor quickly spread that it was the Tsar's yacht. Was it?



82

PORTS OF CALL

Guemes Island, Washington

Guemes Island, also known as Dog Island and the Gateway to Cypress Island, is a peaceful destination with rich history.



84

ASK THE EXPERTS

Pump-out Equipment

How does that pump-out station work, exactly? We turn to Alex Bleier of KEKO Pump & Equipment to learn more.

On the Cover

Lisa Ireton | 500px.com/lisamireton



Festive lights on the tallship A.R.C. *Gloria* shine bright in Vancouver, British Columbia. *Gloria*, a three-masted barque on tour, is the official flagship and a training ship of the Colombian Navy.

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2008 CRUISERS 520 EXPRESS



Twin Volvo 715HP Inboards, KVH satellite TV, generator, inverter, bow thruster, yacht controller, air conditioning/heat, full Ray Marine electronics package, fire suppression system, vacuflush heads, and much more!

Sale price \$429,000. Call Dave Boynton at 206-949-6866

2009 NAVIGATOR 5100



One owner fresh water boat, twin 500 HP Volvo diesels, bow and stern thrusters, generator, inverter, diesel heater, full electronics, cockpit control station, two heads with separate showers, three staterooms, bimini top, upgraded stereo and interior, nice console dinghy w/outboard and much more!

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2003 SEA RAY 340 SUNDANCER



Twin 8.1 Mercruisers with low hours, generator, full galley, Raymarine electronics, Vacuflush head, dinghy, full canvas, stereo, air conditioning/reverse cycle heating. Very clean boat!

Priced at \$99,000. Call Dave Boynton at 206-949-6866

2002 BAYLINER 3988



Rare 330 HP Cummins diesels, generator, Ice maker, full galley, two staterooms, two heads with showers, radar, GPS/Plotter, sounder, auto pilot, inverter, Vacuflush heads, solid surface countertops, fresh water boat since new, one owner!

Priced at \$149,000. Call Dave Boynton at 206-949-6866

2002 CARVER 57 PILOTHOUSE



Twin Volvo 500 HP, bow and stern thrusters, wireless yacht controller equipped, custom flybridge hardtop with enclosure, full galley, Raymarine electronics, air conditioning/reverse cycle heat, washer/dryer, satellite TV, generator, inverter, dinghy and much more!

Priced at \$419,000. Call Dave Boynton at 206-949-6866

2006 RINKER 320



Twin Volvo 5.0 ltr. with updated outdrives, generator, air conditioning/heating, ice maker, flexiteek cockpit, 2 queen-size berths, full head with shower, dinghy with davit and outboard, bimini top with full enclosure, lots of outside seating! Big swim platform.

Priced at \$75,000.
Call Dave Boynton at 206-949-6866

2003 SKORGENES 330 SONIC



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

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

2004 TIARA 36 SOVRAN



Twin Cummins 450 HP diesels, factory hardtop, Raymarine radar, Sitex autopilot, inverter, generator, dinghy and davit, new canvas, electronic controls, island master berth, anchor windlass with anchor kit.

Priced at \$199,000.
Call Dave Boynton at 206-949-6866

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.

Priced at \$189,000.
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NEW

HORIZON V69 2019



NEW

RIVIERA 395 SUV 2019



RIVIERA 6000 SY 2016 \$1,595,000



114' NORDLUND 2003 \$5,999,000



88' JACK SARIN CUSTOM 2006 \$1,995,000



85' AZIMUT 2005 \$1,645,000



82' HORIZON 2006 \$1,985,000



80' OFFSHORE 2007 \$2,675,000



54' WEST BAY 2005 \$674,950



60' WESTERN STAR 1987 \$395,000



57' CARVER VOYAGER 2004 \$469,000



53' SOUTHERN CROSS 1987 \$225,000



58' WEST BAY SONSHIP 2004 \$899,000



TWO AVAILABLE

52' TIARA EXPRESS 2001 \$495,000



50' RIVIERA EB 2014 \$1,125,000



TWO AVAILABLE

49' GRAND BANKS 1994 \$349,000



45' TIARA 2012 \$499,000



NEW

FEATURED

RIVIERA 5400 SPORT YACHT 2019

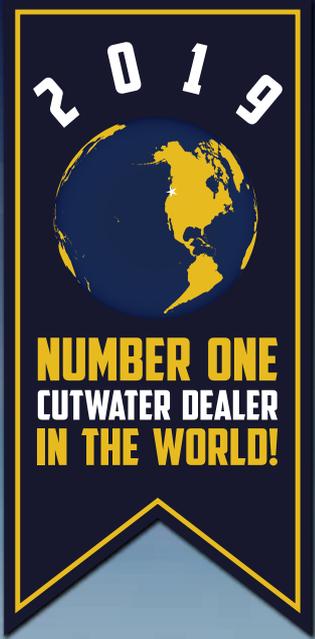


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Bellingham Yachts was recently recognized as the top 2019 Cutwater dealer in the world! Our sincere thanks to our wonderful customers along with our hard working BYS and Cutwater team for making this possible.



Top World Dealer - 2019
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Thankful for the Season



Norris Comer

Residents of the Pacific Northwest tend to regard this time of year with a dose of melancholy. "The Big Dark" has rolled into Cascadia as I write this, a series of six marine weather systems blamed for bringing about our classic wet fall pattern. The expression, The Big Dark, is also a term to describe the period between October and March when it feels like it's always gray around here, a phenomenon that drives the winter birds to their southern sanctuaries and compels residents to buy "happy" UV lamps to avoid Vitamin D deficiency.

To those bummed about these months, my counterpoint to the doom and gloom mindset is that every season brings something to be grateful for! With Thanksgiving upon us and the lineup of holidays approaching to bring in the new year, this is a time full of celebrations. For those in the marine industry, this is also showtime both locally with the Marine Pacific Expo, Seattle Boat Show (January), and Vancouver International Boat Show (February) and further afield with the likes of the Fort Lauderdale International Boat Show. The winds also tend to pick up, much to the joy of Round the County (RTC) racers. For this sea salty realm, this is not the time to slow down, but rather dial up.

Also, never forget that we live in a winterization optional zone. For flexible, dialed-in boaters with an eye for good weather windows who don't mind

putting on foulies, the same wonderful places are waiting, but with far more available slips at discounted shoulder-season prices. Go get 'em!

It is in the spirit of giving thanks that I'd like to remind everyone about the second iteration of our Northwest Marine Championship Awards series. We're accepting nominations for six different awards this year (listed below). Hardworking marine professionals are too often overlooked, so now's their time to shine! Please take a moment to reflect on the folks in your boating life who are a good fit and do them a solid by nominating them in an email to editorial@nwyachting.com. Nominations open until December 10.

Excellence in Industry Education

2018 Winner: *Tory Gerring, Core Plus initiative*

Exemplary Marina Manager

2018 Winner: *Kathy Garcia, Port Orchard and Bremerton marinas*

Most Energized Yacht Club

2018 Winner: *Des Moines Yacht Club*

Terrific Boatyard Professional

2018 Winner: *Nigel Barron, CSR Marine*

Outstanding New Yacht Brokerage

2018 Winner: *Rob Sanderson, Port Townsend Boat Company*

Outstanding Environmental Leadership

2018 Winner: *Aaron Barnett, Washington Sea Grant*

—From our helm to yours,
Norris Comer



Welcome, Karen!

Puget Sound area-based Karen Higginson joins our sales staff this month! A 30-year veteran of 48° North magazine who currently works at Signature Yacht Sales, Higginson is excited to work with marine industry clients both in the region and beyond. Interested in growing your marine business? Reach out to Karen via email at karen@nwyachting.com or phone at (206) 940-9818.

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!



Peter Marsh grew up in Greenwich, England, started dinghy sailing in 1963, and was on the docks in Plymouth in 1964 before the second Singlehanded Trans-Atlantic Race start. He has been fascinated by nautical design and performance ever since! He emigrated to the US in 1972 and in 1981 designed and built the small trailerable trimaran that he still sails. He continues to follow ocean racing in Europe, returning to France in 2012 to see the end of the Vendee Globe and again in 2013 to watch the start of the Mini Transat and Transat J.V. He lives in Astoria, Oregon, and also writes PR materials for boat builders and related businesses.



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\$40* per year (US) \$79* per year (Canada)
\$79* per year first class (US & Canada)
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General Inquiries: (206) 789-8116

Published monthly by SKT Publishers, Inc.

7342 15th Ave. NW, Seattle, WA 98117

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Special Photo Credits: Special thanks to Bisso Marine (Derrick Barge Cairo, p79), Richard Walker (Guemes Island, p82-83).

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CALL

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Sporty Coupe for Cruising & Fishing



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\$1,100,000

67' Bertram 670E 2005



\$139,000

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\$1,150,000

53' Riviera Flybridge 2012



\$1,695,000

53' Grand Banks Aleutian RP 2012



\$379,000

49' Hampton 490 Pilothouse 2000



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43' Mainship Aft Cabin 2005



\$379,000

43' Mainship Pilot 2007



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42' Grand Banks '69, '73 & '80



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Sea Ray 410 Sundancer 2012



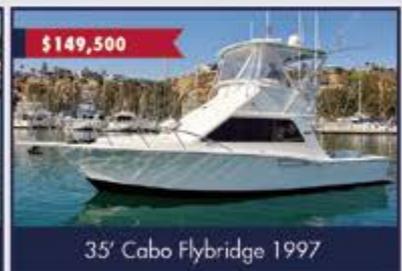
\$375,000

39' Krogen 39 2003



\$239,000

Grand Banks 38 Eastbay EX 1998



\$149,500

35' Cabo Flybridge 1997



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FLEMING 58



FLEMING 78

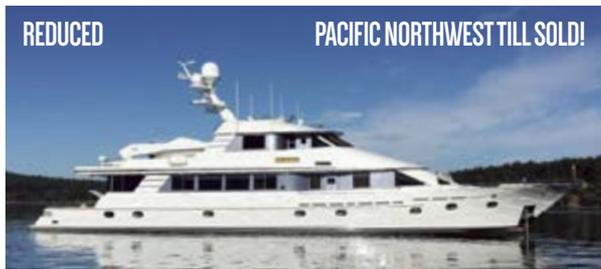


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OUR DOCKS

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OUR DOCKS



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OUR DOCKS - REDUCED



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1997 BENEteau OCEANIS 461 Three cabin layout,
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90' STEPHENS CUSTOM 1977
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80' BURGER 1959
Custom built steel motor yacht, major refurbishment & upgrades. Dan Wood, Seattle.



83' BURGER 1967
Once in a lifetime special vessel, kept in state of the art boathouse. Dan Wood, Seattle.



57' BAYLINER 2002
Last year of the series featuring Cummins QSM-11 diesels. Contact Dale Partna or Matt Partna.



70' HATTERAS EDMY 1977
NW vessel, custom up-galley, well-kept, reliable 12V71, full walk-arounds. Dan Wood, Seattle.



66' QUEENSHIP PILOTHOUSE 1996
Widebody w/ huge saloon, 3408 Cats, loaded with equipment, new enclosure. Dan Wood, Seattle.



67' VIKING SPORT CRUISER 2006
Many upgrades, fresh water moored, no expense spared in maintenance. Dan Wood, Seattle.



70' WESTPORT 1986
Extensive refits & upgrades each winter since 2005. Looks new! Major upgrades. Dan Wood, Seattle.



91' DELTA 1982
4 staterooms each w/ head & shower, Vic Frank design, sleeps 12-14 adults/kids. Dan Wood, Seattle.



50' SYMBOL PILOTHOUSE 2000
450hp Cummins, popular layout w/ amidships master w/ ensuite head. Dale Partna, Seattle.



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



49' MERIDIAN 490 PH 2004
320 total hours! Freshwater kept, super clean, 330 Cummins, tender. Dan Wood Seattle



52' MIDNIGHT LACE 2005
Twin CAT C-9, heat/ac, Webasto, watermaker, custom paint, TNT lift. Dan Wood, Seattle.



46' NAVIGATOR CLASSIC 1997
Just serviced for this season, ready to go, many upgrades, long range cruiser. Vic Parcels, Seattle.



62' NAVIGATOR PILOTHOUSE 2010
Last year of the wide body, 17' 4" beam, 3-stateroom layout, pristine. Dale Partna, Seattle.



61' NAVIGATOR PILOTHOUSE 2004
Volvo D-12s, generator, inverter, fresh water kept, just waxed. Dan Wood, Seattle.



48' OFFSHORE 1991
Well equipped, carefully maintained, versatile layout, comfortable accomm. Vic Parcels, Seattle.



42' TIARA 2006
Complete refit, 2018 electronics, teak decks, loaded. Vic Parcels, Seattle.



60' SEA RANGER PILOTHOUSE CPMY 1988
Spacious, inside helm, upper & lower galleys, new bottom paint, CAT 3208TAs. Dan Wood, Seattle.



31' BOSTON WHALER 315 CONQUEST 2017
Like-new, all options, joystick, 80 engine hrs w/ 2025 warranty, heat/ac. Vic Parcels, Seattle.



49' ALDEN FLYBRIDGE EXPRESS 2007
Perfectly sized, comfortable, nothing compromised, easy to handle, bow thruster. Dan Wood, Seattle.



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Nautical News



Community

Northwest Marine Champion Awards 2019: Nominations Open

By Norris Comer

Northwest Yachting is accepting nominations for the second annual Northwest Marine Champion Awards. This award series was started last year to give long-overdue recognition to hardworking (and hard boating) professionals in the Pacific Northwest marine industry who lead, create, and inspire.

Please take a moment and reflect on the deserving marine industry figures in your life. To nominate, make your case in an email to editorial@nwyachting.com. The process is open until Tuesday, December 10. There are six categories this year:

Excellence in Industry Education

2018 Winner: *Tory Gerring, Core Plus initiative*

This award recognizes the outstanding work of an educational organization or individual who champions the marine trades in the Pacific Northwest.

Exemplary Marina Manager

2018 Winner: *Kathy Garcia, ports of Port Orchard and Bremerton*

This award recognizes a marina manager who goes above and beyond the job to facilitate the best possible boating experience for his or her tenants.

Most Energized Yacht Club
2018 Winner:

Des Moines Yacht Club

Regardless of membership size, this yacht club strives to be the best boaters they can be and are always scheming the next grand day out on the water.

Terrific Boatyard Professional
2018 Winner:

Nigel Barron, CSR Marine

It is in the spirit of gratitude that we offer this recognition for a boatyard professional who demonstrates incredible knowledge, takes deadlines seriously, and has mastery of their craft.

Outstanding New Yacht Brokerage

2018 Winner: *Rob Sanderson of Port Townsend Boat Company*

This category recognizes a yacht brokerage that opened within the last two years for outstanding customer service and business practices.

Outstanding Environmental Leadership

2018 Winner: *Aaron Barnett of Washington Sea Grant*

This person or organization is recognized for outstanding efforts to protect our environment so future generations of boaters can enjoy our watery paradise.



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1987 70' Custom Aluminum Sport Fish
US built, Twin 3412 Cat Diesels. Rare Find! **\$249,000**



1983 52' Hatteras Sport Fisher
Twin 750hp diesels, Fast Tuna/Halibut boat! **\$189,000**



1988 42 Ocean Alexander CPMY
Clean aft cabin OA ready for new owner. **\$135,000**



2008 32' Nordic Tugs PH
B&S Thrusters, Solar, RIB, Loaded! **\$219,000**

2002 53' PRIMA



FEATURED YACHT

Pristine condition, Well maintained

\$429,000



1970 Grand Banks 50' Flushdeck
Aggressively priced for quick sale **\$129,000**



2017 Tiara 39 Coupe
Only 85hrs of use, Loaded! **\$569,000**



1985 Grand Banks 49 Classic
Impeccably maintained, High end electronics **\$249,900**



2018 39' Jeanneau NC11
Joystick control, 45hrs on twin diesel, Like NEW! **\$349,900**



1998 Monte Fino 70
Celebrity owner history, Lots of updates, WOW! **\$749,000**



54' Seaforth Tradition Expedition PH
Loaded and well cared for LRC Trawler **\$995,000**



Two 1987 Bayliner 45 Pilotheuses
Hard to find and priced right! Starting at **\$110,000**



1990 36' Grand Banks Classic
Clean and well equipped **\$145,500**



2009 & 2011 Ranger Tugs R29s
Thrusters, AC/Heat, Loaded! Starting at **\$135,900**



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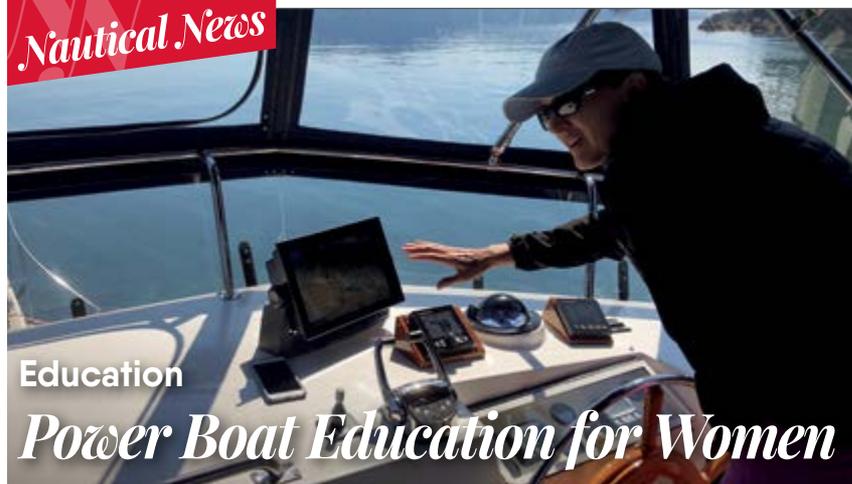


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Nautical News



Education

Power Boat Education for Women

By Seanna Browder

To complement my feature about my all-women's motoryacht education experience, *Lady Ship Lessons* (page 72), I decided to do some additional research to see what other all-women boating education opportunities exist in the Puget Sound area. NW Explorations did a great job with my experience, but they aren't the only show in town! There are a few opportunities to learn on the water with an all-female crew throughout the Salish Sea for those seeking that experience.

Additionally, most charters will offer training if there is a request for a "just girls" expedition. Other

opportunities include the Seattle Boat Show, which often offers a one-day Women's University to learn about boating, and the Vancouver International Boat Show's Women's Day for boating education. Generally, the sailing world has a generous amount of experiences for just women, with the powerboating arena being more limited.

Listed below are a few companies that offer powerboat training for both women only and mixed crews. As always, this is not a complete list but rather a tool to get you started. We encourage you to learn and have fun!

Anacortes Yacht Charters

anacortesyachtcharters.com / Phone: (800) 233-3004

AYC offers charters and training for powerboats. They can arrange an exclusive training cruise for women if there is enough demand, but do not guarantee a female instructor. "Female instructors are in demand and short supply," says Christine Chinchin, charter manager and president of the Pacific Northwest Charter Association. "We would love to get more women, more people, engaged," Chinchin says. "Once they get involved, they find boating so much more enjoyable." She adds that the most popular event at the owner's rendezvous is a women's docking course.

NW Explorations

nwexplorations.com / Phone: (800) 826-1430

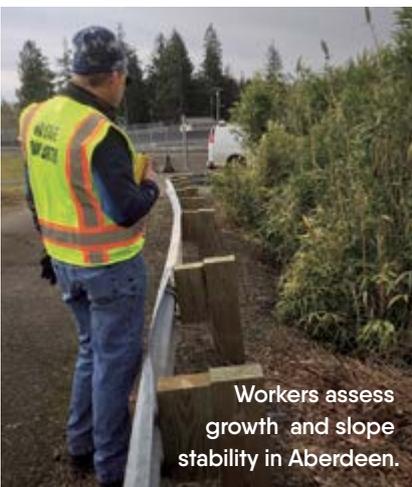
This company is showcased in our feature on page 72. They also offer charters as well as training. The all-women trainings bookended the summer, one is held during Memorial Day weekend and the other over Labor Day Weekend. Once you are trained, the possibility of chartering and joining a Mother Goose flotilla up to Alaska can become reality. A Mother Goose trip is very tempting as it allows you to be captain of your own boat but have the help and support of other boaters and a trained captain who leads the flotilla.

Shearwater University

shearwateruniversity.com / Phone: (425) 772-1344

Shearwater University in Anacortes, Washington, is owned by Phyllis Woolwine, an experienced mariner and instructor. She takes a slightly different tack in her business—students bring their own boat or charter one, then she comes aboard to train the crew. "I do all-women training on an as-needed basis," she says, noting that the exclusively women trainings are usually when a woman invites a few friends and they have a girls' weekend on the water. "The reasons why more women don't have boating skills are mostly cultural," Woolwine says. "Women have been told too long that 'you can't, you shouldn't.' It's time to change that. We need more women in boating leadership."





Workers assess growth and slope stability in Aberdeen.

Environment

Federal Grants for WA Dams

By Evin Moore

The Department of Ecology in early October received \$153,000 in federal grants for projects on two dams in need of repair. How this funding fits into the greater hot-button conversation about removing dams to benefit the struggling salmon returns is unknown.

The grants are part of a new federal program administered by the Federal Emergency Management Agency (FEMA), who will be providing \$10 million for dam repair, pre-planning, and data collection. The grants will be split evenly between the cities of Aberdeen and Newcastle. Improvements will be made to slope stability issues at Aberdeen's Fairview Reservoir #1 and Newcastle's Railroad Embankment Dam will be stabilized and removed.

Both cities will consult engineers next year to collect data and develop solutions to residual problems. One of the terms of the grant was that dam owners must be able to provide a 35% match of the funds made available from the grant.

"Through our inspection program, we identified both of these projects as being in poor condition and needing engineer assessments and repairs," said Joe Witczak, Ecology's Dam Safety Office manager. "This is the first year this grant funding was available and we intend to apply again next year in support of other high hazard dams in need of repair."



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Amagansett
2009 Sabre 426
\$298,000

The Sabre 426 **Amagansett** offers great sailing qualities, comfort and style in a high-quality package. The Jim Taylor design accelerates well in lighter breezes, tracks well and curves easily through maneuvers. **Amagansett** has new North Sails, including an NPL Tour Xi Cruise 130% genoa and a mainsail on a Tides Marine track. An electric main halyard winch makes hoisting the main easy. Below decks **Amagansett** reflects Sabre's classic approach. A cherry interior conveys elegance and comfort, balancing storage with an open feel. This layout lends itself nicely to a two-couple crew. There is a single head, leaving ample space for a full-sized navigation station, a roomy galley and a separate shower stall. **Amagansett** was on the East Coast in the early years, spending winters in a heated indoor facility. Since coming to the Northwest in 2016, **Amagansett** has been upgraded with a bow thruster, new canvas and new instruments. There is Espar hydronic heat and a 3-bladed Maxprop. **Amagansett** has been lightly used, as evidenced by only 673 engine hours. She is in excellent condition and would be a highlight on any dock.

— KURT HOEHNE



Outbound 46 • 2006 • \$399,000



Garcia Exploration 45 • 2015 • \$625,000



Hylas 54 • 2003 • \$495,000



Able Apogee 51 • 2000 • \$449,000



Chris White Atlantic 47 • 2013 • \$695,000



Leopard 42 • 2004 • \$299,000



Hanse 400 • 2007 • \$142,500



Eastbay HX 38 • 2000 • \$209,000



Elling E4 49 • 2014 • \$550,000

67 Waterline	1997	\$885,000	42 Cabo Rico PH	2003	\$349,000
64 Frers	1978	\$377,000	40 Jeanneau 40	1999	\$125,000
59 Outremer 5X	2012	€1,190,000	40 Mainship	2009	\$225,000
53 Simonis	2001	\$549,000	39 Hallberg-Rassy	2000	INQUIRE
50 Baltic	1999	\$475,000	36 Stanley (Lobster Boat)	1967	\$45,000
50 Lavranos	1990	\$169,900	36 Covey Island	1997	\$189,000
48 Waterline	1997	\$375,000	35 Hallberg-Rassy 352	1989	\$99,000
48 C&C Custom	1973	\$227,458	34 Red Wing	2008	\$89,000
48 Chris White Atlantic	2010	\$565,000	34 Hallberg-Rassy 342	2008	\$162,000
45 Jeanneau 45.2	2002	\$199,000	33 Alerion Express	2010	\$209,000
44 Tanton	1983	\$139,000	33 J/100	2007	\$69,500
44 Nauticat	1983	\$164,000	27 Pacific Seacraft Orion	1979	\$29,000
43 Shannon	1988	\$189,000	25 Lyman	1964	\$20,000
43 Hans Christian (Chris)	1986	\$89,000	25 Herreschoff	2005	\$89,000
42 Island Packet 420	2000	\$249,000	25 Ranger Tug	2012	\$95,000

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Nautical Nook
Grizzlies, Gales, and Giant Salmon by Pat Ardley

By Greg Van Belle

When I was 13, my dad took me on a fishing trip to Rivers Inlet in British Columbia. I am certain that the fog of time has altered my memory of the experience—no doubt I complained and was cold and didn't like getting up early to get in a small aluminum boat to go fishing—but today I keep it as one of the

favorite experiences of my childhood. I wasn't even interested in salmon fishing back then and didn't understand how lucky I was to get to go on such a trip. But with salmon runs drying up and the future of recreational fishing in question, I look back on that trip with nothing but fond memories.

It is because of those memories that I was so happy to see Pat Ardley's *Grizzlies, Gales, and Giant Salmon: Life at a Rivers Inlet Fishing Lodge* hit my desk. I couldn't wait to read about a place that lived in a fuzzy corner of my memory.

Ardley's book is stuffed full of memories, recalled with such detail that they are surely lifted from her own journals. We are regaled with stories of her life as a lighthouse keeper in remote British Columbia, where waiting for the rare visitor was often the main pastime. She moves on quickly to how she and her husband, George Ardley, came to work at and eventually take over the operations of a fishing lodge in Rivers Inlet.

Each individual memory in the book is an interesting snippet of an incredibly unique life, and I enjoyed reading each of them. It would be dishonest of me to say that this book is particularly well-written, however. If you are looking for a literary page turner with nuance and metaphor, this is not your book. It is presented linearly and without pretense. The level of detail she manages to fit on the page is astounding, but the story is somewhat lost because of it.

I don't often review books that I can't heap praise upon, but I realize that is a short-sighted

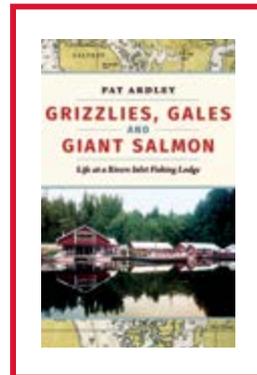
Pat "Don't-Mess-with-Me" Ardley ran a remote fishing lodge for 27 years alongside her late husband George "Hurricane" Ardley. After he passed away, she took on the tough task of continuing to operate the lodge solo. *Grizzlies, Gales, and Giant Salmon* recounts her various adventures before and during her lodge years, from being a lighthouse keeper to scaring off said grizzlies.

point of view. This book is intensely enjoyable for anyone who has cruised the Inside Passage or even flipped through their guide books and dreamed of dropping a hook in a place like Rivers Inlet. It is perfect for anyone who has been to Rivers

Inlet as well. I read it while cruising the Gulf Islands with friends, and my copy of the book got passed around from boat to boat. Everyone liked the book and had their own favorite story to recall when we rafted up the next night. That is the sign of a good book, even

if the book isn't "great."

Grizzlies, Gales, and Giant Salmon is a good read. It inspired me to book a trip for my son and myself for next summer to fish for some giant salmon of our own. This isn't a challenging book, but it sure did make for a nice evening's reading while swinging on the hook. It is a very nice addition to the bookshelf onboard.



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Culture

The Salty Origins of Our Lingo

By Seanna Browder

To be taken seriously on a boat, you should know some of the vernacular. Interestingly, so much of our language stems from nautical terms that I have fun trying to determine the origin of some common salty phrases.

Below are examples of nautical talk that came up during a recent motoryacht training cruise. I researched the phrases using the internet and the book *Salty Dog Talk* by Bill Beavis and Richard McCloskey. Maybe you can impress your friends with these phrases, win bar bets with your knowledge, and be welcomed aboard with your salty talk.

A Cup of Joe: This nickname for coffee came about in 1913 due to Josephus Daniels, then Secretary of the United States Navy.

He eliminated the officer's wine mess and the strongest beverage aboard was a cup of coffee, hence it became known as "a cup of Joe."

Anchors Aweigh: The nautical definition of the word weigh means to raise, heave, or hoist. Anchors aweigh means simply to lift the anchor from the bottom of the ocean floor. We use it on land as an expression of lifting burdens and troubles and moving on.

Between the Devil and the Deep Blue Sea: The devil is the name of the outside seam between two planks near the scupper (the hole that lets out water on deck). The seam was probably called devil because it was hard to create as it was the longest seam on the ship. If it was

stormy and a sailor was thrown, he probably did end up between the devil and the deep blue sea. Not a good place to be!

Batten Down the Hatches: The hatches are openings in the deck, which were covered with tarps in bad weather. The tarps were held down with wooden strips known as battens. On land, it means be prepared for some rough times.

The Bitter End: The end of a working line, it originally came from the innermost end of an anchor line that was secured to large pillars of oak on the deck. These pillars were called "bitts."

Clear the Decks: The order to clear the decks of loose gear and unnecessary equipment to prepare for battle. Now it means

wipe your agenda clean and be prepared for something else!

Doldrums: The band of calm water around the equator with no trade winds. Sailors would idle for days with nothing to do. Now, it means stagnation or depression.

Even Keel: When a ship's keel is perfectly horizontal and balanced. A state of mind that's calm and peaceful.

Fathom: It's a measurement of six feet because that's the average span of a man's arms and was used to measure ropes. Ropes often would be dropped down into the water with a weight to determine the depth. Now, it means to understand or get to the bottom of things.

Out of the Blue: When the weather changes from a clear sky to a squall is the original meaning. On land, it means something happens unexpectedly.

Three Sheets To the Wind: Using three sails to tack in wind on a sailboat would create a pattern that resembled a drunken walk. Hence, today three sheets to the wind means you are, well, appreciably intoxicated.

The crew of the British merchant ship *Roxburgh Castle* (painted here in 1853) would know a great deal about battens and bitter ends, but not in the way we think about them on land.

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Rum Runnin': Dark 'N' Stormy

By Bridget Charters

As discussed last month, rum is the beverage long associated with sailing and sailors. Rum is the byproduct of sugar production and the result of the distillation of the molasses left to ferment in the hot Caribbean sun, the West Indies specifically. Sometime in the mid- to late 1600s some brave soul thought to distill the remaining brown molasses, thus creating kill-devil or rumbullion, later known as rum.

Rum was easy to store and quickly became the beverage of choice for sailors and pirates. Rum ranges from a heavy, dark color from aging to golden, light, or almost clear color. The darker aged rums come from historic islands in the Caribbean such as Barbados, Jamaica, or Dominica. The lighter rums became popular when Bacardi was forced from Cuba during the takeover by Castro and moved to Puerto Rico.

Bermuda was known to ferment ginger beer that was topped with a splash of dark rum, which created a stormy look for the drink. The Dark 'N' Stormy is one of the drinks we associate with sailing and regattas. Do treat yourself to a Dark 'N' Stormy in homage to our typical Pacific Northwest winter!

Dark 'N' Stormy

- 2 ounces of Goslings Black Seal Rum
- 4-6 ounces ginger beer (for a local twist, use the delicious Rachel's Ginger Beer)
- 1 big, thick wedge of lime

Directions: I prefer a large pint glass, fill with ice. Top the ice with the ginger beer, and then top with the shot of rum. Do not stir or you will damage the stormy look of the drink! Set a big wedge of lime on the side. Serve immediately.



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Pacific Marine Expo Arrives

By Norris Comer

The lauded annual Pacific Marine Expo returns this month, November 21 to 23, to Century-Link Stadium of Seattle. Considered the largest commercial marine trade show on the West Coast, the Expo is major on both industry and cultural levels for mariners of the Pacific Ocean from Alaska to California. A trade show first and a day out

for casual looky-loos last, the event is a must for those in the business and an opportunity to learn a thing or two for seafood aficionados, those who love the marine trades, oceanography junkies, or simply the curious who want a taste of a lifestyle often hidden in plain sight.

On the industry side, over 500 exhibitors gather from the top of

the alphabet (ABB Inc, an engine component company) to ZF Marine (a control systems company). In between are boatbuilders, machinery manufacturers, trades education organizations, seafood titans, environmental nonprofits, and more, more, more. Beyond the many exhibitors is the event lineup in Alaska Hall that serves as a stage for seminars ranging

from the economic development of the Port of Seattle to Seaweed Farming 101 (both on the docket this year).

But the Expo is more than a platform for business and industry education. It's also host to cultural events like the always spirited Fisherman of the Year Contest. Mariners of all stripes compete in three heats of rope splicing, net mending, and blindfold knot tying competitions before the final round—a timed survival suit challenge. Sea salts and ocean scientists alike gather in the Beer Garden, often during happy hour that includes a free round. The Fisher Poets, a loosely connected network of working mariners embracing their passions for the written and spoken word, are also scheduled for an appearance.

There really is nothing quite like the Pacific Marine Expo. It will be running November 21 to 23 (Thursday through Sunday) this year at the CenturyLink Stadium in downtown Seattle. The expo is open 1000 to 1700 hours on November 21 and 22, and 1000 hours to 1400 hours on November 23. You can get more information, and a free admission ticket by registering online at pacificmarineexpo.com. Admission is \$30 at the door. *BN*



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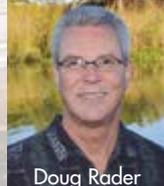

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Business Notes



By Randy Woods

During last month's International Boatbuilders' Exhibition and Conference (IBEX) in Tampa, Florida, the National Marine Manufacturers Association (NMMA) honored 16 new products as winners of the 2019 IBEX Innovations Awards.

Divided among 15 categories, the products (including two chosen as dual winners in one category) were chosen by eight judges from Boating Writers International from a total of more than 100 entries that were submitted by marine trade companies, making the 2019 awards the largest such program to date.

The Innovation Awards program, which has been held at IBEX since 2003, has become one of the marine industry's highest honors, said IBEX Show Director Anne Dunbar. "The gorgeous crystal awards are displayed proudly by hundreds of marine manufacturers that we have recognized over the years for bringing new, innovative products to market," she added.

Here is a list of this year's IBEX winners, arranged alphabetically, by category:

Boat Care and Maintenance: **AWLGRIP North America, HDT**

Boatbuilding Methods & Materials: **Teakdecking Systems, LIGNIA Yacht Teak Alternative**

Boatyard and Marina Hardware and Software: **Cojali USA Inc, Jaltest Marine**

Covering: **STREX Fasteners LLC, STREX Fasteners**

Deck Equipment and Hardware: **LilliPad Marine, Revo Boarding Ladder**

Electrical Systems: **Triskel Marine Ltd., Integrel Advanced Generator Replacement Technology**

Entertainment: **Roswell Marine, R1 Pro Tower Speakers**

Furnishings and Interior Parts: **Teak Isle Manufacturing, Pontoon Folding Table with Tray**

Inboard Engines: **Volvo Penta, Next-Gen D4/D6 Marine Propulsion Systems**

Lighting: **Quality Mark Inc., H2O Light Saver**

Mechanical Systems (Dual Winners):

- **Dometic Corp., Turbo Global Air-Conditioning Unit**
- **Mate USA, UP8-RE Reversible Electronic Pump**

OEM Electronics: **Dometic Corp., E-Actuator**

Outboard Engines: **Evinrude, E-TEC**

Propulsion Parts, Propellers: **Propellers, PowerTech! Propellers, Propeller Scanalyzer**

Safety Equipment: **Vesper Marine, Cortex**

Telesafe LLC also earned an IBEX Honorable Mention award for its Engine Inhibitor Unit.

During the October 1 awards breakfast event, Frank Hugelmeyer addressed the more than 700 attendees on his first day as NMMA president, describing his boating background and outlining key areas of focus he wants to address for the recreational boating industry.

Afterward, Dr. Sam Potolicchio, an educator and motivational speaker, gave a keynote address about trade dynamics and the free movement of talent, which he said will be key geopolitical trends that likely will impact the marine trade industry on a global scale. **BN**

Bellingham Yacht Sales named Cutwater Dealer of the Year

By Norris Comer

Bellingham Yacht Sales celebrates their third consecutive Cutwater Dealer of the Year Award win announced at the Boats Afloat Show in September. The local yacht brokerage also won Cutwater's Rendezvous of



The Bellingham Yacht Sales team posing with their Cutwater Dealer of the Year awards.

the Year Award, an accomplishment that no doubt fed into their Dealer of the Year victory. The cherry on top for this year is that, while in 2017 and 2018 they were technically best dealer in the USA awards, this year's award is international in scope.

"Receiving this award for a third year in a row is a major accomplishment and it could not happen without every one of you and the support and dedication that you offer," Dean Ouilette, Vice President of Bellingham Yachts, addressed staff. "So, we have a lot to be grateful for including our awesome customers who put their faith and trust in our company!"

Bellingham Yacht Sales has been in the business for 35 years and has locations both in Bellingham and Everett. You can learn more about them at bellinghamyachts.com. Cutwater Boats is a division of Fluid Motion, LLC, also the manufacturer of Ranger Tugs. Both boat divisions are built locally in Monroe, Washington.



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Mill Bay Marine Group Upgrades Marinas in B.C. Ports

By Randy Woods

Citing a growing need for power upgrades and moorage space in the popular Gulf Islands region of coastal British Columbia, Canada's Mill Bay Marine Group has recently completed improvements to their marinas in Sidney and on Pender Island.

In the first phase of improvements, Pender Island's Port Browning Marina Resort has installed a series of concrete wave attenuators to ensure year-round protection within the marina and also replaced the main docks, including new, stable walking platforms for visitors.

Other improvements at Port Browning include a new on-dock

fire protection system, enhanced WiFi capability, and an upgrade to the power grid, providing each slip with a minimum of 30 amps and some with as much as 50 amps.

The second phase of the development plan will increase dock space and create additional moorage. Mill Bay also said there are future plans to build a fuel dock.

In addition to the dock enhancements, space has been added to the Port Browning Marina Pub and Bridgemans Bistro to make room for the Kraken Theatre, offering weekly movies out of the bistro.

"We have been operating the bistro space as an à la carte bistro service as well as a private group booking space that caters to local groups, wedding guests, and large moorage groups," said Duane Shaw, president of the Mill Bay Marine Group.

Meanwhile, at the Port Sidney Marina on Vancouver Island, Mill Bay has been making upgrades ever since the marina was purchased by the company in June 2016.

"There were many things that were operating OK, but not to the standard we wanted," Shaw said. "We have worked on most aspects of the infrastructure,

Port Sidney Marina on Vancouver Island has received significant upgrades since 2016.

including improvements to the water, power and WiFi systems."

Some of the other improvements include replacement of most of the washers and dryers, the installation of new computer systems, barbecues, and safety lighting, and the addition of a golf cart to help transport guests, he added.

By

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Worth Avenue Yachts Continues Growth, adds Hauck in Seattle

By Randy Woods

In the five months since Florida-based Worth Avenue Yachts brokerage opened its Seattle office, it has acquired eight new listings, introduced a West Coast Charter department, and, most recently, added marine industry veteran Scott Hauck to its team.

With more than 20 years of experience in the industry, Hauck joined Worth Avenue in October and has extensive knowledge of the yacht brokering business, a knack for building client relationships, and a personal passion for deep-sea fishing in the Pacific Northwest, according to the company.



Scott Hauck

During this period, Worth Avenue has also sold three listings: a 54-foot Ocean Alexander, a 65-foot Pacific Mariner, and a 36-foot Tiara. The new West Coast Charter department, introduced

in September during the Seattle Boats Afloat show, is led by charter yacht broker Lori Eastes, who joined the team in August.

“Looking around at the competitive landscape in Seattle, we are the only brokerage house to offer the services of a fully dedicated charter department,” said Ray Prokorym, managing partner of Worth Avenue Yachts Seattle. *BY*

brokers are the only brokerage house to offer the services of a fully dedicated charter department,” said Ray Prokorym, managing partner of Worth Avenue Yachts Seattle. *BY*



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We at *Northwest Yachting* love hearing from our readers both in print and online. 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.

Let's help Kerry! - An Update

Good news from Joe Williams, the organizer of *Let's Help Kerry!*, an online campaign dedicated to supporting local North Sails sailmaker Kerry Sherwin.

Sherwin was injured in a hit and run in July and there was concern that his medical bills combined with an unknown amount of time out of work would be too much to bear financially. The community has since rallied and raised \$29,220 to help him get back on his feet. Boaters help boaters. Period.

Here is the latest news. Welcome back, Kerry!

Great news to pass on. Kerry is out of his braces and is back at work at North Sails Seattle fulltime. His neck and back are still stiff and he's moving carefully, which I'm sure is frustrating for him but a part of the recovery process.

He's hoping to get out on the water for Round The County in November and I'm sure he's itching to get out on a 6m as soon as he can.

Our sailing community is pretty amazing—we pulled together and made a difference, giving Kerry a chance to focus on recovery. Thank you everyone for your support and generosity.

We're going to wind down this GoFundMe campaign in a couple of weeks. Kerry is on a great path and the campaign has served its purpose well.

Thanks all!

—Joe Williams, organizer of Let's help Kerry!



Kerry Sherwin doing what he loves.

Rambling Rawsons: Where are the Molds?!

Hello,

I'm looking for info on the whereabouts of the Rawson molds. I'm mostly interested in the commercial hulls. I saw your name on the Rawson [Rendezvous] Round Up [feature]. I met his daughter a decade or so back at the bar in La Conner. Do you have any idea where I could get some leads?

Thanks,

—Travis

NWY: Thanks for your inquiry. We at HQ wish we had the information you seek, but perhaps one of our readers knows? If you're reading this magazine right now and know where those Rawson molds ended up, feel free to send us the info at editorial@nwyachting.com. Travis wants to know!



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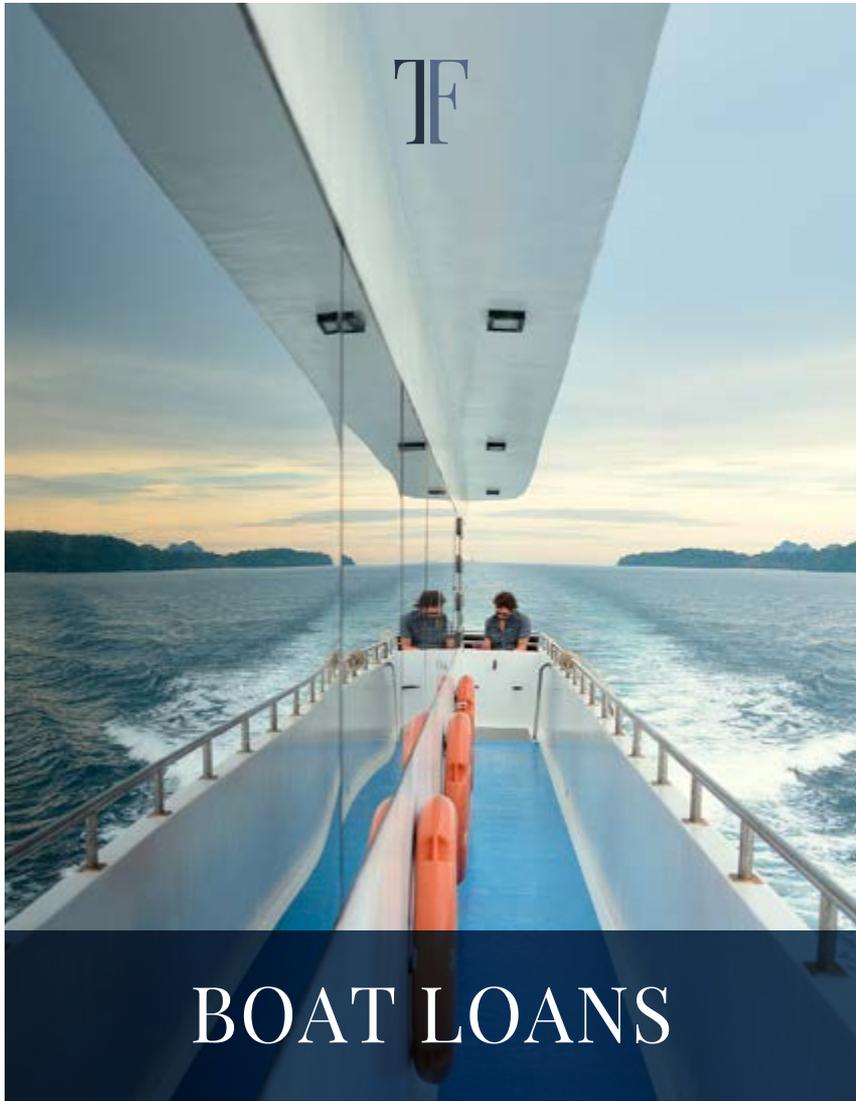


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Letters

We at *Northwest Yachting* love hearing from our readers. Below are correspondences we've recently received.

Ballard Lock Stories, Anyone?

Dear Norris,

We all have probably heard some of the famous Hiram Chittenden Locks stories. A classic I remember is the six guys leaving Meydenbauer Bay on a stag cruise. The wives go to breakfast. "Let's go surprise them in the Locks!" they [the wives] think, only to behold six new [female] crew aboard. Two file for divorce ASAP.

I also saw a lost float plane because of fog on the Sound locking through. Once there was even a milk carton flotilla passing through. The decision was "Never again!" with boats breaking up when the locks opened to leave.

Returning from my summer vacation recently and locking through by myself, I saw the amazing feat of lassoing my windless cathead to help secure the lines by [attendant] Jason Bartleson. Wow! He said sometimes when no boats are going through, they lasso bollards across the small locks. Thank you, Army Corps and Lock Masters for all your help over the years!

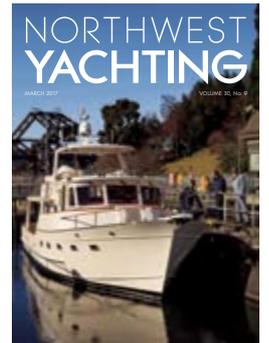
Anybody else with Lock stories?

—Dan Barr, Sailboats Northwest, Inc.

NC: Great stories, Dan!

I remember locking through when I was a commercial albacore fisherman, bound to tuck away our vessel (the unfortunately named Anchor) in Fisherman's Terminal for the season. Well, I guess the rest of the fleet had the same schedule, and at least 50 vessels were trying to get through at the same time. At 0200 hours in the morning. Needless to say, the entire colorful vocabulary of sea salty curses echoed throughout the Locks as these monster trucks of the sea clown-carred their way through. Never in my life did I have to adjust fenders so frantically.

Anybody else have Ballard Locks stories to share? Send 'em on over to editorial@nwyachting.com.



Longship Love

The October 2019 feature Longshot for Longship about the re-opening of the Longship Marine consignment and supply store in Poulsbo, Washington, triggered a wave of support on our Facebook page. Below are a few select comments. Isn't our community awesome?! Join the conversation online at our Facebook page: [Facebook.com/NorthwestYachting](https://www.facebook.com/NorthwestYachting).



Everyone needs access to boat parts new and used.
—Robert Kerr

Best place to buy everything you need and don't need. Some of the best people I've ever met. Thank you Aaron and Nico for your help and what you do for the boating community.
—Dennis Thompson

They've got style and smarts and over the years got me fixed up with lots [of] boating parts.
—Eric Beauchamp

A great article. Longship Marine has a bright future. Congratulations!
—Kimberlee Eckford-Shakeri



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44' Tiara Coupe

Hailing from Holland, Michigan, is Tiara Yachts, a division of S2 Yachts (yes, they made sailboats back in the day). The new 44' Tiara Coupe joins her larger sistership, the 49' Tiara Coupe, in Seattle as a mid-sized, purebred, modern luxury yacht for those wanting to take in the view of the Emerald City as it's meant to be seen — by the water in the sexiest boat you can get.

The 44' Tiara Coupe, at a glance, is one sleek ride with relatively narrow beam and elongated, arrow-like look accentuated with that swept back cabin and extra-long swim platform. The almost completely glass cabin and some windows in the hull play into the modern look, the portholes of the past downright cave-like by comparison.

Another 21st century touch is the massive padded sunlounge on the foredeck. Overall, the look is somewhat like a Maine-built Sabre, and certainly hypermodern like the Riviera line. The yacht is laid up with a solid fiberglass bottom and balsa coring on the deck and hullsides.

With the many seating options in the partially covered cockpit, aft-facing seating integrated into the transom, and gorgeous interior, this is a cocktail yacht through and through. An optional BBQ can be integrated into the transom, a good location in the middle of all that aft entertainment space.

The retractable sunroof, racecar-styling of the helm station, and twin Volvo IPS 600 inboard diesels give this planning hulled Tiara a sports-car-of-the-sea feeling. There's also joystick steering when needed. The engine access is great, thanks to the garage-style entrance to the engine roof in the stern.

As far as accommodations go, one travels forward and down to find the large V-berth with island style bed (naturally) and the two berths of the second stateroom. The two heads are also down there. If a yacht has two staterooms, does it need two heads? On a luxury yacht like the 44' Tiara Coupe, of course!

The salon is a no-expenses-spared work of art with the galley against the starboard

and L-shaped seating around a table to the port. Large glass sliding doors separate the interior from the cockpit.

The new 44' Tiara Coupe looks like she's feeling right at home here in Seattle. Perhaps she'll find her perfect match here? For more information and pricing, you can reach out to local dealer Alexander Marine USA.

Specs

LOA: 45' 6" • Beam: 14' 11" • Draft: 3' 8"

Displacement: 30,000 lbs.

Tankage (Fuel/Fresh/Black):
350 gals./118 gals./35 gals.

Local Dealer:

Alexander Marine USA, (206) 344-8566 (Seattle)

Web: alexandermarineusa.com





Valhalla Boatworks V-37

If you aren't familiar with Valhalla Boatworks, don't be hard on yourself. This brand-new boat family of three—the V-33, V-37, and V-41—is still in production on the East Coast. The daughters of a marriage between the design and engineering team of Viking Yachts and the Michael Peters Yacht Design firm, there's some buzz around these luxury fishing machines set to debut in 2020. The Valhalla Boatworks V-37, a speedy looking center console, merits a closer look.

Part of the hype is due to a patented Stepped-V Ventilated Tunnel that pairs with the deep vee hull of the V-37. Twin steps work with this tunnel to pop the V-37 on a plane with ease and provide benefits to performance, handling, and stability. Naturally, we'll all have to see this in action after launch to see if it works as advertised, but in theory, the concept

is a good one. We await those performance numbers with bated breath. Triple outboards will be mounted to the transom, guaranteeing speed—come hell or high water.

The overall look has some East Coast swagger about it with gentle sloping S-shaped shearlines, proud saucy bow, and maybe the slightest hint of Florida cigar boat but with more yacht-like wood trim and upholstery. Onboard, it looks to be all about that padded seating hangout area in the foredeck and wide-open work deck aft for slaying fish. A hardtop with ample rod holders and a

windshield shelters the three seats at the helm. There is a modest cabin below with a berth, toilet, and stowage.

Overall, the V-37 shows a lot of promise for the go-fast, fish-on crowd seeking a modern, upscale experience. You can keep tabs on the build's progress through local Valhalla Boatworks dealer Stan Miller Yachts.

Specs

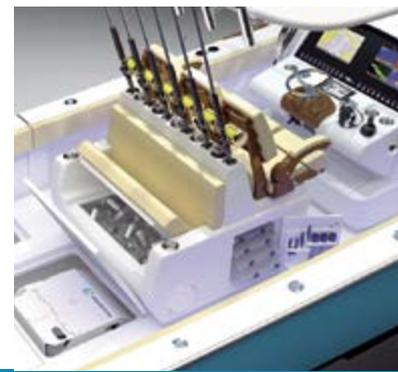
LOA: 36' 9" • Beam: 10' • Draft (max): 2' 10"

Displacement: 9994 lbs.

Tankage (Fuel/Fresh/Black):
465 gals./40 gals./12 gals.

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

Web: stanmilleryachts.com



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Cutwater 24 Center Walkaround



The center console walkaround is, for many, the image of boating. Small to mid-sized, versatile, fast, and relatively affordable, they are everywhere on the water for good reason. Among them is the new high-end Cutwater 24 Center Walkaround (CW), built right here in the Pacific Northwest. The Cutwater Boats company is a division of Fluid Motion, LLC, also known for their popular Ranger Tugs.

Built to be economically powered by a single Yamaha 250 horsepower and paired with laminar flow interrupters of the hull design, the CW 24 is an efficient ride. Anecdotally, you can watch one underway and look at the wake, which is nice and modest. Modest wakes generally mean that the energy from the motor is spent where it should be; propelling the craft forward, not creating big waves sideways for no useful reason.

Like many new modern boats, the 24 CW offers many custom options like a bow thruster, fridge, integrated livewell, electric grill, and hardtop vs. bimini. The standard features include an aft insulated cooler, rod holders, re-

tractable ski pylon, and more. For the purposes of all-weather Pacific Northwest island hopping, the hardtop option is probably wise.

All 24 CWs have the large open cockpit complete with padded seating that should serve a fishing, watersports, and/or good times platform. A wide walkway connects the bow and the stern to starboard, while a less sheltered, but handrail-guided walkway is port for the spray. The cockpit feels like the life of the party with padded seating just about everywhere.

The hardtop has a solid structure to it, with the jungle gym-like supports that also act as good hand holds. The helm station is spacious and protected with ready access to the cabin. Down there, you've got

a sink, toilet, and berth. The interior is basic when compared to larger yachts or cruising models. However, it's a generous setup for a center console walkaround.

If you're looking for a walkaround, like to buy local, and want to have fun on the water, the Cutwater 24 Center Walkaround may be the boat for you. Hull #5, equipped with a host of factory options including the hardtop, is currently listed by local dealer Bellingham Yachts for \$142,545.

Specs

LOA: 29' 2" • Beam: 8' 6" • Draft: 2' 8"

Displacement (dry weight): 4,400 lbs.

Tankage (Fuel/Fresh/Black):
116 gals./26 gals./13 gals.

Local Dealer: Bellingham Yacht Sales,
(360) 671-0990 (Bellingham),
(425) 609-1100 (Everett)

Web: bellinghamyachts.com



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- 41' ISLAND PACKET SP CRUISER PH '09**Reduced** 274,500
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- 41' PASSPORT 41 '89**SOLD**
- 40' BENETEAU 40 '11164,900

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- 37' SWAN 371 '85**New Listing** 65,000
- 36' CAPE GEORGE PH '73**SOLD**
- 36' COLVIN PINKY SCHOONER '03**SOLD**
- 36' HUNTER '05**SOLD**
- 36' SWEDEN 36 '85**SOLD**
- 35' NAUTICAT 35 PH '00**SOLD**
- 35' TRIDENT VOYAGER PH '7859,500
- 34' COLUMBIA 34 '72**Reduced** 19,900
- 34' GAMBLING 34 '7424,900
- 34' PACIFIC SEACRAFT 34 '88**SOLD**
- 33' NAUTICAT 33 MS '85**Reduced** 79,900
- 33' NAUTICAT 33 MS '87/'88 **2 SOLD**
- 33' HUNTER 33 '11**New Listing** 99,900
- 32' ISLANDER 32 '78**SOLD**
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- 41' JEANNEAU 410 '20**Sale Pending**
- 41' JEANNEAU 410 '20**Just Arrived** 319,948
- 38' JEANNEAU 389 '20**Arriving SOLD**
- 34' JEANNEAU 349 '20**Arriving SOLD**
- 34' JEANNEAU 349 '20**Arrives March** 192,490
- 32' JEANNEAU SF 3200 '19**SOLD**
- 42' ISLAND PACKET 42 MOTOR SAILOR '20**Order from** 429,000
- 38' ISLAND PACKET 349 '19**SOLD**
- 62' LAGOON 620 '20**Arriving SOLD**
- 46' LAGOON 46 '20**Arriving SOLD**
- 42' LAGOON 42 '21**Arrives Oct. '20** 649,854
- 40' LAGOON 40 '19**SOLD**

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Kingfisher 3125 GFX



Last issue we looked at the new Kingfisher Great Fishing and Exploring (GFX) family, starting with the Kingfisher 3425 GFX. Now our attention turns to the slightly smaller sister, the Kingfisher 3125 GFX. As the acronym implies, this full-blooded fish slayer also has some of the comforts of home that make overnight island-hopping fun. The trend of these Pacific Northwest-built, aluminum hulled fishing boats to get bigger and more comfortable, a trend seen with similar boats like Hewescraft's 290 Adventure, is giving rise to a hybrid class that we at *Northwest Yachting* shall dub "the aluminum fishing yacht" (AFY). You heard it here first, folks!

There's a lot to love about the 3125 GFX and the growing AFY family. Kingfisher, based out of Vernon, B.C., has roots that go back to 1959 and is a mainstay in fishing derbies, marinas, and on trailers locally, up and down the coast, and beyond. Many of the dialed-in fishing features are found in the 3125: a huge 200-gallon

cockpit floor and 52-gallon transom fish lockers, starboard-biased cockpit wing station, transom mounting space for a standard two outboard and one trolling kicker engine setup, and more. The structure should go the distance too, with a sleek shearwaterbow design with the company's patented Pre-Flex® hull technology. If you don't limit out, it won't be the boat's fault.

Where the "Y" in "AFY" comes into play is the interior. You've got 6' 10" headroom, so basketball players rejoice. Tan leather upholstery and solid wood finish looks more like something you'd find on a trawler than a fishing machine. A dinette for six that converts into a berth, a properly enclosed head, and galley all

fit nicely in a simple interior layout behind the helm and two co-captain chairs. The V-berth forward will do the job and benefits from not having a head down there as some builders in the AFY family have opted for.

All in all, the Kingfisher 3125 GFX may be a hybrid of sorts, but compromises seem few and far between. If interested, you can find more information and your local dealer at kingfisherboats.com.

Specs

LOA: 31' 6" • Beam: 10'

Displacement: 7,880 lbs.

Tankage (Fuel/Fresh):
200 gals./40 gals.

Local Dealer: Find your local Kingfisher dealer at kingfisherboats.com



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37' Lord Nelson Victory Tug 1988



72' McQueen 1977



50' Kristen PH Trawler 2003



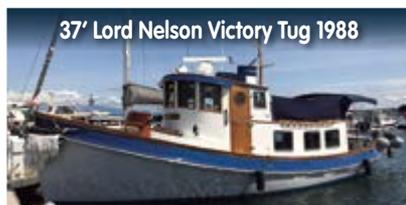
46' Nielson Trawler 1981



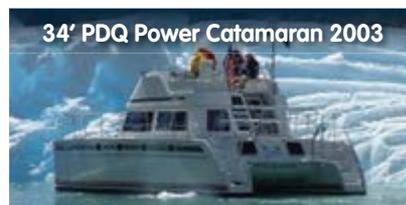
39' Mainship 2000



38' Golden Star Trawler Sundeck 1985



37' Lord Nelson Victory Tug 1988



34' PDQ Power Catamaran 2003



33' Sea Ray 330 2008



32' Nordic Tug 1991



26' Cascade Nor'easter Lobster 2002



26' Nordic Tugs 1981



26' Nordic Tugs 1982



24' Maxum 2400 SCR 1995



22' Sea Sport Sportsman 2000



44' Cheoy Lee 1980



41' Ericson 1968



40' Beneateau Oceanis 1997



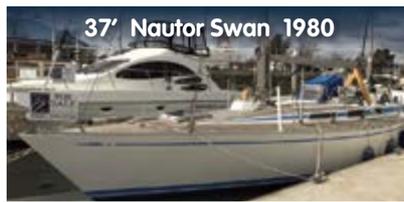
39' CAL 39-II 1980



38' C&C Mark II 1977



38' Ingrid - Bluewater Yachts 1978



37' Nautor Swan 1980



36' Catalina 1991



36' S-2 Yachts 1979



33' Jouet 940 Motorsailer 1985



33' Wauquiez Gladiateur 1983



32' C&C 1980



32' Fuji Ketch 1978



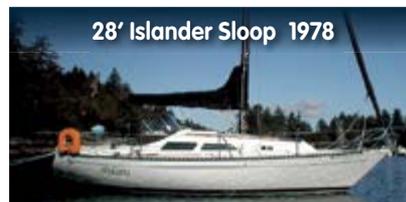
31' Cape George Cutter 1981



31' Hunter 1984



28' Cape Dory 1979



28' Islander Sloop 1978

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Lagoon Sixty 7

Joining the 2019 fleet of new designs is the Lagoon Sixty 7 out of France, an impressively large and luxurious power motoryacht catamaran. The successor of the Seventy 8 (I guess they're counting backwards?), the Sixty 7 debuted at the Cannes Yachting Festival in September.

The initial impression is to be overwhelmed by the raw amount of space aboard, made possible by that nearly 33' of beam. This catamaran makes full use of the generous space with non-stop sumptuous seating and entertainment-themed spaces from the deployable swim platform on the stern, through the covered cockpit and massive salon, and to the foredeck.

The flybridge, sheltered by a hardtop with retractable sunroofs, also has premium seating next to the mini bar and BBQ. There just doesn't seem to be a bad seat in the house, and it's easy to view the yacht as a potential luxury charter or even venue space

for a small wedding. With 33' of beam, the imagination does run wild.

The layout is reportedly customizable as well, with widely different numbers of staterooms, berths, and heads available. This customization is wise, especially if Lagoon is aiming for both the recreational and charter market.

As far as the guts are concerned, she's powered with twin 330-horsepower in-board diesels for 660-horsepower total.

This is relatively modest for a yacht of over 100,000 pounds, but the efficiency of modern multihulls means you need less raw horsepower for comparable performance. We don't have performance numbers at this time, but the Sixty 7 is designed to be a long-distance trawler.

The new Lagoon Sixty 7 looks like an impressive yacht with top tier charter potential. If interested in learning more, you can contact the local dealer Marine Servicer.

Specs

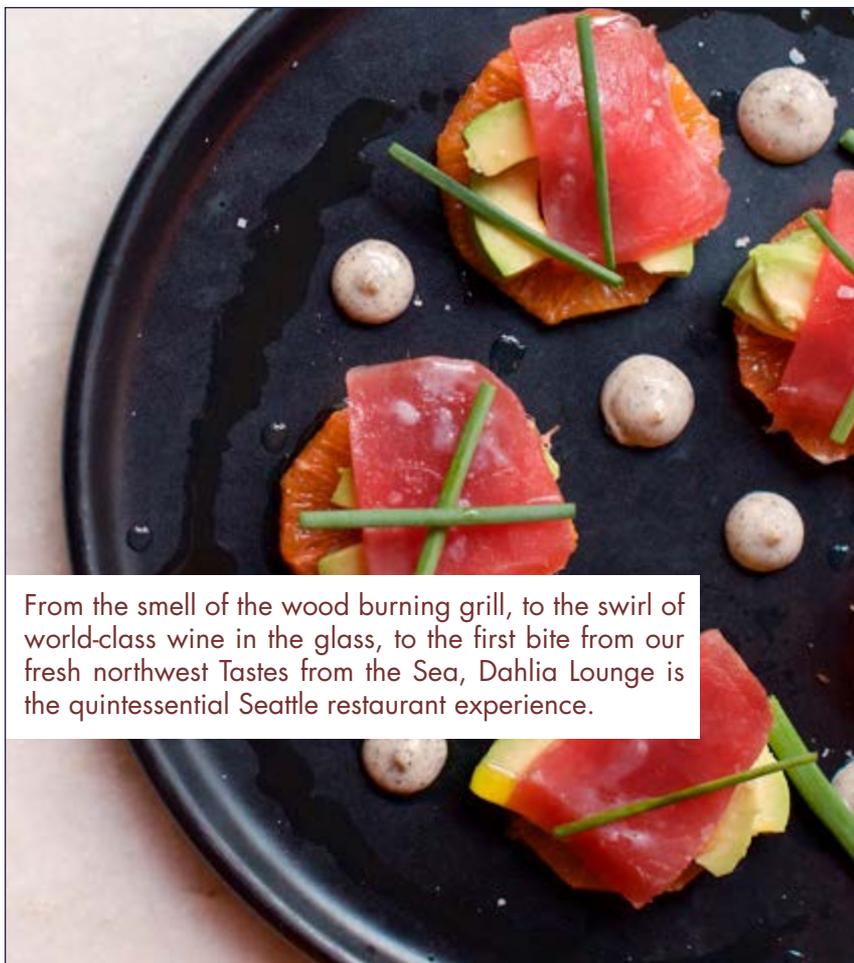
LOA: 66' 1" • Beam: 32' 8" • Draft (min): 9' 5"

Displacement: 112,336 lbs.

Tankage (Fuel/Fresh):
363 gals./132 gals.

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

Web: marinesc.com

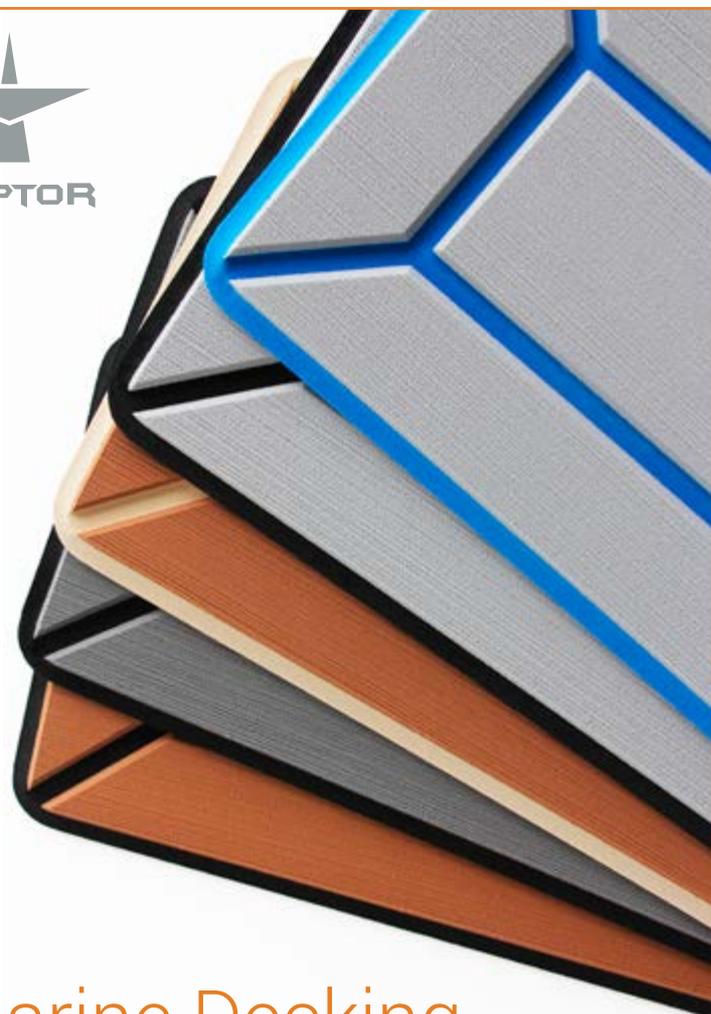


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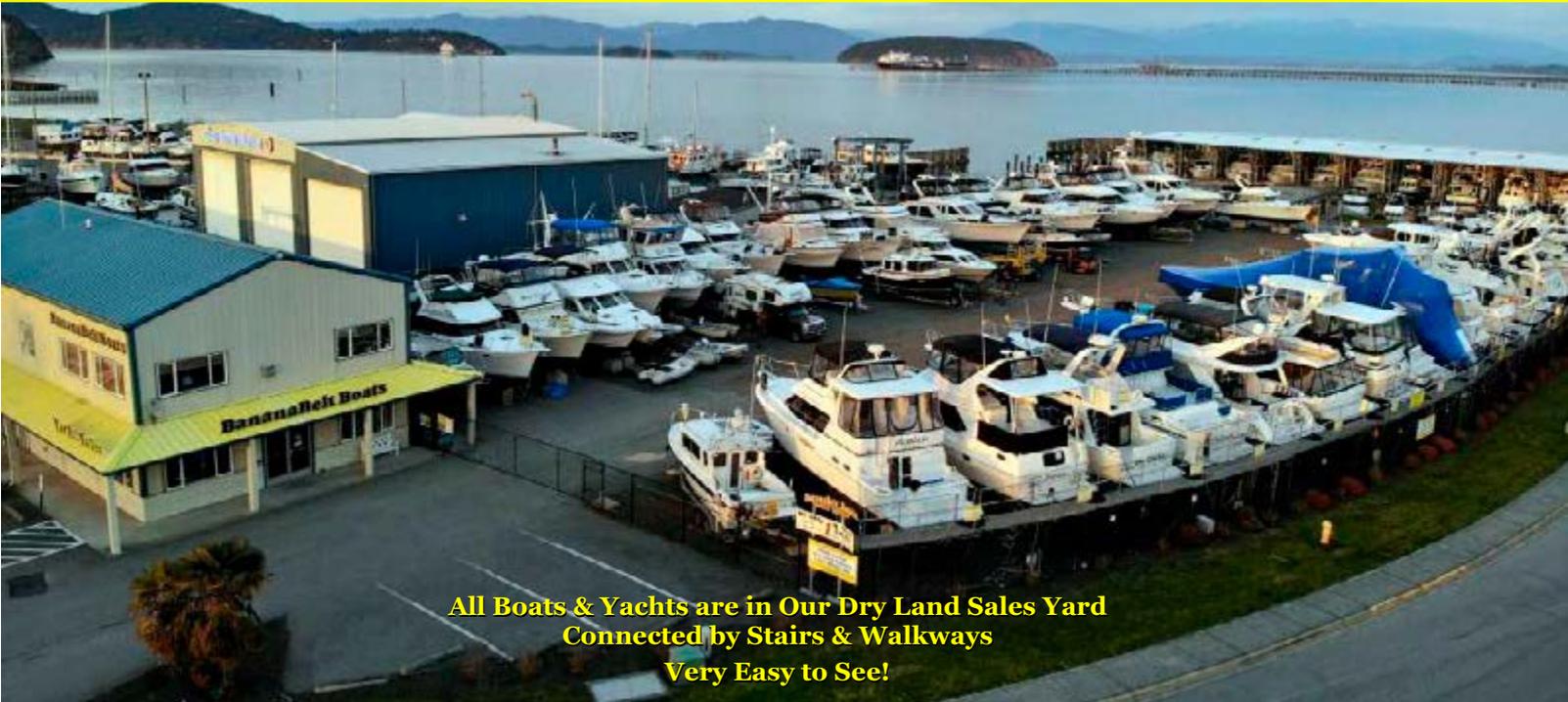
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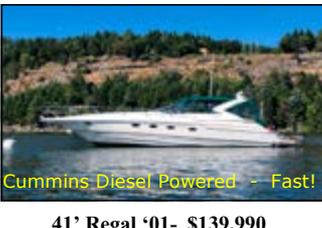
3208 Cat Powered Pilothouse
 48 McKinna PH '97 - \$199,000



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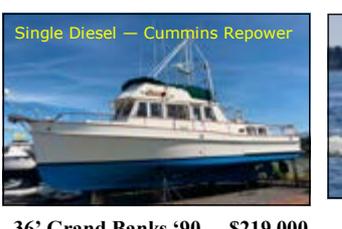
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RACING SHEET

Fall Racing Heats Up

Words: Doug Hansen // Photos: Neil Parker

The start of the true fall racing season is marked by Corinthian Yacht Club of Edmonds' annual Foulweather Bluff Race. Standing for nearly four decades as the autumn season opener of keel boat racing, the race attracts an impressive array of boats with sailors prepared to suit up for everything Pacific Northwest weather could offer.

The racecourse has stayed the same for as long as I can remember; leave Edmonds, sail up to the Scatchet Head buoy off Whidbey Island's southern tip, up to the Foulweather Bluff buoy, and then back to Edmonds. Short course options are available depending on the wind, and with this year's fore-

cast, it was a no-brainer to send the fleet on the abridged version of the race.

Seventy boats showed up for the one-day race and the fleets were stacked with both regular competitors as well as new faces. The ORC fleet was well represented with two TP52s and the RP55 *Crossfire*, and the other boats with shorter masts grew envious in the shifting light breeze.

Currents ripped as the water funneled around Point No Point and made for some complicated tactical calls as getting on the wrong side of a swirl spelled disaster and a one-way ticket to last place. The breeze off the start was steady but hardly anything to write home about, however, it allowed the fleets

to get underway and clear out down the course. A reverse start was used that allowed the smaller boats to get racing before the big boats sent off, and hopefully, got everyone to get to the bar around the same time. Reaching the shortened course, turning the mark off Scatchet Head was more like a game of musical chairs than a sailboat race with boats taking multiple approach attempts only to end up where they started as they got flushed backwards by the current. Once around, it was a bit less dramatic, and the fleet could reach across the Sound to a turning mark off Pilot Point and then back to Edmonds.

All but a handful of boats finished the course, and it was an absolutely perfect opportu-

nity for skippers and crews to shake off the dust and prepare for the busy fall racing season ahead. Next year makes the 40th running of this historic race, so be sure to put it on the 2020 fall schedule as it will be an event to remember.

Right on the heels of the season opener, the keel boat fleets were thrown into the mix with the first short course buoy racing regatta of autumn. Puget Sound Sailing Championship is hosted annually by Corinthian Yacht of Seattle and boats of all shapes and sizes were invited out on the water for two days of racing in Shilshole Bay. Both one design and time correction fleets were signed up and ready to race on Saturday morning, with a forecast for light winds from the north.

Things got going underway on time and it must've been smiles all around for the event organizers to watch two courses full of nine fleets sail into the start box. The one design world is on track to take over Puget Sound with strong fleets of Melges 24, San Juan 24, J/80, J/105, and a new level PHRF 72 fleet lining up. Meanwhile in the handicap world, the TP52s put four boats on the line with more crew than you can shake a carbon fiber stick at. Three



Top: The fleet fans out for the Foulweather Bluff Race hosted by Corinthian Yacht Club of Edmonds. **Bottom left:** Low, shifty winds made for a shortened Foulweather Bluff Race course this year. **Bottom right:** Race crews of the Foulweather Bluff Race used every trick in the book to eek performance out of their boats.

Results: 2019 Puget Sound Sailing Championship

Listed are selected results from the 2019 Puget Sound Sailing Championship.

more fleets represented everything from the quick and nimble 40-footers in Class 2 to the beautifully maintained *Madame Pele* and *J/29 Slick* in Class 7.

On the water, conditions were perfect with light air in the morning and a small building breeze in the forecast as the day continued. The first race began after a slight delay while the course got set up and dialed in. Soon everyone was off to the races. It was close racing in the TP52 fleet as all four boats had spent most of the summer racing against one another and three boat overlaps at the weather mark were common through the day.

As the day went on, the breeze continued to build eventually settling into a steady 10 to 15 knots northerly, beating out the forecast and making for some great racing on both courses. On the south course, the J/80 fleet was in fine form as they competed for their West Coast championship. Incumbent champion Bryan Rhodes defended his title and was able to put his name on the trophy again.

The wind lasted well into that afternoon, allowing the big boats on the north course to get off four races while several fleets on the south course racked up an impressive six races. Unfortunately, the wind gods did not cooperate on Sunday, and the fleet spent the day at the dock watching the Seahawks game next to a glassy flat Puget Sound.

With a solid kickoff to the fall racing season under our belt, things are just getting rolling with more events on the near horizon. Seattle Yacht Club's Grand Prix is up next and many of the same boats are ready for a rematch during three more days of short course racing. With many big boats looking towards Point Roberts Race Week next summer, all the practice going around the short course is sure to pay off. Stay tuned to this space for future updates on upcoming racing throughout the Northwest.

NWY

1 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	Score
1st	Glory	1.3797	TP52	88008	John Buchan	Seattle Yacht Club	3	2	1	2	8
2nd	Maverick	1.1425	XP-44	44	Marda Phelps	Seattle Yacht Club	5	1	2	1	9
3rd	Mist	1.3446	TP52	52	Stevan Johnson	Corinthian Yacht Club	1	3	4	4	12
4th	Smoke	1.3813	TP52	52005	Steve Travis	Corinthian Yacht Club	2	4	3	5	14
5th	Sonic	1.3395	TP52	52725	Marek Omilian	Corinthian Yacht Club	4	5	5	3	17

2 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	Score
1st	Shrek	36	1D35	35016	John Hoag	Corinthian Yacht Club	1	3	2	2	8
2nd	Absolutely	18	Farr 39ML	3909	Charlie Macaulay	Corinthian Yacht Club	4	4	1	1	10
3rd	Ballistic	24	Melges 32	109	Brad Cole	Corinthian Yacht Club	2	2	4	4	12
4th	Nefarious	54	Farr 30	53	Dan Randolph	Corinthian YC, Sloop Tavern YC	3	5	3	3	14
5th	Izakaya	57	FT 10	58	Iain Christenson	Seattle Yacht Club	5	1	5	5	16
6th	Tachyon	18	Farr 39C/R	36000	Jack Yinger	Corinthian Yacht Club	6	6	6	6	24
7th	Anarchy	57	FT 10	11	Tom Ward	Corinthian Yacht Club	DNC	DNC	DNC	DNC	32

3 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	Score
1st	Lodos	69	J/109	171	Tolga Cezik	Corinthian Yacht Club	1	1	1	1	4
2nd	Elusive	72	C&C115	51	Jeff Whitney	Corinthian Yacht Club	2	5	2	2	11
3rd	Tantivy	69	J/109	248	Stuart Burnell	Corinthian Yacht Club	3	2	4	3	12
4th	Shada	69	J/109	44	Jerry Woodfield	Corinthian Yacht Club	4	3	3	4	14
5th	Darkside	72	Schock 35	77707	Nicholas Leede	Seattle Yacht Club	5	4	5	5	19
6th	Intrepid	72	J/35	97848	Patrick Robinson	South Sound Sailing Society	7	6	6	6	25
7th	Perplexity	72	Express 37-1	41729	John Wilkerson	Sloop Tavern Yacht Club	6	7	7	DNF	27

4 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	Score
1st	Vitesse	81	Beneteau 36.7	240	David Steffen	Bellingham, Corinthian Bellingham	2	2	1.5	1	6.5
2nd	Poke & Destroy	93	Evelyn 32-2	69061	Alex Simanis	Corinthian, Sloop Tavern	3	1	1.5	2	7.5
3rd	Dos	81	Sierra 26	26001	Brad Butler	Port Madison Yacht Club	1	3	4	3	11
4th	Different Drummer	81	Wauq. Cent. 40s	52804	Charles Hill	Corinthian Yacht Club	4	4	3	4	15
5th	Dash	93	J/33	34	Stephanie Campbell	Anacortes Yacht Club	5	5	6	5	21
6th	Selah	78	J/100	77	Tad Fairbank	Eagle Harbor Yacht Club	6	6	5	6	23

5 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	Score
1st	insubordination	93	J/105	212	Buckey	Corinthian Yacht Club	2	3	1	1	7
2nd	Creative	93	J/105	51911	Allen Hughes/Shaina Walgren	Corinthian, Sloop Tavern	1	4	3	4	12
3rd	More Jubilee	93	J/105	114	Erik Kristen	Corinthian Yacht Club	6	2	2	2	12
4th	Jaded	93	J/105	299	Chris Phoenix	Corinthian Yacht Club	5	1	6	3	15
5th	Peer Gynt	93	J/105	235	Paul Viola	Corinthian Yacht Club	3	5	4	7	19
6th	Liftoff	93	J/105	403	Jeffrey Pace	Corinthian Yacht Club	4	8	5	5	22
7th	Puff	93	J/105	115	Steve Summers	Seattle Singles Yacht Club	7	6	7	8	28
8th	Paladin	93	J/105	412	Daryl Schlick/Mason Killebrew	Corinthian Yacht Club	8	7	8	6	29

6 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	R5	R6	Score
1st	Square one	90	Melges 24	547	Matt Pistay	Seattle Yacht Club	1	2	1	3	2	1	10
2nd	Distraction	90	Melges 24	497	Tom Greetham	Sloop Tavern Yacht Club	2	1	3	1	4	5	16
3rd	Good Enough	90	Melges 24	806	Keith Hammer	Seattle Yacht Club	4	6	2	4	1	4	21
4th	12 Happy Thoughts	90	Melges 24	675	Dave Brede	Corinthian Yacht Club	5	3	6	2	3	2	21
5th	Pickled Beets	90	Melges 24	623	John Rahn	Corinthian Yacht Club	3	4	4	5	5	3	24
6th	Cougar Hunter	90	Melges 24	26	Jeff Vernon	Bellingham Yacht Club	6	5	5	7	6	7	36
7th	Gravy	90	Melges 24	246	Brian Savery	Bellingham Yacht Club	7	7	7	6	7	6	40

7 Class

Pos	Boat	Rating	Type	Sail No	Skipper	Club	R1	R2	R3	R4	R5	Score
1st	Madame Pele	108	Davidson 29	69914	Tom Andrewes	Lopez Island Yacht Club	1	1	3	2	1	8
2nd	Slick	120	J/29	69299	Christine Nelson	Corinthian Yacht Club Tacoma	3	3	1	3	2	12
3rd	Gaucho	114	Ross 930	68	John Cahill	Corinthian Yacht Club	2	2	2	1	DNC	13
4th	Elixir	144	Aphrodite 101	29	Megan Kogut	Corinthian Yacht Club Edmonds	4	4	4	4	3	19
5th	Rowdy	195	Thunderbird	20	Brendan Gilbane	-	6	5	6	5	4	26
6th	Boomerang	132	Cal 40	9680	Greg O'Byrne	Corinthian Yacht Club	5	6	5	DNC	DNC	29

Boating with Missy

By Melissa Gervais

The Tissue Issue

The other day I was walking down the dock and saw a woman with a Ziploc bag full of toilet paper (not on the roll, if you get my drift). I was curious and asked, to which she replied, "We do not put any toilet paper in our head." I had not heard of this practice before, so my initial response was surprise. She explained that there were four adults onboard, which meant that they would have to untie or pull anchor every couple of days to empty the head. Without putting toilet paper in the head, they could almost triple that.

I could see the argument, but wondered if this process just created more garbage aboard. That aside, it got me to thinking if toilet paper really does take up that much room in a holding tank. If it does, which is the best toilet paper for boaters?

As with most potentially lifestyle-altering decisions, I poured a libation and set off down the dock to find my friends and get to the bottom of this. I explained what I had just witnessed and the group was quite shocked except for one woman, who I have been boating with forever. "Same here, no TP in the head," she countered.

How did I miss this? She started to explain that they originally used a marine-specific, one-ply toilet paper but found that it was far too thin.

The crew voted and they preferred to use a regular land-based toilet paper which filled the head very quickly, so they opted not to flush. However, they kept the one-ply onboard for guests, which made me laugh. Also, good to know.

According to a study by Charmin toilet paper company, the average consumer uses 8.6 sheets per trip to the washroom, that's a total of 57 sheets per day with a typical roll lasting five days. Nowadays, pretty much all toilet papers break down well in septic systems. However, thinner is better. A one-ply toilet paper will break down much easier and is best in recreational vehicles and boats. It isn't as soft or thick as household toilet paper, but it is much friendlier to your holding tank.

Also, specifically labelled biodegradable toilet paper dissolves faster, requiring less water than standard toilet paper. Remember that in addition to the head itself, your system may have a macerator on the pump which empties the holding tank. It is important to use a toilet paper that dissolves quickly so it doesn't form clumps, clog the system, and block efforts to empty the holding tank.

All these claims and theories call for some scientific data. I asked the group what brand they use and choose three different ones to test: Dometic SeaLand one-ply rapid dissolving, Majesta Soft E-Z flush, and Purex Premium toilet paper. It was time for a roll down. (Sidenote: *Northwest Yachting* invites readers to try Missy's experiment at home with any of their favorite brands of toilet paper.)

We lined up three clear glasses filled with water and dropped two sheets of each brand in its own glass. With a quick swirl, we could see that all three were starting to dissolve. We waited. After 20 minutes, we could see that all three brands had done a pretty good job of breaking down. However, we decided to lift out the blob and see if it was really dissolved. Immediately we noticed that the SeaLand weighed twice as much as the other two and seemed to take up more space. Very interesting.

Now that we had established the dissolvability and macerator-friendly qualities, it was time to look at what we were actually putting in the pump-out tank or flushing in the ocean. I was shocked to find that some of the best-selling toilet papers and paper towels are not made using sustainable processes. Also, many contain toxic dyes, bleach, and perfume. Not good.

Sustainable process products that use recycled components, avoid harmful bleaching processes, or engage in more sensible practices include Seventh Generation, Trader Joe's regular toilet paper, Earth First, and Cashmere/Purex EnviroCare. Products that rely on forest fiber and have a much larger carbon footprint include Kirkland, Charmin Ultra, and Quilted Northern. For a one-time use product, it seems ridiculous to me that we should be cutting down trees only to flush them down the toilet.

When I stopped that women on the dock, I had no idea what I was about to learn. That is the beauty of the curious mind. Sometimes I buy products based on price or in bulk at Costco, but that is about to change. I am going to immediately pay attention every time I buy toilet paper for both my boat and my house. As Maya Angelou says, "When you know better, do better."
NWY



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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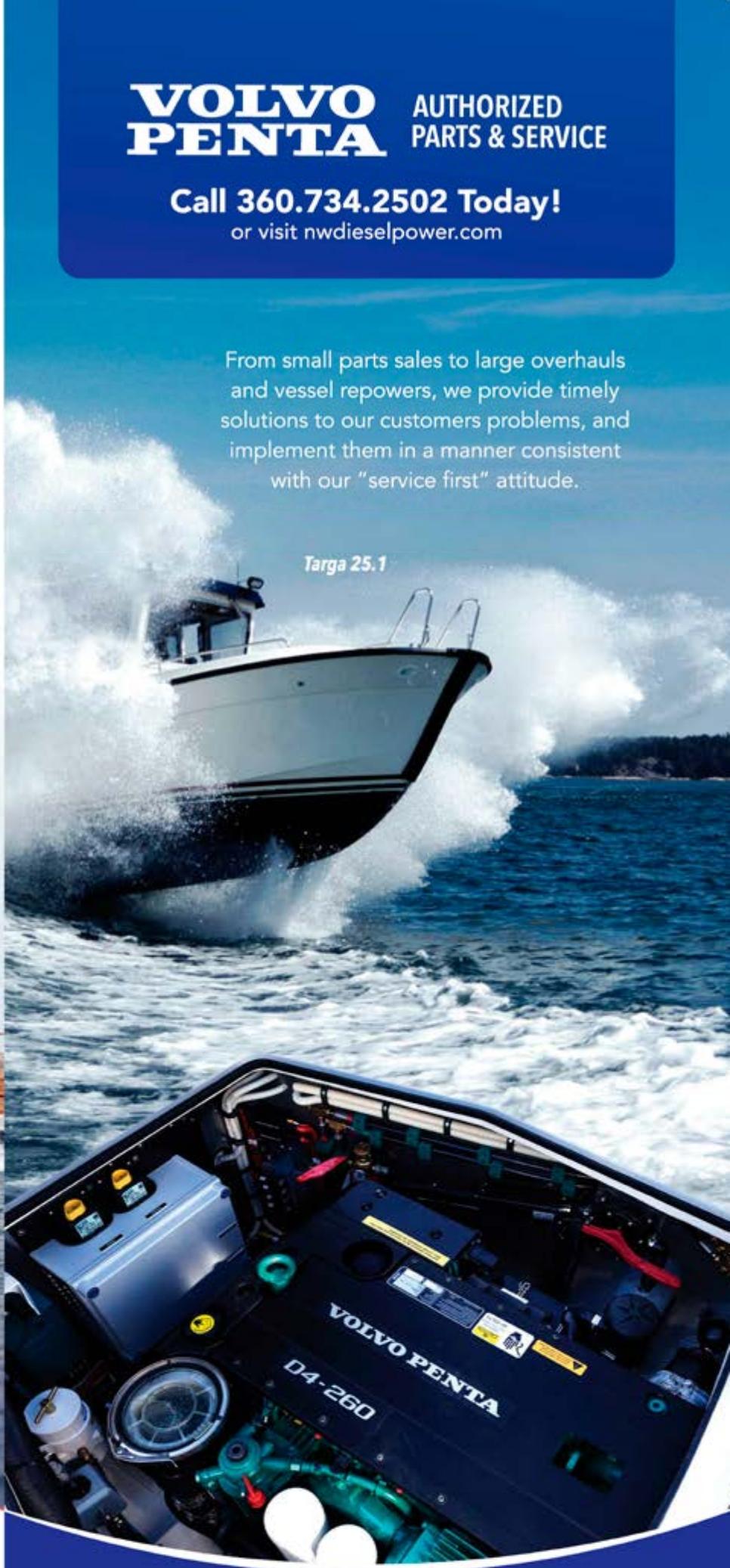
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Hotwire

By Jeff Cote

Vesper Cortex – Reimagining VHF

Vesper Marine recently announced a brand-new concept in VHF radio communication at the National Marine Electronics Association (NMEA) Conference. The Vesper Cortex M1 is the first VHF radio monitor with wireless touchscreen handsets, built-in Class B smartAIS transponder, and remote vessel monitoring. It is a modular system—the base unit provides AIS and boat monitoring capabilities—but you can add a wired handset or portable handset with a rechargeable battery to enable VHF audio functionality along with the Cortex App for remote monitoring.

The first unique detail about the Cortex is the transponder technology. On the water, there are basically two methods to transmit AIS information: SOTDMA and CSTDMA. Carrier Sense Time-Division Multiple Access (CSTDMA) is primarily used for pleasure boating (Class B). This 2-watt transmission method uses carrier-sensing to defer transmission until no other stations are transmitting. If a free slot is found, the transmission begins and then the transmission is stopped for a 30-second interval before the next one starts. There is no sending/receiving of text messages and it takes third priority to Class A devices.

With Self-Organized Time-Division Multiple Access (SOTDMA) 5-watt technology, only the first free slot for transmission needs to be found, then the next five slots are reserved automatically, and the transmission intervals are up to every 15 seconds. You can send/receive text messages, address marine numerical identity, and it takes second priority to Class A devices. This technology was only available to commercial vessels (Class A) but is now authorized for Class B pleasure boating.

Also referred to as Class B SOTDMA or Class B 5W, this technology bridges the gap between Class A and Class B transponders. The big advantage is for faster moving boats. Not only do you have priority in time slots, even

in busy AIS waters, but as your boat speed increases, the number of transmissions increase. This allows other boaters a clearer and more up-to-date view of your boat. Not only that, the built-in heading sensor tells other boats the direction you are travelling, beyond course on ground. Combining GPS, AIS, and heading data proactively warns you of collision risks.

Newer VHF radios now combine Digital Selective Calling (DSC) with a Maritime Mobile Service Identity (MMSI) number, which automatically gives your location along with a description of your boat to emergency services with the press of a button. By clearly displaying all this data on the Cortex touchscreen handset, typically complicated VHF functions become easy to use. The company explains that by touching the vessel onscreen and pressing call, you can make a direct DSC call. You then can directly contact another DSC-equipped vessel without knowing the vessel name or identity number of that vessel. Once the other vessel has confirmed, both parties are switched to a working voice channel.

VHF radio equipment has not evolved as quickly as multi-function display equipment. The introduction of DSC allowed boaters to combine VHF radio communications with a physical position. This is a game changer, especially in an emergency. With the press of a single button, responders can identify your latitude and longitude. The Vesper Cortex is taking this technology to “focus on what people use and need most” and are calling it “the VHF re-imagined.”

Other features of the Vesper Cortex include click wheel and dedicated buttons for one-handed access to critical VHF functions, wet- and glove-capable multi-touch screen, and fully waterproof, scratch-resistant glass screen. You can add up to 10 wireless handsets for bridge-to-bridge communication. The main module has a built-in VHF splitter, heading sensor, and NMEA 2000 connectivity. You can even remotely monitor your boat, receive alerts, and control onboard devices from your smartphone using the Cortex App. The basic, free subscription includes twice daily updates. A paid subscription provides increased monitoring options and is \$10 per month (paid annually) or \$20 monthly (cancel at any time).

Our company has been installing the Vesper WatchMate XB-8000 smartAIS Transponder for a number of years now with great success. If the Cortex follows suit, then this technology will be a home run for recreational boaters. The suggested retail for the monitor and one handset is \$1,799 and it will be available through approved marine dealers in late 2019.

NWY



Vesper smartAIS consumes very low power and continuous alerts even if your MFD or smartphone is switched off.



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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INCEPTION

58' Kadey-Krogen Pilothouse

2001 - T-158 hp John Deeres

Stabilized, bow thruster, Webasto furnace, Cruisair air con, RIB w/25 hp Tohatsu.

\$975,000



TYEE

42' Grand Banks Classic

1999-T-330 hp Cummins

Stabilized, electronic controls, hot water diesel heat.

\$269,000 - REDUCED \$60k!



FREEDOM

50' Nordic Pilothouse Motoryacht

1988 - T-375 hp 3208 Caterpillars

Electronic controls, boathouse kept, Bullfrog with 50 hp Honda.

\$237,500



JULIE K

60' Willard Pilothouse

1980 - T-375 hp 3406 Caterpillars

Stabilized, bow thruster, Kabola diesel furnace, new fuel tanks, sleeps 10.

\$599,000



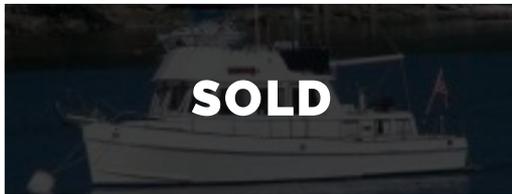
YUKONER

46' Grand Banks MY (down galley)

1995 - T-435 hp Caterpillars

Stabilized, bow thruster, washer/dryer, diesel heat.

\$299,000



HALCYON

36' Grand Banks Classic

2001 - T-220 hp Cummins

Island bed, furnace, generator, stainless steel rails, Seafreeze custom refer & freezer

\$229,000



BRASS MONKEY

39' Kadey-Krogen

2003 - S-135 hp John Deere

Full displacement, walk around design, pilothouse, stand up engine room, stabilized.

\$375,000



SERENITY

36' Grand Banks Classic

1988 - S-135 hp Lehman

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Photo: Clayton Perry ♦ Words: Alex Kwanten

Siyay to the Rescue

The Canadian Coast Guard hovercraft *Siyay* is seen here landing at Spanish Banks Beach Park near University Hill in Vancouver, B.C., to assist a beachgoer with a medical emergency. *Siyay*, a British Hovercraft Corporation AP1-88, is one of the most specialized rescue vehicles in North America. Based on Sea Island near Vancouver International Airport and launched in 1998, the hovercraft can traverse the Strait of Georgia at an astounding 48 knots, then stop on a dime and land directly on a beach. The 70-ton *Siyay* is powered by two pairs of Caterpillar 3416 diesel turboprops (3,800hp) linked to two variable pitch propellers.

The Canadian Coast Guard operates five such hovercraft on various Canadian waterways east and west. The highly efficient hovercraft were designed in the United Kingdom in the early 1980s after two successive fuel crises had made earlier gas-turbine powered hovercraft too expensive to operate. Canada's hovercraft were built in Wheatley, Ontario, but in the U.K., slightly larger and more passenger-friendly versions of the AP1-88 are used for transport between Southsea and the Isle of Wight.

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Kevin's Catch

By Kevin Klein

A Catching Cornucopia

Don't winterize that boat just yet. Or at all, for that matter. Even though November isn't the busiest time for saltwater fishing, there are opportunities to put a catch on the table. Plus, good blackmouth fishing is right around the corner.

We'll go through the basics of blackmouth this month to get you geared up to go out and get them. While many savvy anglers enjoy success jigging darts or mooching herring for blackmouth, or resident Chinook as they're also called, downrigger trolling is the most popular method. What bait to cast is not a complicated question, as these fish are on the feed. That's why they're called feeder chinook as well. My go-to has always been small spoons behind an 11" flasher. However, hootchies, Silver Horde Ace-Hi flies, plugs, and, of course, herring or anchovies will all catch fish. Smaller flashers and dodgers work in front of your offering too. Don't be afraid to switch things up and try something new. It's fun to come up with something different. A plastic lure, like a Berkley Gulp! Sand Eel, is an experiment that worked for me. They look like a candlefish or sand lance, some of the blackmouth's favorite food.

Speaking of food, finding the baitfish that these salmon are after is paramount to success. Use your electronics to find schools of bait. Candlefish will look like a cloud on

the bottom. Herring will be in balls, more suspended. The majority of resident Chinook will be caught close to the bottom. Make sure your downrigger balls are not more than 15 feet off the bottom for the highest percentage of success. Target slack tide at either a high or low to find the bait and catch these fish. There are many exceptions, but overall, most blackmouth are caught at the tide change. Although this fishery is not the most complex, there is a lot to learn. Read and study as much as you can, but really, there's no substitute for time on the water and giving it the old college try. Maybe just don't think this season's Washington State football type of try.

Fall crabbing opens yet another option to get some groceries. It's a great activity in the San Juan Islands and beyond this time of year. Watch the weather and maybe a larger boat won't be needed. Methods are the same as summer crabbing, and if you saved heads and carcasses from summer salmon catches, they work very well as bait. Make sure and check the regulations before you go. Many areas in Washington open for this late season, but some remain closed.

Fishing for squid can be a productive fall pastime. Or is it "squidding" for squid? Regardless, they turn into tasty calamari. It seems that squid migrate from the ocean and straits into Puget Sound proper around this time of year. Not much is known about why this migration takes place. For some reason, they find the conditions in the Sound more favorable in the fall. Good for the squid fisher!

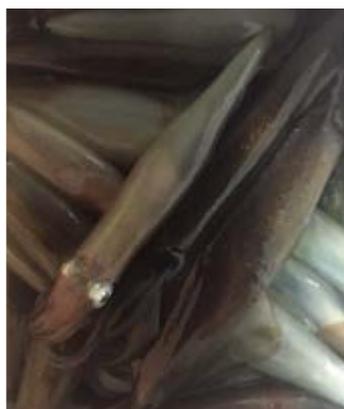
Squid mostly feed at night but can be caught during the day. They are attracted to lighted areas, such as docks or piers. However, from a boat you can create your own light by hanging some light bars and the like off the side above the water. A longer, lighted rod with a lighter line works best for these critters. You want to be able to feel changes in action when a squid latches on to your lure. The squid jigs are usually luminous with multiple hooks. Checking with your local tackle store to see what's working is usually the best way to choose gear for the uninitiated.

Squidding seems to be more productive on a high, slack tide in cloudy conditions. This will make the artificial light more noticeable. When jigging, cast out some distance from the boat and allow the lure to sink. Then retrieve it back to the boat with a steady, jerking motion. If you're not getting hit, try letting the lure sink deeper.

Continued on Page 86

Right: Calamari coming right up! This mess of squid will be a treat around the holiday table.

Below: Once you get the basics of blackmouth fishing, they are fun to catch and tasty to eat!



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

Technology and Elections: Blessing or Curse?

If you are like me, then next to *On Watch*, my second favorite part of *Northwest Yachting* is the reviews of new boating gadgets and technology (*Goods and Gear* and *Hotwire*).

As Thanksgiving approaches, it is worth stepping back and thinking about all the abundance. Walking down the cereal aisle recently and reading about the latest pizza oven in the July 2019 issue of *Northwest Yachting* demonstrates how we truly live in the land of plenty.

This cornucopia did not happen overnight. Technology in boating is nothing new. Did you know that the GPS system we take for granted started with boats? While boating may seem like a revolving door of the latest and greatest, have you wondered why our election system is so outdated?

If you live in Washington, you get a ballot about two weeks before the election. You fill it out and return it (no stamp required). It gets counted and that's about the end of it. Or is it?

The recent *Reuters* article, *How Amazon.com moved into the business of U.S. elections* caught me off guard. Naively, I thought that there was a room full of computers that kept track of addresses and vote histories with the bold "Confidential" sticker emblazoned over the hard drives. Upon further review, there's much more to it. Did you know that more than 40 states now use one or more of Amazon's election products?

From this same article, I will admit that it is reassuring that "Amazon does not handle voting on election day, AWS (Amazon Web Services) — along with a broad network of partners — now runs state and county election websites, stores voter registration rolls and ballot data, facilitates overseas voting by military personnel and helps provide live election night results, according to company documents and interviews."

Again, I suppose none of this should surprise us. For the last seven months in my free time, I have doorbelled about 2,000 doors and phoned about 3,500 voters in support of a city council candidate. It was back to the future for me as this was my world from 2000 to 2008. Like moving from paper charts to computers on your boat, campaigning has drastically changed, too.

For one, I'm glad that I'm not in clipboard sales. Like fax paper, clipboards are no longer essential for canvassing neighborhoods. An app provides the addresses and after each house, the volunteer inputs data, and then synchs the data to rest of the campaign. It's precise, targeted, and the most effective way to meet with swing voters on their terms. No time is wasted talking to non-registered voters. Each interaction gets a grade and each grade means more tailored follow-up.

It does not stop there. If people are not accustomed to voting, then they are skipped over. Women voters over 60 were targeted with a mailer from the candidate's mom. Does that fact about campaigns make you squeamish? I could see where it might, but did you know how much of your voting history is public?

For example, while it is not possible to know how one votes on a specific candidate or measure, it is public info to know if voter X voted or not. Also, aggregate vote totals are extrapolated by neighborhoods (aka precincts). It is relatively easy to know which candidate won a neighborhood and by how many votes. This info is important for future elections because it impacts targeting down the road.

Like with all of this, there is no going back. I am reminded of the St. Thomas Aquinas quote that "Nothing is intrinsically good or evil but it's manner of usage may make it so." Technology falls into that camp, too. Whether a boat sinks because of a faulty computer system as it did outside of Port Angeles or makes your life easier by crisping up a pizza, it's up to us and elected officials to mind the technology store.

I want to leave on a positive note so I will share a recent interview with Senator Joe Nguyen, who is in his first term and represents West Seattle. He credits technology with giving him "four more hours in the day compared to other folks because of our use of technology." I remember that promise from futurists that tech was supposed to open up more leisure time (aka boating time). Now that's a future I can get used to. **NWY**



Washington State's vote-on-your-own-time paper ballot system seems, on its face, an offline system. But what about the technology that goes into generating ballots and targeting voters with outreach?



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.

NOW ACCEPTING NOMINEES



The second annual Northwest Marine Champion Awards for 2019 is currently accepting nominations for Pacific Northwest-based marine industry professionals. There are six categories this year, including:



OUTSTANDING NEW YACHT BROKERAGE

2018 Winner: Rob Sanderson/Port Townsend Boat Co.

The Outstanding New Yacht Brokerage category recognizes a yacht brokerage that opened within the last two years for outstanding customer service and business practices. The “new guys” often need recognition the most, let’s give it to them.

TERRIFIC BOATYARD PROFESSIONAL

2018 Winner: Nigel Barron/CSR Marine

Those who work in boatyards tend to get up early and come home late, covered in paint no less. These hardworking folks have devoted their lives to make what we like to do possible. It is in the spirit of gratitude that we offer the Terrific Boatyard Professional to one who demonstrates incredible knowledge, takes deadlines seriously, and has mastery of their craft.



EXEMPLARY MARINA MANAGER

2018 Winner: Kathy Garcia/Bremerton & Port Orchard Marinas

Managing a marina can be a thankless business. The best-run marina is generally something taken for granted, but it’s the result of hard behind-the-scenes work. The Exemplary Marina Manager Award recognizes a marina manager who goes above and beyond the job to facilitate the best possible boating experience for his or her tenants. We salute you!

More details on all six categories are on page 20. Have a deserving person in mind? Send over nominations via email to editorial@nwyachting.com by December 10 to make your case.

We look forward to being inspired by all the local talent! Good luck.

SUBMIT YOUR NOMINEES: EDITORIAL@NWYACHTING.COM

Galley Gourmet

By Bill Shaw

Turkey Talk

Thanksgiving is quickly approaching, and while many of my chef friends will be preparing gourmet menus with salmon, duck, and pork, the Grand Bird is the main attraction at my table. Sadly, more than once we have all sat down to Thanksgiving dinner and found ourselves enjoying the sides a little more than we should and pouring a little extra gravy over our turkey because it was dry and lacked flavor. My search for the perfect roast turkey has introduced me to hundreds of recipes and dozens of different types of turkeys. After many years of roasting turkeys, I believe this recipe is the closest I have found to guarantee a tender, juicy, and flavorful turkey for your Thanksgiving guests every time.

Buying a turkey can be a confusing task with many options: fresh, frozen, free range, organic, Kosher, and more. Following the turkey-buying guidelines below will help ensure that your Thanksgiving guests will be raving about how moist and flavorful your turkey is from the first slice to leftover sandwiches the next day.

I like to buy two 16- to 18-pound birds, one for roasting and the other I sacrifice for the stock, reserving the breast for the much-anticipated leftover sandwiches the next day. Sure, you can buy organic turkey stock in a box, but if you want your dinner to rise above the rest, invest the time in making your own stock. I consider the homemade turkey stock the soul of the Thanksgiving dinner and key to making the best stuffing and unforgettable gravy.

To prepare the turkey for the stock, remove the thigh and leg from the backbone by slicing a boning knife through the hip joint, then separate the thigh from the leg by slicing between the knee joint. Remove the backbones from the breast by slicing the rib bones from the cavity opening along the backbone and under the wings.

Repeat this process on both halves of the bird, being careful to leave the skin covering the breast intact and both breast halves connected. Remove the second and third wing pieces from the

bird. Compress the two breast halves together and secure with butcher's string, then stretch the two wing joints parallel to each other behind the breast. Season the entire bird with seasoning salt, wrap in food film, place in refrigerator until ready to roast. Using a butcher's cleaver or large chef knife, break up the backbone into at least two pieces. Gather the wing tips, back bones, thighs, and legs for the stock recipe.

Thanksgiving is my favorite holiday meal and each year I get a little closer to the perfect roasted turkey. From buying a heritage turkey raised on an organic farm in Vermont, slaughtered on the Tuesday before Thanksgiving and shipped same day air, to grabbing a frozen bird at the local grocery store, my conclusion after roasting at least one hundred different birds is that a frozen 16- to 18-pound all-natural hen from a reputable local farm is the perfect choice. After it is brined at home and roasted using the recipe that follows, you will agree.

You'll hear many opinions on what makes for "The best turkey" to buy, and there's loads of opaque terms to consider. Here are some tips for what and how to buy:

All Natural: Only buy turkeys that use the term "Natural" on the label. Never buy a turkey that contains artificial flavor or flavoring, color ingredients, chemical preservatives, or any other artificial or synthetic ingredients.

Self-Basting Turkeys: Never buy self-basting turkeys. These birds are injected or marinated with a solution at the processing plant designed to make the turkey taste more flavorful. This basting

Continued on Page 88



Bill Shaw is the head chef of Roche Harbor Resort and Marina on 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.



Cranberry Chutney

Makes 6 to 8 servings

1 lbs. fresh cranberries	1 cup honey
1 cup yellow onion, chopped ¼"	1 Tablespoon dry ginger
1 cup pear, chopped ¼"	1 teaspoon white pepper
½ cup Craisins®	1 teaspoon cinnamon
¼ cup 100% cranberry juice	1 teaspoon thyme
¼ cup orange juice	1 teaspoon salt

Directions: Wash the cranberries and discard any that are soft or wrinkled.

Combine the onion, pear, craisins, cranberry juice, orange juice, and honey in a 2-quart saucepan over medium-high heat. Bring to a boil and then reduce the heat to medium-low and simmer for 5 minutes. Add the cranberries, ginger, white pepper, cinnamon, thyme, and salt. Cook for 15 minutes, stirring occasionally, until the cranberries burst and the mixture thickens. Do not cook for more than 15 minutes as the pectin will start to break down and the sauce will not set as well. Remove from the heat and allow to cool for 5 minutes.

Place in the refrigerator for at least 6 hours and up to overnight.



Food Science Note: Brining adds moisture and salt to the turkey through osmosis. Osmosis in meat happens when water flows from a lower concentration of solution to a higher concentration through the plasma membrane that surrounds the individual cells. When placing the turkey in the brine, the meat's cell fluids are at a lower concentration than the salt water of the brine. The water of the cells flows out of the turkey and the salt water flows in. The salt then dissolves some of the fiber proteins, and the turkey's cell fluids become more concentrated. Brining adds salt and water to the cells so that when the meat is cooked, the moisture and salt flavor remain.

The Perfect Roast Turkey

Serves 8-10

1 (16 to 18 pound) natural turkey

For the Brine:

1 cup Kosher salt

½ cup light brown sugar

1 gallon vegetable broth (see recipe)

12 each black peppercorn

12 each allspice berries

½ Tablespoon candied ginger, chopped

1 gallon iced water

For the Aromatics:

1 each red apple, sliced

1 each onion, sliced

1 cup water

4 sprigs rosemary

6 leaves sage

6 sprigs thyme

For the Sage Butter:

¾ lbs. butter (3 sticks)

2 Tablespoon fresh sage, chopped fine

1 Tablespoon fresh thyme, chopped fine

4 cloves garlic, chopped fine

1 Tablespoon fresh parsley, chopped fine

2 teaspoons rosemary, chopped fine

Directions: After your turkey is thawed, remove it from packaging and place it in a clean sink. Remove the neck from the turkey cavity and the sack of liver and heart. Rinse the turkey with clean cold water to remove any remaining blood or fluid from the bird. Inspect your bird for any feathers that may have been missed. Now we are ready to brine the turkey. Brining meats is an old-world technique that replaces all of the turkey's natural fluids (blood) with a sweet and salty flavor.

Combine all brine ingredients, except ice water, in a stockpot, and bring to a boil. Stir to dissolve salt and sugar, then remove from heat, cool to room temperature, and refrigerate until thoroughly chilled.

Early on the day of cooking, (or late the night before) combine the brine and ice water in a clean 5-gallon bucket. Place thawed turkey breast side down in brine, cover, and refrigerate or set in cool area (like a basement) for 6 hours. Turn turkey over once, half way through brining.

A few minutes before roasting, heat oven to 500°. Combine the apple and onion and cup of water in a microwave-safe dish and microwave on high for 5 minutes. Remove bird from brine and rinse inside and out with cold water. Discard brine.

Place bird on roasting rack inside a wide, low pan and pat dry with paper towels. Add steeped aromatics to cavity along with rosemary, thyme, and sage. Tuck back wings and coat whole bird liberally with sage butter. Take special attention to place butter under breast skin.

Roast on lowest level of the oven at 500° for 30 minutes. Remove from oven and cover breast with double layer of aluminum foil, insert probe thermometer into thickest part of the breast and return to oven, reducing temperature to 350°. Set thermometer alarm (if available) to 161°. A 16- to 18-pound bird should require a total of 2 to 2½ hours of roasting. Let turkey rest, loosely covered for 20 minutes before carving.

Black Friday Turkey Sandwich

Makes 4 sandwiches out of your turkey leftovers!

4 soft white rolls or brioche

½ cup black olives, chopped

½ cup mayonnaise

1 lbs. turkey, sliced thin

1 teaspoon salt

1 teaspoon black pepper

2 cups turkey stuffing

4 Tablespoons turkey gravy

9 leaves iceberg lettuce, folded in half

4 Tablespoons cranberry sauce

Directions: While making rolls for Thanksgiving dinner, I make a few larger size rolls for this important sandwich. Slice rolls in half and warm slightly.

In a small bowl, combine sliced olives and mayonnaise. Spread 1 tablespoon of olive mayo on each side of bread. On the bottom roll, layer turkey evenly and season with salt and pepper.

Compress the stuffing into a loaf shape with hands. Slice stuffing loaf into 8 thin slices and place on top of turkey. Heat gravy in microwave and spoon ½ tablespoon over the stuffing of each sandwich. Place crisp iceberg lettuce over stuffing.

On top half of roll, spoon ½ tablespoon of gravy over the olive mayo. Place top half of roll on each sandwich and secure with two club-style toothpicks. Cut sandwich in half on the diagonal using a serrated knife, and serve with a side of cranberry sauce.





Spirit of the Season

Northwest Yachting's Annual Holiday Gift Guide!

Featuring 50+ spectacular gifts for your boater
Compiled by Northwest Yachting Staff

Holiday shopping can be tricky, and it can even be harder to shop for boaters. On one hand, a boater always needs something for an upcoming project or trip, but necessities like tubes of epoxy or jerry jugs of fuel don't always make the most meaningful gifts. On the other hand, there are plenty of nautical luxuries that would make great gifts, but these can cost an arm and a leg.

In this year's gift guide, we've put our heads together to bring you the best gifts from every corner of boating; from electronics to the galley and your dock box, to fun water toys and great sea salty books. Inside you'll find something for everyone on your nice list, from the no-fluff, old-fashioned skipper to the fun-loving crew, and everyone in between.

Whether your loved ones are the kind who'd like to find a battery monitor under the tree or a pair of the newest wireless

earphones, there's sure to be something for them inside.

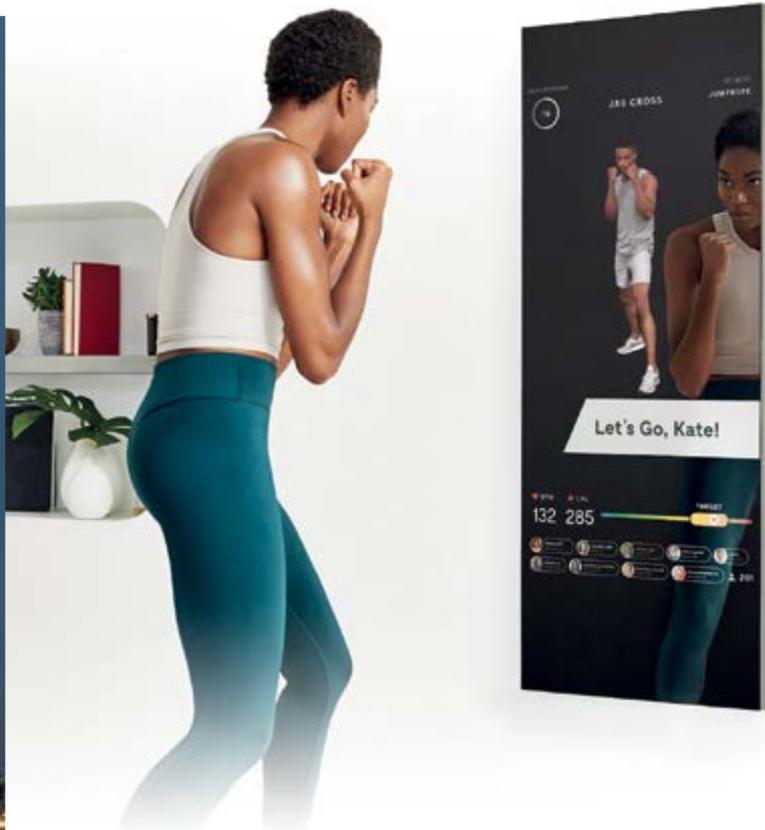
We've also included information about local independent marine supply stores in British Columbia, Washington, and Oregon. These cornerstones of the boating community need our dollars more than the big guys do.

From all of us at *Northwest Yachting*, hoping you have a joyous holiday season this year!

NWY



Are you heading anywhere for the holidays? Photographer Lisa Ireton caught the very special BAP *Unión* earlier this year on a visit to in Vancouver, B.C. A training vessel for the Peruvian Navy, the tallship looks 19th century but was actually launched in 2013. (Photo: Lisa Ireton).



Personal Fitness Mirror

Not many boats have room for a bulky exercise bike or treadmill, but many have space for a mirror on the wall and a yoga mat in front of it. These days, that's all you need for an intense, interactive workout if you pick yourself up a Mirror, the latest in personal home exercise equipment. The Mirror is exactly what it sounds like, a mirror but with a screen behind it that displays videos of personal trainers demonstrating workouts that range from yoga to boxing. Users can select from a video library of workouts or stream a live workout from the manufacturer's New York City headquarters. When not in use, the Mirror serves as a typical full-length mirror that fits with almost any décor. If a minimal-sized workout station sounds right for you, head over to mirror.co and take a look. Units sell for about \$1,500.

Frutti di Mare Crystal Barware

This crystal barware is made by one of the top artisan crystal makers in Europe. Using traditional glass-making techniques, designs of undersea life are hand carved into the glasses. The various crystal sets include white and red wine glasses, champagne flutes, cocktail glasses, tumblers, tall highball glasses, decanters, and napkin rings. The glasses are all made by hand and are lead free. To add a little more nautical flair to your galley, head over to nauticalluxuries.com. As drink sets are custom, please allow six to eight weeks. Sets start at about \$300.



Porthole Mirror

Whether at home or on board, this porthole mirror adds a splash of nautical spirit to your bathroom or head. The mirror is made in the style of a vintage porthole and is cast in aluminum and features a shining polished nickel finish. The mirror opens on a hinge to reveal three shelves for storage of medicine and personal items. If you think you'd like the look of this mirror hanging in your stateroom, head over to nauticalluxuries.com. Porthole mirrors sell for \$445.

Stellina Telescope Camera

The farther you get from the lights of the city, the more the stars come into focus. A quiet night at anchor under the stars can be one of the highlights of any trip. If you're a photography enthusiast or an avid stargazer, it can be one of the best times to turn your lens upwards and take in the heavens. And if you're a little bit of both, there is the Stellina telescope and camera from Vaonis. The telescope can locate many pre-programmed sights in the night sky, several of which are invisible to the naked eye, but not to the Stellina. A sensor from SONY that is extremely sensitive to low light captures the colors of structures deep in space and displays them on your tablet, where they can be captured and shared. If you'd like to try out the telescope of the future and show off a few of the sights it captured, head over to vaonis.com. Telescopes start at \$3,999.



Orvis Engraved Pocket Compass

Modern tools may be more accurate, but nothing surpasses the beauty and craftsmanship of traditional brass navigation tools. The personalized brass compass from Orvis takes the recipient back to a time when the tools used by sailors and explorers were practical works of art. The compasses come presented in a sheesham wood boxes, which can be laser etched with a personalized message or name up to 20 characters. The compass is functional and would be a perfect addition to any home office, study, or backup aboard. Head over to orvis.com to find yours. Compasses start at \$99.





Stocking Stuffers

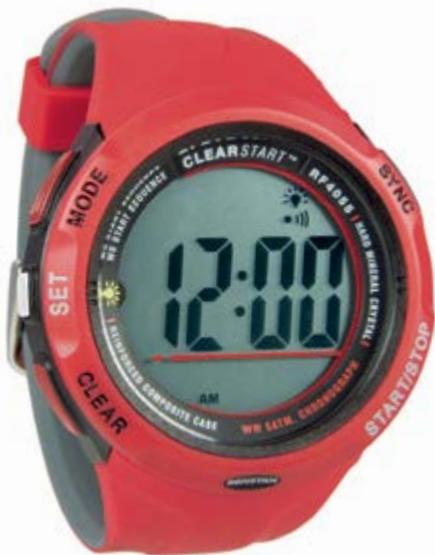
Gill Marine Tool

Any tool you keep for emergency use or important jobs on board needs to be as simple and reliable as possible. The Marine Tool from Gill is about as simple as it gets; a folding serrated knife that cuts through ropes and lines quickly, while a marlinspike on the other end aids in rope work. An integrated shackle key, webbing cutter, 8-mm spanner, and flathead screwdriver round out the tool selection. The whole body is made from 420 marine grade stainless steel and is built with a G10 non-slip, composite handle for both dry and wet conditions. If you or someone you know needs a reliable knife and tool for their time onboard, head over to fisheriessupply.com. Tools sell for about \$40.



Roving Blue O-Pen Water Filter

Cruising can take you many places that fresh drinking water might not be easily available, and even islands and marine parks just a few miles from the marina might not have potable water. The O-Pens from Roving Blue can make the water from mountain streams and lakes safe to drink. The pens produce ozone, which kills bacteria, viruses, fungi, and other parasites 3,000 times faster than chlorine, and leaves only pure oxygen behind as a byproduct. Ozone water purification has been used by major cities like Paris and Los Angeles for years. The pen works quickly, purifying up to 16 oz of water a minute, and can purify six gallons of water on a single charge. Do you always want to have drinking water available at your fingertips? Head to rovingblueroam.com and pick up a filter pen. Pens start at \$150.



Ronstan ClearStart Sailing Watch

Designed with help from some of the most experienced sailors in the world, the ClearStart Sailing Watch from Ronstan is a simple and durable watch designed specifically to help sailors get off the start line on time. The ClearStart features an oversized digital display and large buttons that are easy to find under pressure. Programs for multiple start sequences are built in, including World Sailing 5, 4, 1, 0, match racing, and user set, and the resynchronization feature allows you to resynchronize if you start the countdown too early. The watch is waterproof up to 150 feet below the surface, and utilizes a soft silicon band for comfort. On the lookout for a simple and practical sailing watch? Check out the ClearStart at fisheriessupply.com. Watches sell for \$80.

Leatherman Free P4

Whether aboard or stepping off the boat to explore an island or marine park, it's nice to have a multi-tool that can tackle any task that might pop up. The Free P4 from Leatherman is a new compact multi-tool that packs 21 tools all into a package that weighs 8.6 ounces and is only 4.25 inches long. The Free P4 includes needle nose and regular pliers, wire cutters, both a 420HC knife and 420HC serrated knife, saw, scissors, wire, three screw drivers, wire stripper, and more. This multi-tool features magnetic opening and closing, one-hand opening for most tools, and locking to keep all the tools in place. If you'd like to have 21 tools in your pocket the next time you head out, check out the Free P4 on leatherman.com. The Free P4 sells for about \$140.



Organic Ginger Capsules

The tried and true advice to take ginger to combat the symptoms of cold sweats and vomiting related to seasickness is a scientific fact (with peer-reviewed research!). Slip some high-end Organic Ginger Capsules into the stocking of your boating friend who struggles with seasickness. The brand Oregon Wild Harvest sells bottles of 90 Non-GMO, allergen-free ginger pills. There's plenty of ways to intake ginger, from candies to raw roots, but for an efficient, measured, high dose of ginger (and the helpful rhizome within) when needed, the capsules are ideal. Buy online at oregonwildharvest.com for \$14.95.





Pet Pals!

Big Walky Scarf

It seems we're always spoiling our pets with a never-ending cascade of treats and toys, so why not spoil ourselves and make those winter time walks a little more pleasant with the dog walking scarfs from Bark Shop. The Big Walky Scarf looks like any other scarf at a glance, but this specialized scarf has a built-in doggie bag dispenser and zipper pocket for holding delicious dog treats. Even if you don't have a dog, this scarf can be a nice way to keep a wallet, cash, or phone within easy reach on a cold day. Head over to barkshop.com to get yours. Scarfs sell for \$25.



Under the Sea Plush Toys

The Under the Sea Plush Toys from P.L.A.Y. were inspired by the owner's pug Momo, who was excited every visit to the beach. The Under the Sea toys come in five types, including a King Crab, Giant Clam, Giant Squid, Green Sea Turtle, and Starfish, and all toys have a squeaker inside. These stuffed plush toys are made from eco-friendly and recycled materials, and are made in a facility that meets the same strict requirements for baby toys. To help animals in need, 2% of the purchase price goes to the International Fund for Animal Welfare (IFAW) to aid animals in distress and protect natural environments. To get your pooch a squeaking undersea friend, head to petplay.com. Plush toys sell for about \$15 individually or \$54 for the set of five.



DJ Cat Scratch Pad

This cat scratch pad let's your cat live out her dreams of becoming a DJ with its scratchable cardboard vinyl record and sturdy turntable. The DJ Cat Scratch Pad is made from wood and 100% recycled cardboard that unfolds to form the turntable. Your cat will spend hours practicing on this hilarious scratch stand. Head over to uncommongoods.com to pick one up. Scratch pads sell for \$35.



Doggie Goggles

Having the dog on board can be a treat, but some of the same precautions that people need to keep in mind also apply to dogs, including eye protection. People should wear sunglasses on the water, as UV rays are reflected off the surface of the water and right into our eyes. Dogs on deck will need the same protection, and that's where dog eyewear from Doggle comes in. Designed for dogs that ride in convertibles and motorcycle sidecars, these goggles have 100% UV protection and are anti-shatter. They can also protect your dog's eyes from water and debris when taking the boat up to its maximum speed. Plus, they just look adorable. Head over to doggles.com to pick up a pair, selling for about \$25.

Ruffwear Float Coat

Usually no one is more excited for a day on the water than the family dog, who will spend sun up to sun down climbing in and out of the water, sleeping on the sunny deck, and barking at ducks. And like every other member of the crew, Fido should be wearing a life jacket. The Float Coats from Ruffwear are dog life jackets that will keep your pooch buoyant all day. They feature reflective strips for visibility and a sturdy strap on the back so you can help your dog in and out of the water. Maybe best of all, they're Northwest made, based out of Bend, Oregon. To pick up a Float Coat, head to ruffwear.com. Jackets sell for \$80.





Gear

Musto Gore-Tex Leather Sailing Boots

When the weather is as bad as it gets on the racecourse, the reliable pair of leather sailing boots you found under the Christmas tree will become your favorite gift. The leather boots from Musto are made from premium leather that is resistant to water, salt, and stains. The boots have a Gore-Tex membrane to provide a completely waterproof layer. The lightweight, shock-absorbing soles are constructed with GripFlex tread and are micro-textured for non-slip grip in all directions. Upgrade the foul-weather footwear for yourself or someone you know by heading to fisheriessupply.com. Boots sell for about \$475.



Gill OS24 Offshore Jacket

The OS24 Offshore Jacket from Gill takes advantage of both hydrophobic and hydrophilic surfaces to deflect water and move it away from the skin. A high-cut collar provides extra protection to the neck and face, while the head is protected by a high visibility hood, which is adjustable in three different directions. Cargo pockets are protected with anti-corrosion zippers with lightweight molded sliders and feature internal hand warmer pockets. If a little more protection from the elements is needed, head to fisheriessupply.com. Jackets sell for \$350.



Tahoe Brim Sailing Hat

A few years ago, local sailor Krak Arntson set out to make his own sailing hat because he couldn't find one anywhere that fit all his needs. So he designed the Tahoe Brim, a sailing hat that would provide sun protection and stay on his head in even the windiest conditions. The hat is built with foam to provide both comfort and floatation in case it goes overboard. An adjustable headband allows the wearer to fit their hat as tight or loose as they'd like. Your special boater probably needs a headgear upgrade, so head over to arntsonmarine.com. Hats start at \$50.



Zhik G2 Full Finger Gloves

It doesn't take many cuts and scrapes on your hands while sailing before you'd do anything for a nice sturdy pair of gloves. The G2 Full Finger Gloves from Zhik are designed with an abrasion resistant outer layer, a reinforced palm, and Kevlar stitching for extra strength. The gloves take advantage of off-set paneling to eliminate the usual pressure points created by seams in other gloves. The palms and fingers are padded and have grips on the fingers to fit different sizes of ropes. For some extra hand protection, head over to fisheriessupply.com. Gloves sell for \$50.

Northwest Yachting Gear

Did you know that *Northwest Yachting* has merchandise? We do! Get a long or short sleeved t-shirt and a beanie for your magazine-reading boater friend this holiday. Every dollar also goes to keeping *Northwest Yachting* afloat to produce Cascadia's premiere independent marine lifestyle publication. Win-win! Available online at nwyachting.com/shop.



YETI Sidekick Waterproof Gear Case

A truly waterproof gear case from Yeti, the Sidekick is the perfect carrying case for your phone, keys, wallet, or anything else you might want to keep on you. The Sidekick is made from DryHide shell and RF-welded construction, and the pack is sealed with high-power magnet and Velcro lid. The Sidekick can be worn around the waist, attached to a Yeti cooler, or to a backpack. It has interior mesh pockets to keep your valuables, and the case weighs in at just 12 ounces. So, if you'd like a carrying case that will stay dry in the worst weather, head over to yeti.com. Cases sell for \$50.



Buy Local: British Columbia

Buying from your local marine supply store supports our boating community. Here's a selection from B.C.:

All Bay Marine Ltd

Address: 2204 Harbour Rd., Sidney, B.C. V8L 2P6
Contact: allbaymarine.com / (250) 656-0153

Spencer's Marine Supply & Consignment

Address: 2240 Harbour Rd., Sidney, B.C. V8L 2P6
Contact: spencersmarinesupply.com / (780) 351-1400

Independent Marine Supply Store

Address: 2443 Alberni Hwy, Coombs, B.C. V9K 1X1
Contact: independentmarine.ca / (250) 248-2293

Wolff Marine Supply Ltd

Address: 6751 Graybar Rd #130, Richmond, B.C. V6W 1H3
Contact: wolffmarine.net / (604) 270-7770

Steveston Marine & Hardware

Address: 1667 W 5th Ave., Vancouver, B.C. V6J 1N5
Contact: stevestonmarine.com / (604) 733-7031

Trotac Marine

Address: 370 Gorge Rd. E., Victoria, B.C. V8T 2W2
Contact: trotac.ca / (250) 386-2341




Electronics

Gladius Marine Drone

The Gladius is an underwater drone that pulls double duty as both valuable tool and entertaining toy. This agile drone can dive to depth of up to 330 feet and film all the action on an Ultra HD 1080P/4K quality camera. Enhancing the function of the camera are the quattro thrusters and stabilization algorithms that allow the Gladius to move smoothly at a maximum speed of 4 knots. The camera and stabilization technology combine to make the Gladius useful for underwater inspections of your boat's hull and prop. When your done with work for the day, take the Gladius out on the water and explore under the waves, use it has a fish finder, or entertain the kids. Head over to chasing.com to find out more. Drones start at \$1,499.



Pocketalk Personal Translator

Boating opens the world and brings you in the company of people you never would have met otherwise. Of course, meeting new people in new places can bring the challenge of not always speaking the same language. For situations like these, the Pocketalk Personal Translator can help. Simply speak into this personal translator and have your words translated into any one of 74 other languages and then have them read aloud to your conversation partner. With the press of a button, your partner can respond in real time for a natural flow of conversation. The Pocketalk takes advantage of multiple translation algorithms for accuracy. If you're planning a trip to a far-flung location next year, head over to pocketalk.net and pick up a personal translator. Units start at about \$300.



LinkPRO Battery Monitor

It can be difficult to measure the exact amount of power left in a battery, because battery age, external temperature, and discharge current all affect the battery capacity. Battery monitors like the LinkPRO from Xantrex use measuring circuits and software algorithms to provide an accurate prediction of the remaining battery capacity. The LinkPRO can measure currents up to 10,000 amps, and displays voltage, charge, discharge current, the remaining battery capacity, and an estimate of the remaining time left until the battery bank is drained. An easily read, back-lit, LCD screen displays important information with the push of a button. The LinkPRO can also run a generator or turn off devices when battery voltage surpasses a pre-programmed limit. Head over to xantrex.com to pick up a LinkPRO battery monitor. Units sell for about \$230.



Mini-Clamp Multimeter

A boat's electrical system can be a complex network of appliances and equipment all in need of power. A digital multimeter, like the Mini-Clamp Multimeter from Blue Sea Systems, can help a boat owner make sense of the web of appliances. This multimeter can measure AC amperes, DC amperes, resistance, and AC/DC voltage. Use the multimeter to check the voltage and amperage output of alternators, generators, inverters, or solar panels. Use it on battery banks to ensure that parallel batteries are being drained and charged equally. The multimeter can also test current leakage. Test shore power cables could prevent accidents caused by current leakage. Head over to bluesea.com to find out more, multimeters sell for about \$200.



Sennheiser Momentum True Wireless Earbuds

The True Wireless earbuds from Sennheiser allows one less thing to tangle you up as you move around on-board. The wireless earbuds provide studio-level sound quality and easy touch and voice controls. Earbuds come in four different sizes to fit almost any ear shape. The Momentum carrying case has a built-in charger that can recharge earbuds twice, extending their battery life from four to 12 hours. Magnets snap the headphones into place and automatically start charging them. An intuitive touchpad allows wearers to control music and phone calls with just single or double taps and removing one earbud automatically pauses music until the earbud is returned. If you're looking for a wire-free experience next time you're listening to your favorite music, check out sennheiser.com. Earbuds start at \$300.



Water Toys

Oru Kayak Coast XT

Serious kayakers tend to agree that, while the convenience of inflatable kayaks have a valuable role in the paddling world, a solid hull is what gets the job done. The Oru Kayak Coast XT refuses to compromise performance for convenience. It's a corrugated polypropylene-hulled kayak that folds, origami-style, into a 36-pound package styled like a messenger bag. Once deployed, you've got a proper ocean-going kayak that's compatible with a skirt, rolls easily, and has deck rigging to hold odds and ends. There's no skeg rudder or stowage cubby, but c'mon, it fits in freaking suitcase. The Oru Kayak Coast XT folding kayak is available from REI for \$2,499.



Mako Slingshot Jetboard

The Mako Slingshot Jetboard is a motorized surfboard that can propel riders at speeds up to 34 miles per hour. Built from carbon fiber and designed to give the rider an experience similar to a traditional wakeboard, the Slingshot features a tri-fin setup and the angled V-bottom gives the board lift and speed right from the beginning. A quick refuel system and plug-and-play battery saves you time that should be spent out on the water. The handheld throttle can control the speed of the board and can accelerate it to maximum speed in a few seconds. A XT100 2-stroke engine that gives the board a 1.5-hour cruise time. For a less conventional way to hit the waves, visit makoboardsports.com. Slingshot boards start at about \$9,200.

Hammocraft Hammock SUP Kit

Effortlessly cruising along on a stand-up paddle board on a beautiful day is one of the most relaxing things you could do, beaten only by a nap in a gently swinging hammock. So just imagine how relaxing a hammock nap on a SUP might be. The Hammock SUP Kits from Hammocraft include stainless steel and aluminum pipes that attach to a pair of inflatable SUPs. Each SUP can support up to 400 pounds and with hammocks strung between all the frames, between two and four people can be supported. The hammocks are made from parachute-quality nylon and quickly dry after getting wet. Get yours for \$2,695 from hammocraft.com.



SupRax Paddle Board Storage System

The Paddle Board Storage System from Suprax give you a new way of storing your SUP between adventures. This SUP rack is attached to the stanchion or crossbar railing of your boat with clamps that rotate in 360°, making the rack easy to install vertically, horizontally, or in any position you choose. It has die-cut EVA foam to ensure that your paddle board is not damaged or bent while under way. The rack itself is made from marine-grade 6061 aluminum that has been sandblasted and anodized to make it completely weatherproof. If you're tired of leaving your paddle boards and surfboards lying around on deck, check out the Paddle Board Storage System on fisheriesupply.com. Racks sell for \$240.

SUP 'N' Go Carry Strap

For stand-up paddleboard (SUP) users, nothing beats a solid board for going the distance. However, add a modest trek from the car to the water, and even an average-sized, 10-foot, 25-pound board can be a pain to handle, especially when solo with non-ideal handle positions. Fortunately, the SUP 'N' Go Carry Strap address this very situation. Simply loop and cinch down the two board straps and clip in the padded shoulder strap, then stroll up and down the whole beach if you want. The whole system even fits into a mesh pouch. Priced at \$21.95 at Fisheries Supply.





Whitsunday Collapsing Outdoor Camping Cart

Some of the best gifts are also the most practical. Save yourself the hassle of multiple trips up and down the dock to move your stuff onboard. The Whitsunday Collapsing Outdoor Camping Cart has 4.5 cubic feet of hauling space and can handle cargo loads of up to 150 pounds at a time. The canvas interior can be removed from the steel frame for easier cleaning. Once collapsed, the frame can easily fit into a car trunk, closet, or storage space on board. The wheels rotate in 360° for easy maneuverability, and the handle is telescoping for comfortable height adjustments. If interested, head over to amazon.com. Carts sell for \$73.



Life Cell

We wrote about the Life Cell some time ago, but it still stands as the Swiss Army knife of marine safety throwable floatation devices. Available in four different sizes that keep two to eight people floating, the Life Cell is designed to contain a swath of standard marine safety equipment: EPIRB, flares with gun, air horn or whistle, V-Sheet, flashlight, mirror, and basically whatever else you want in your safety system. Bottom line, if you want the boater on your list to go all-out with marine safety with their on-board throwables, the Life Cell may be a good gift. Available by special order from Fisheries Supply, \$299 to \$469 based on model.

Blackfire Clamplight Rechargeable Worklight

If you boat long enough, the day will come when you must fix something in the dark or throw yourself down a dark settee to find something. A trusty torch makes fumbling in the dark with tools all the easier, and the Blackfire Clamplight Rechargeable Worklight is a versatile LED flashlight that can act as a handheld light, be a free-standing lantern, or clamp onto an available ledge. With a low setting of 50 lumens (that lasts six to eight hours) and a maximum of 150 lumens (lasts up to five hours), the head pivots left, right, and rotationally at your whim. It operates on a charge instead of disposable batteries. Priced at \$44.99 from Fisheries Supply.



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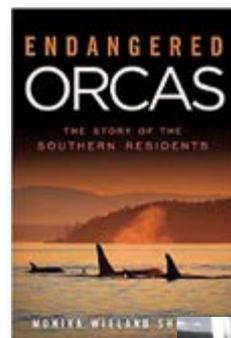


1900 N. Northlake Way, Seattle

Books

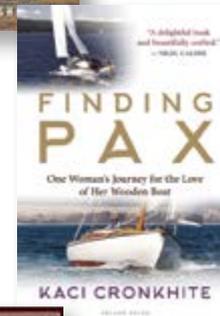
Endangered Orcas: The Story of the Southern Residents

"It is no secret that the Southern Resident Orcas in Puget Sound are in trouble. Monika Wieland Shields' *Endangered Orcas: The Story of the Southern Residents* is not an uplifting read. It is, however, an important book that chronicles the complex relationship between marine mammals and human development and culture. As boaters, we have a front row seat for the majesty and the tragedy these majestic animals showcase. That makes us their most likely and powerful advocates." -Northwest Yachting book reviewer Greg Van Belle



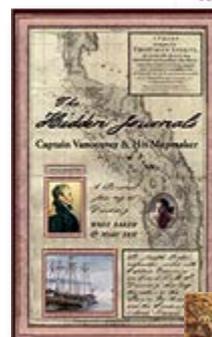
Finding Pax

"From her perch as the director of the Wooden Boat Festival in Port Townsend, Kaci Cronkhite had every opportunity to find and fall in love with any manner of boat. But she wasn't looking for a boat. Her boat found her... What sets this book apart from the dozens of others I've read on similar themes is the care and craft of the writing. Cronkhite, who holds an advanced degree in writing, tells her story and the story of *Pax* with poetic care. It reads beautifully and pulls us through the story effortlessly...It's a lovely read." -Northwest Yachting book reviewer Greg Van Belle



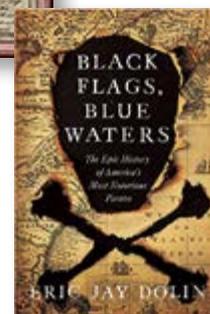
The Hidden Journals

"The book is as much about author Wade Baker's search for information about the mapmaker as it is about the mapmaker himself... 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 journals you know what a slog it can be at times. In his own journals, Vancouver comes across as gruff and uncaring... What this book shows is a very different man, keenly interested in the people as much as the place." -Northwest Yachting book reviewer Greg Van Belle



Black Flags, Blue Waters

"Part piratical history and part political analysis, this book is a must read for any sailor, history buff, or student of politics. The clear thesis of much of the book is that in the absence of clear governmental regulation and control, and with the wink-and-nod backing from kings and queens, piracy rose to fill any gaps in commerce and warfare that arose in the rapidly expanding world... Dolin does an excellent job of using narrative to frame the history of piracy and show, rather than explain, how pirates rose to im-



mense power in the late 1600s and early 1700s...If you aren't already interested in pirate history, this book will both whet your appetite and give you an incredible knowledge base from which to continue your explorations." -Northwest Yachting book reviewer Greg Van Belle

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Bartesian Cocktail Maker

The Bartesian Cocktail maker is trying to do for cocktails what the Keurig did for quick, easy-to-make cups of coffee. The Bartesian holds the base liquors for cocktails, like vodka, tequila, rum, or whisky in the main body, with disposable packets filled with the necessary ingredients like bitters, extracts, and juice concentrates. A tap on the touch screen is all that's needed to select the strength of your cocktail, from 'mocktail' to strong, and your drink is on the way. The Bartesian can serve up many classic cocktails, like gin martinis, Long Island Ice Teas, Rum Breezes, and Cosmopolitans. If you're interested in a cocktail that's quick and without the mess, head over to bartesian.com and check out what they have to offer. Bartesians sell for about \$350.



Porto Cervo Pesca Melamine Dinnerware

This 12-piece dinnerware set is made of triple-strength melamine and inspired by the traditional ways of life of Italian fishermen. On first inspection, the dinnerware appears to be made of glazed stoneware. You won't know it's made of break-resistant melamine until picking it up. The set features a classic blue and turquoise fish design on a white ceramic-style background. The plates are lead and cadmium free, and are dishwasher safe, but not recommended for use in the microwave. Check it out online at nauticaluxuries.com, priced at \$219.

Lighthouse Salt and Pepper Mill

Inspired by the historic lighthouses of Maine, these salt and pepper grinders are made from stainless steel and maple wood, and give a nautical feel to any table from one coast to the other. Use them as salt and pepper grinders, or just conversation-starting center pieces for your next gathering. Head over to uncommongoods.com to pick up a pair for \$65.



Buy Local: Washington

Want to keep the Pacific Northwest boating scene thriving? Buy local! Here are independent options in Washington:

Fisheries Supply

Address: 1900 N Northlake Way, Seattle, WA 98103
Contact: fisheriessupply.com / (800) 426-6930

Longship Marine

Address: 18969 Anderson Pkwy, Poulsbo, WA 98370
Contact: (360) 779-2378

The Chandlery at Winslow Wharf

Address: 133 Parfitt Way SW, Bainbridge Island, WA 98110
Contact: winslowwharf.com / (206) 842-7245

Wooden Boat Chandlery

Address: 431 Water St., Port Townsend, WA 98368
Contact: shop.woodenboatchandlery.org / (360) 385-3628

LFS Marine and Outdoor

Address: 851 Coho Way, Bellingham, WA 98225
Contact: lfsmarineoutdoor.com / (360) 734-3336

Uncle Norm's Marine Products

Address: 3606 N Swallow Ave., Pasco, WA 99301
Contact: unclenormsmarineproducts.com / (509) 735-2106

Coastal and Lake Art Serving Tray

These unique serving trays capture a 3-D topographic map of the body of water of your choice and turn it into a practical nautical-themed serving tray. The serving boards are made from maple wood, and the map are laser cut into the second layer of the wood and stained a bright turquoise. The whole design is covered in glass and sealed around the edges to protect it from food and stains. The sides and handles are made of cherry wood. If you'd like to honor a body of water that's particularly meaningful to you, check out the custom serving trays on uncommongoods.com. Serving trays start at about \$170.



Rowboat Serving Bowl

This nautical serving bowl will remind you of the water, no matter where you're having dinner. The aluminum bowl takes the form of a rowboat, complete with etched planks and rivets along the outside. The oars are made of sheesham wood and serve as the serving fork and spoon. The bowl works for salads at family dinners, a fun popcorn bowl for movie night, or just on display in the galley. If your galley or kitchen needs a little more boating-inspired dishware, head over to uncommongoods.com. Bowls sell for \$65.



Kid Stuff

Force1 Velocity RC Boat

Even if your kids are too young to get behind the helm, they're never too young to take an RC boat out for a spin on the lake or in a pool. The RC Boats from Force1 are easy for kids to control and can reach speeds up to 20 mph. The 4-channel remote control can reach boats up to 130 yards away. A capsizing recovery mode keeps the fun going even if your kids take the corners a little too sharp. These boats are intended for use on fresh water only. If you'd like to give your kids a turn at piloting a boat of their own, check out the Force1 Velocity RC Boat on amazon.com. Boats sell for about \$30.



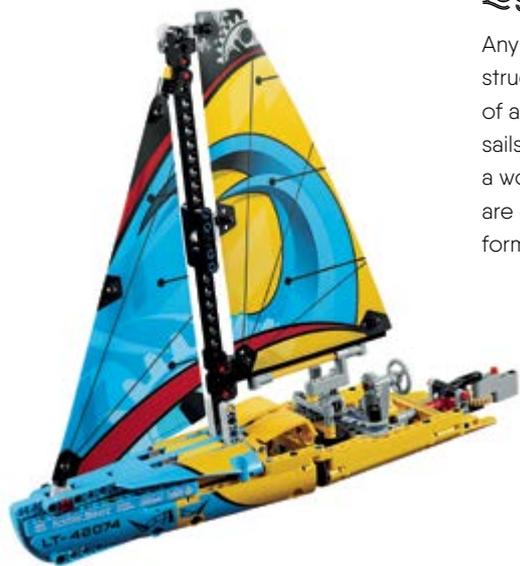
Alpha Bravo Charlie: The Complete Book of Nautical Rules

There are not many books out there that can both entertain kids and present information that interesting to them and valuable to adults. A possible exception to this rule is *Alpha Bravo Charlie: The Complete Book of Nautical Rules* by Sara Gillingham. Aimed at kids ages 8 to 12, *Alpha Bravo Charlie* is a sturdy, hardcover

book with page after page of colorful illustrations which introduce kids to nautical communication through Morse code, nautical flags, semaphore signaling, and the phonetic alphabet. The book is colorful and the pages are die-cut to match the shape of the flags they are depicting. If your junior crew members could use a little reading material, head over to amazon.com to pick up a copy.

Lego Technic Racing Yacht

Any junior model builders on your crew will get excited about constructing the Technic Racing Yacht from LEGO, a realistic replica of a racing yacht. The yacht includes details like colorful printed sails, simulated lines, sails that move after winding the winches, and a working rudder that turns with the wheel and tiller. When your kids are done building the racing yacht, this 2-in-1 model can be transformed into a catamaran. If your kids are boat lovers, engineers-in-training, or both, give them the Technic Racing Yacht this year. Available on lego.com for \$40.



Kids Nautical Bedspread

This boating bedspread will keep your kids dreaming of life on the high seas long after the summer cruise is over. The Organic Nautical Boat Sheet Set is made from 100% organic cotton and displays an all-over boat pattern in navy blue against a white background. The pattern features historic and modern sailboats and was designed by artist Molly Hatch. The twin-size set includes one fitted sheet, one flat, and a twin pillowcase. The perfect complement to the sheet set is the Nautical Quilt, with nautical flags set against a navy background. The flags even spell a secret message that kids can decipher with the legend on the back of the quilt. Head over to crateandbarrel.com to pick up your set today. Sheets sell for about \$65 and the quilt for \$110.

Baker Ross Make Your Own Boat Kit

There are few more classic childhood pursuits than making your own wooden sailboat. The Boat Kits from Baker Ross can bring this pastime to life for a new generation. The pre-cut pieces in the kit can be painted with any custom color or design, and then easily fitted together to create a 3-D model. These models are made from lightweight plywood and are suitable for ages three and up. If you'd like to introduce your kids to the simple pleasure of creating their own model sailboats, head to bakerross.com. Sailboat kits sell for about \$6.



Buy Local: Oregon

Oregon boaters can buy local too, you just need to know where to look!

Englund Marine & Industrial Supply

95 Hamburg Ave., Astoria, OR 97103
Contact: englundmarine.com / (503) 325-4341

Sexton's Chandlery

303 NE Tomahawk Island Dr., Portland, OR 97217
Contact: sextonsmarine.com / (503) 289-9358

Stevens Marine

9180 SW Burnham St., Tigard, OR 97223 (West)
18023 SE Addie St., Portland, OR 97267 (East)
Contact: stevensmarine.com / (250) 656-0153 (W), (503) 652-1444 (E)



Fishing...

Swanson Wooden Fly Rod Tube

Protect the most important tool in your fishing arsenal with this wooden fly-fishing rod tube, created by master craftsman A. L. Swanson. Designed and built in his workshop in Montana, Swanson creates the tubes from sustainably harvested hardwoods and leather straps made by a professional Montana chap maker. The head cap of the rod tube is made from three layers of hardwood, and inlaid with a signature fly logo, made with American sycamore, abalone shell, brass, red and black epoxy resin, and blue lapis stone. Choose from tubes made of either black walnut or tiger maple. The tubes can hold sizes up to a 10" 4-piece rod. The tubes can also be engraved with up to three initials. If interested, head over to orvis.com. Fly rod tubes start at \$299.



Cuda Mono/Braid Fishing Pliers

Fishing pliers are not the flashiest piece of fishing gear, and many people do not think about their pliers until they get a hook stuck in their clothes or their skin. A good pair of fishing pliers can be used for everything from removing hooks to cutting lines to changing split rings. The Cuda 7.5" Mono/Braid Fishing Pliers has a built-in tungsten carbide wire, mono, and braid cutter. The Cuda non-slip scale pattern grip keeps the pliers in your hands even when wet or slippery. If you or someone on your list needs a new pair of pliers, head over to fisheriessupply.com. Pliers sell for about \$71.



Cuda Knife Sharpener

A sharper knife is always a safer one, reducing the risk of an unexpected twist or slip. A sharp knife is even more important in fishing, with the wet and slippery conditions making a slip even more likely. The one-handed action of the Cuda is safer than other sharpeners that run a risk of cutting your other hand. The sharpener is made from a marine-grade aluminum alloy and can be used to sharpen any non-serrated knife, scissors, or shear. If your fishing or utility knives have begun to get a little dull, head over to fisheriessupply.com and pick up a Cuda knife sharpener for \$15.



Stainless Steel Clam Gun

There are few more quintessential Northwest activities than wandering a patch of beach that stretches off into the horizon, armed with only a clam gun and bag for the bounty. The galvanized-steel clam guns from Danielson measure in at 31" in length and should withstand lots of wear and tear. A stainless-steel clam gun is a nice upgrade for any dedicated clammer. If you'd like to upgrade your tools for the next razor clam season, head over to fisheriessupply.com. Clam guns sell for \$30.



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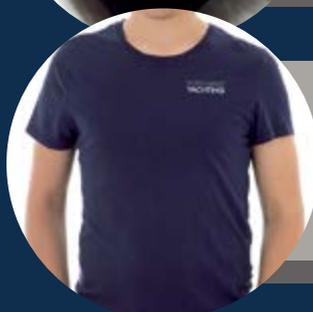
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LADY SHIP LESSONS

A new boater experiences an all-women's multiday yachting workshop with NW Explorations.

***"I am the master of my fate;
I am the captain of my soul."***

– From *Invictus*,
by William Ernest Henley

WORDS AND PHOTOS: **SEANNA BROWDER**

T The human desire to be the captain of our own ship is fundamental. To plot your course, take the helm, and sail to your chosen destination is a perfect metaphor for life both on and off the water. Let's not forget enjoying the journey along the way, too. Of course, finding your way in life can be much harder than finding your way on the Salish Sea, yet barriers that some

of us face on land are the same hurdles we face on the water. Take women and powerboating. We often find ourselves sidelined as passenger-crew when what we want is to take the helm as skipper.

To change that dynamic, four women, including myself, completed a multi-day power training course presented by NW Explorations exclusively for woman. According to a BoatUS survey, many women

Left: Captain Paulette Bergh at the helm as she teaches women to cruise the Salish Sea on a motor yacht (Photo: NW Explorations).

believe there are not enough learning opportunities just for females, so the Bellingham, Washington-based company decided to offer all-female training weekends.

All of us are strangers, who have come together to go into unknown territory. We started our weekend by boarding *Thea*, a beautiful 46' Grand Banks powered by twin 300-horsepower Caterpillar engines. She's substantial and powerful, and we were going to learn how to "man" this imposing 19.5-ton vessel. Let's be honest, the idea of anyone controlling an almost 20-ton vessel with two powerful engines is just a little audacious, no matter what your gender!

The Captain and Crew

The first night *Thea* remained docked in Squalicum Harbor while the crew went out to dinner and formed an immediate bond. We were all here for the same reason—trust. We felt safe among other women to make mistakes and expose our ignorance. You might say, we were all in the same boat. Over the course of Labor Day weekend, our instincts about trust proved true and this group of strangers became friends.

Saturday morning, our captain—the intrepid Captain Paulette Bergh, known as Captain Paulette to all—came aboard ready to play. I would follow Captain Paulette anywhere. This woman was part of a Himalayan rescue team, sailed in almost every one of the world's oceans, and could park a yacht on a dime. She has trained people to handle boats for decades and has worked at NW Explorations for 12 years. Best of all, she was a teacher extraordinaire.

Under her supervision, I was able to saddle *Thea* right up to the dock in the harbor during docking practice. Eventually. One time, I was heading straight for the pier. "Where do you think you will end up?" Captain Paulette calmly asked.

I replied, "I'm going straight to the pier." I was apparently heading straight *through* the pier. She gently covered my hand that was clutching the joy stick and put the starboard engine in reverse. "It's better if you parallel the dock," she said, soothing both my fear and ego. According to the instruction manual, ego is the biggest impediment to docking.

She showed the same degree of kindness and patience to each one of us. In turn, that attitude was reflected by the crew. My three mates couldn't have come from more disparate backgrounds, yet we enjoyed each

other's company and were always ready to lend a hand and cheer each other on. No one was telling us how to do it or saying, "Step aside, I'll do it."

We all had our reasons for being on board. Cheryl, the smallest and fiercest one, has a great story on why everyone should know how to handle a boat. She was on a cruise up the Inside Passage with her family. The men decided to take the inflatable out and managed to slash it on a shoal full of oyster shells. In the meantime, the wind picked up and the anchor gave, setting the boat adrift. Cheryl and her sister-in-law were the only two aboard. Her brother-in-law yelled, "Start the engines!" Cheryl yelled back, "How the hell do you do that?" She's taking this course to learn exactly how to start the engine and drive the dang thing so when they take the boat to Alaska next summer, she'll be prepared.

Melissa is preparing to go on a flotilla trip up to Alaska this fall. She and her boyfriend are sailors, but the last flotilla trip they took up to Desolation Sound was cold and miserable. There was no wind and they were always the last into port. "We went aboard a powerboat and they had hot coffee, and it was so comfortable," she told me. They decided next trip would be on a powerboat and she wanted to have the skills to handle a substantial motoryacht.

I am on board because there was a last-minute opening and *Northwest Yachting's* managing editor Norris Comer offered, "We need a feature. Want to learn how to drive a yacht?" I have been on cruises

through the Gulf Islands with friends, but was always told what to do. I was the passenger.

Kaitlyn is the spark on the trip, game to do anything. She is 29 years old and lives on a Carver motorboat in a Ballard marina as an alternative to Seattle's high rents. She loves it and is thinking about buying a boat, but also wants to feel confident enough to take a boat out into the Salish Sea. Kaitlyn likes to go fast, but Captain Paulette reminded her that speed comes with a cost.

"There is a point when you are burning so much fuel going fast that you might as well be throwing \$20 bills behind you," says Captain Paulette. She is one of the few female powerboat licensed captains who also instructs aboard sailboats and motoryachts in the Salish Sea. Besides training future captains and piloting charter boats, Captain Paulette leads an all-women flotilla down in Caribbean almost every year. Her team-building skills are apparent, skills she honed while teaching leadership and sailing to MBA students.

Training an all-female crew is one of her favorite jobs. "It's better to train strangers than a couple," she says. When boating, the dynamics of a marriage become apparent, and "I'm not Dr. Phil," Captain Paulette says with a roll of the eyes.

Throughout the weekend, she leads us with encouragement and humor that is a perfect combination for learning. And wow, there is a lot to learn! Maneuvering, navigation, docking, man overboard pro-

Below (left to right): Melissa, Captain Paulette, Cheryl, Kaitlyn, and I are all smiles after our successful cruise exploring the Salish Sea and learning the necessary skills to master the sea on a motoryacht.





Captain Paulette and first mate Cheryl supervising the setting of the anchor aboard *Thea* in Echo Bay off Sucia Island. We had a bit of a hiccup here when the windlass lost power.

cedures, and line handling are just some of the topics covered.

Anchors Away

With so much to absorb, we don't mess around. Tying line was the first order of business. The lines keeping the boat in its berth were beautifully ensconced in circles called Flemish coils. However, Captain Paulette pointed out that if it's raining or dewy out, the lines will dry out more quickly using a daisy chain so air flows through. We practiced our knots; the cleat hitches to secure the boat and clove hitches to secure fenders. Cheryl has been practicing at home, and even has an actual cleat to practice on. She also had the book *Knot It*, which she generously donates to me at the end of the weekend. I struggled with my knots.

I was practicing my cleat hitch when a man, who was trying to be helpful, came up and said "Here, let me show you how," and attempted to do it for me. I explained the situation—that I was learning and needed practice—and thanked him. There was no mansplaining, no matter how well intentioned, aboard *Thea*. It's another reason to be grateful for an all-female crew. With this crew there is no drama; just an intense desire to learn all things boating.

Next, we practice docking. We learn the beauty of neutral and why it's important to dock close enough to the pier so a person can step off the boat and not into the water. From the flybridge, we practiced controlling this heavy boat with Captain Paulette's special sauce—leave starboard in reverse and move the port engine from forward, through neutral, to reverse (called 1-2-3). It worked because none of us took out a dock! *Thea* does not have bow thrusters. Thrusters would have made things too easy.

However, we were not roughing it on *Thea*. There is a nice galley complete with a stove and a refrigerator guaranteed to freeze your lettuce and keep the wine chilled. We don't spend much time in the galley, and chat in the comfortable salon that has room for all of us and a settee that can be a nice sleeping spot. With a couple steps down, you find a head and two berths forward. Lift the stairs up and you're in the engine room. An en suite master berth is aft. *Thea* is a comfortable boat for the five of us.

Saturday afternoon, we motor to Sucia Island and anchor in Echo Bay. I love life on the hook. We popped a prepared meal into the oven and learned about the engines while dinner cooks. It's dark and cramped in the engine room and we go down in pairs to face the belly of the beast—the two huge engines. We double checked oil levels and made sure the water system is functioning.

One of the most important elements to control on a powerboat is the power itself. So obvious, right? We learn about the generators, batteries, and electronics. I take note that it's better to shower in the evening,

after the hot water heater has been primed by the engines running all day.

A Lady Ship

We were practicing anchoring in Echo Bay when a grandmother and her granddaughter paddled by us in their kayaks. She asked if we were all-women crew. Yes, we responded. "Ahh, it's a lady ship," the woman told her granddaughter. "That's wonderful." The five of us beamed.

By the second day, we were really starting to become a crew and feel like *Thea* was our ship. We launched the dinghy, cruised around Echo Bay, and then put it back on the davit without a problem. Of course, reality pushed back and checked our egos. The windlass lost power for some reason and the anchor sunk back into Echo Bay, but like all failures, this became an opportunity to learn.

Luckily, the boat's systems are redundant. If something breaks, there is always a back-up. Captain Paulette took this hiccup in stride because boating is all about something going wrong or the unexpected happening. We stopped the chain from completely unspooling and learn how to manually draw up the anchor. Who would have thought the anchor was stored behind Cheryl's berth?

Heading into Friday Harbor from Sucia on Sunday morning, we all took turns driving and being the look-out. There was so much afloat in the Salish Sea. You look at things differently on the water; the dangerous logs floating indiscriminately, the kelp beds that can strangle engines, the porpoises surfing, and the humpback whales breaching. What was startling to me was the speed

Left: Cheryl and Melissa working the lines as we prepare to shove off.

Right: Kaitlyn enjoying a moment of beauty aboard *Thea*.



of the ferries. From the shore, they seem to be lumbering, but close up and on the water, they are speed demons.

We made it to Friday Harbor without incident, each of us enjoying our time at the helm. In contrast with Sucia's serenity, Friday Harbor boomed with activity. It was Labor Day weekend, after all. Melissa took over at the helm and was nervous about parallel parking between two very expensive yachts. "I am freaking out and that's a nautical term," Melissa said. She slipped into the slip without a hitch. We all applauded. It was a masterful parking job. Here in Friday Harbor with all its resources, my education broadened with rum knowledge. Essential knowledge for a sailor, apparently. Mount Gay rum was the winner of the taste test and we raised our glasses in a toast to women boating. At that moment, I never wanted to get off the boat.

But Monday dawned with fog lifting off the water, and it was time to go back to where we started. We had a quick navigation lesson before getting underway, learning how to employ a divider and parallel rulers. I finally understand the meaning of compass rose, how it compensates for location in determining true north. As our captain says, "If you don't know where you are going, you'll end up someplace else." We checked the books to see how tides and currents will affect our course, then set off for Bellingham.

Coming Home

It is our last time to be at the helm. Dodging crab pots, eel grass, logs, and other boats, the ride home kept us alert. It was a slalom course out there and we all took turns at the wheel and avoiding obstacles. Eddies and swirls greeted us as well, but the wide-bottomed *Thea* plowed through, shaking her hips a little from side to side. Captain Paulette tells us the Pacific Northwest is not a beginner's cruising territory.

We made it back to the dock in Bellingham with time to spare, so we practiced docking some more. Afterwards, Captain Paulette asks if we feel comfortable enough to skipper a boat. Only Kaitlyn said yes. Captain Paulette, the indomitable optimist, told us, "You are all capable of chartering a boat." There is a caveat. She suggests we have a skipper onboard for a day or two before solo chartering, or we could take another training class to beef up our skills.

This is the same advice she would



Captain Paulette and Cheryl at the helm, concentrating not only on boat traffic but debris in the water. A captain must be aware of the situation at all times and be ready for the unexpected.

give an all-male crew. The most dangerous skipper afloat is the one who thinks he knows it all and has no experience, Captain Paulette says. Boating is all about problem solving and being prepared for the unexpected, not about gender.

Gals at Sea

I couldn't agree more, but why aren't more women at the helm? Last year, only two women chartered and skippered boats from NW Explorations. Hannah King, who works with NW Exploration's charters and flotillas, explains, "Partly, I think it's because there are limited opportunities for women to learn, and many women tend to defer to their husbands to captain the boat," she says. "For some couples, taking the course apart from one another allows them to build greater skills and confidence by focusing more on their individual learning."

What this course did for me was build both my confidence and knowledge in boating. I am sure the friends that I made that weekend would agree with me. After

the training, I am more than a passenger. Now, I know what to do on a boat without constantly being told. As a woman, I feel I have to earn confidence and this weekend was like money in my personal bank.

Captain Paulette sums it up with this great story about working the Seattle Boat Show in a berth next to a male broker. They got to know one another and became friends. However, when she got up on the flybridge to take the yacht home, he was surprised. "They let you drive that boat?" he asked incredulously.

She just waved good-bye as she motored out onto Elliott Bay, secure in the knowledge that she was captain of her own ship. One day, that will be me at the helm. **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!

Cheryl, Melissa, Kaitlyn, and Captain Paulette going over the basics of navigation. Captain Paulette's motto is "Be prepared for everything. Your electronics can go out!"





*When a strangely
luxurious Soviet
cargo ship sank in
Portland Harbor in
1944, it inspired
a local legend.*

BY PETER MARSH

THE TSAR'S LOST* YACHT

***WHEN THE LEGEND BECOMES FACT, PRINT THE LEGEND.**

T There are many books devoted entirely to shipwrecks on the Pacific Northwest coast, especially at the notorious Columbia River Bar. One hundred miles inland, the maritime casualties around Portland have lacked the big waves, rocks, and loss of life on the western shore. That was the case in the loss of the Soviet cargo ship *Illitch* that

sank in Portland Harbor on June 24, 1944, not with a bang, but a whimper.

This dramatic event was as close as Portlanders ever came to seeing the loss of a ship in wartime, though there was never any evidence that it was caused by sabotage. The cause was likely a mistake in ballasting, which happens occasionally even in the 21st century, or a leak in

The actual Tsar's yacht, the Imperial Yacht *Standart*, post-Tsar as a barracks ship during the battle of Helsinki, part of the Finnish civil war of 1918. It would not be the last time *Standart* was pressed into wartime service. (Photo: Arthur Gunnar Lönnqvist)



ship immediately. Within 30 minutes, the ship was on its side and the captain, chief mate, and about 20 members of the crew had clambered to the highest point of the hull to escape the water.

Some were rescued by means of a "cherry picker" basket on a mobile crane while other climbed up a rope ladder that had been lowered by men on a Liberty ship in the next berth. A total of 58 crew escaped before the ship rolled over at about 0500 hours. When the roll was called on shore, only the 20-year old female cook, named Agreppina Arakhpaeeva, was missing.

The *Illitch* settled slowly onto its side in 45 feet of water. Not only was the hull blocking the dock, which was used for repairs to visiting ships and fitting out newly-launched Libertys, it was also obstructing the port's main drydock and preventing it from being used. This was a serious obstacle to the smooth flow of work in the Kaiser yards and needed to be removed as soon as possible.

THE MOTHBALL FLEET

The *Illitch* was not going to surrender without a fight and presented a problem that stumped the best efforts of the local maritime community. With new ships being launched in the Rose City every few days, the sinking of a 50-year-old Russian ferry was no more than a footnote in the big picture of the war effort. Many of these ships had been pressed into service regardless of their age or condition, and appeared to date from World War I.

Some were in such poor shape that they needed extensive repairs or strengthening before they could be loaded, which is why there was a team of dockworkers around the 390-foot *Illitch*. The wreck was destined to occupy the berth for five months while other Soviet ships continued loading cargoes of all types. In fact, it is probable that some crews would have passed the sunken ship on their way home to Vladivostok, only to return months later and find it was still stuck firmly on the bottom of the river.

Portland was one of the main ports in the Pacific Northwest where Lend-Lease cargoes were loaded in the U.S. program of military aid to the Soviet Union for shipment to Siberia. The USSR was in desperate need of these supplies to feed its population and equip the army fighting the German forces on the Eastern Front. The *Illitch* was one of hundreds of Soviet ships that called on Portland during the war.

This ship from the Black Sea with the look of a grand passenger liner in the Victorian style must have been an exotic site on the Portland waterfront compared to the functional working vessels moored around it. Barber had previously noted that this was not a typical cargo vessel, writing: "She had a clipper bow with a long bowsprit, and her masts and stacks were set at rakish angles." Unfortunately, he failed to take a photograph before it sank, an error he must have regretted.

Being a dedicated newspaper man, he began making amends by gathering more information to give this story more

the 50-year-old riveted steel plates below the waterline. The story appeared in the *Oregonian* newspaper the next day and was followed by journalist Larry Barber over the next five months as the authorities decided what to do with the old ship.

After hearing the news, he was soon on the scene, where the side of the capsized *Illitch* was barely visible in the muddy Willamette River and surrounded by flotsam that had floated off the ship's deck. Barber learned that a shipyard engineer had noticed the ship listing at about 0430 hours, and went down into the engine room and found "water boiling up into the bilge," explained Tex Morrison, superintendent for Northwest Marine Iron Works.

The engineer called for portable pumps to be fetched, but ten minutes later chains, welding machines, and heavy gear all began sliding off the sloping decks. He ordered all his men off the ship and informed the Russian crew that the *Illitch* was going down and they should abandon

Below: The massive derrick barge *Cairo* hoists some of the *Illitch*'s wreckage. The ship had to be broken up quickly to make way for more ships and for Liberty ship production. The process took five months.





The wreck of the *Illitch* sits on one side, not unlike the S.S. *Normandie* when it was damaged beyond repair in a berth in New York City two years earlier. War waits for nobody, and just behind, a freshly-launched Liberty ship is being loaded with supplies, possibly as part of Lend-Lease to the USSR.

interest. With a narrow beam of 45 feet, a large accommodation block, and limited cargo capacity of only 500 tons, it was barely worth traveling 5,000 miles across the Pacific. Perhaps it was sent as a symbol

of Russia's need for aid, like the small craft that helped out during the retreat from Dunkirk. It had been re-fitted with gun turrets, but would not have been able to put up much of a fight. Now its fate was sealed without a single shot being fired.

WHISPERS OF THE TSAR

Hoping to learn more, Barber asked around the docks for details. This was how he heard the rumor that the *Illitch* had once been the personal yacht of the Tsar Nicolas II. The workers who had been installing some new cargo winches on deck and extra bunks below decks confirmed that it still had all the comforts of a luxury hotel with the walls lavishly paneled and decorated. The elegant passenger rooms were partitioned off and were not accessible by the wartime crew.

Every ship has a builder's plaque on the bridge, with name and date of launch. Barber was informed this ship had been built in Dumbarton, Scotland, in 1895 and added this to his notes. This is contradicted by two reliable sources that state it was built in Germany—a curious error considering how much trouble the ship caused.

I decided to do some research on the web and easily found a couple of sites full of information about the Tsar's real yacht, the magnificent *Standart*—5,557-ton vessel that was 401 feet long and 50 feet wide. It was built in Copenhagen in 1895 with two funnels and three masts. *Standart* was the largest, most luxurious private ship ever built until the late 20th century and was

reported to have a crew of 260 including over a hundred servants and a brass band. The Tsars were the absolute rulers of Russia and lived in unparalleled luxury until the Bolshevik revolution in 1917. The entire royal family—the last of the Romanovs—was eventually executed on the order of Lenin. Their magnificent yacht was converted into a minelayer and renamed the *Marti*. It fought the Germans on the Baltic Sea in World War II and was not scrapped until 1963.

That was on the other side of the world from Portland, but the dimensions and description of the *Illitch* match almost perfectly with the *Standart*. Add the fact that it was launched as the *Emperor Nicholas II* and probably renamed after Vladimir Ilyich Lenin during the Russian Revolution, and it's easy to see how the ships' histories could have become blurred. The *Illitch*'s origins were likely similarly luxurious, but still a mystery.

The idea that it was the Tsar's yacht could have emerged after the name was changed when it was a luxurious ferry or excursion ship on the Black Sea, a working vessel in Siberia, or a world away in Portland, Oregon. Barber mentioned this rumored royal connection in his first report, and continued to follow the saga, which dragged on until the end of the year.

THE REMOVAL OPERATION

Regardless of its age or history, the *Illitch* was now an anonymous wreck and a problem that had to be solved as quickly as possible. Two hard-hat divers from Devine & Zimmerman arrived by noon and began diving on the wreck in the afternoon. They recovered the body of the cook, which was taken to the city morgue. Coincidentally, the sinking also produced another corpse, that of 49-year-old Joseph Ricchie, who had fallen into the river from the drydock a week before.

The divers returned the next day to clean up the welding leads, cables, and ropes that had slid from the ship's deck. They then inspected the port side of the hull to look for the cause of the sinking. The divers reported the bottom looked in reasonable condition, while the starboard side was buried in the mud. So that was as far as the investigation into the accident could go, and no cause was ever identified. The most important task was to stop the wreck from sliding under the drydock.

Within five days, a piledriver arrived to install several "dolphins"—clusters of three piles lashed together to form a stable

Hard-hat diver Bob Patching (right) from the company Devine & Zimmerman taking a break while working on the wreck of the *Illitch*.



tripod. Wire cables were run from the wreck to the dolphins and winched tight to hold the hull in place temporarily. By the end of the week, many officials had arrived to represent stakeholders; including the Army Engineers, the port, insurers, shipping agent, Russian consulate, etc. But there was no agreement on how to proceed until July 8 when Captain Ivan Sergeiv signed papers to release the craft. "Just what this means is as yet not clear," Barber pointed out.

On July 14, he wrote that the Army Engineers' office had received clearance from Washington D.C. to move ahead with the salvage. The contract was opened for bidding for just two weeks until the bids were opened on August 1. Only two companies showed any interest, and when the work finally began at the end of October, they were not mentioned. Instead, the U.S. Army Corps of Engineers were in charge. By this point, it had been decided that the *Illitch* was not worth re-floating, even to use the bare hull as a barge.

Larry noted that Captain J.L. Tooker, a veteran salvage master, was supervising the work, aided by a few of his expert team whom salvaged the famous French trans-Atlantic liner *S.S. Normandie* in New York Harbor. *Normandie* was one of the last great ocean liners that was interned in the USA after Germany occupied France in 1939. When the U.S. declared war on Germany, the ship was being converted into a troopship when it caught fire while moored during February of 1942. It rolled over from the weight of water pumped into it by fireboats. The *Normandie* laid

on the bottom for a year and a half, until it was righted in August 1943. The ship was found to be beyond repair and was broken up and scrapped in 1946.

ENTER THE CAIRO

To expedite the work on the *Illitch*, Captain Tooker was given the use of the government's giant derrick barge *Cairo*, which had been sent to Portland from the Gulf Coast to assist the Kaiser shipyards. It had found a second life loading steam locomotives onto Soviet ships under the Lend-Lease program. By the end of October, the wreck was surrounded by support vessels large and small, with a wide array of equipment on the dock.

Tooker hired eight divers, who each had their own team of helpers to supply their air and ensure their safety, their task was to cut up the submerged ship where it laid. They began cutting through the ship with torches burning a mixture of hydrogen and oxygen gases. On October 21, Barber

filed his eighth column on the saga. After describing the process of underwater demolition that was slowly dismantling the ship, he turned to the derrick barge to fill out the story. The mighty *Cairo* was reputed to be one of the largest floating cranes in the world with a capacity in excess of 160 tons.

"The big Cairo in itself is one of the nation's most interesting vessels. It is a huge steel barge upon which is mounted a tremendous A-frame, complete quarters for its crew, a machine shop, numerous power units, and all the gadgets that go to make it one of the most formidable lifting units of its kind."

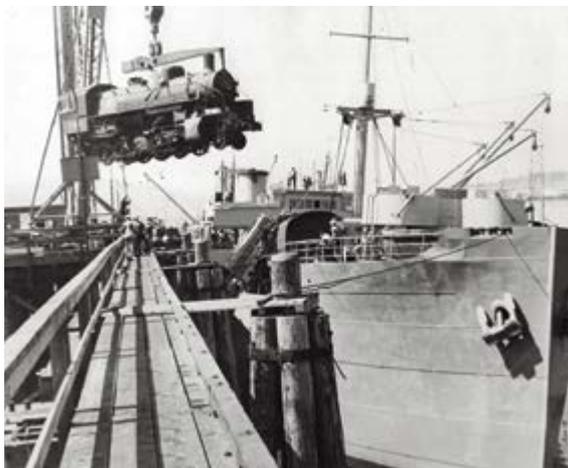
It was built in 1929 to construct the lower Mississippi levees and then sported a 240-foot boom and a 7.5 cubic yard clamshell bucket. Three years ago, the War Shipping Administration towed the dredge to New York and converted it into a derrick barge to be lend-leased to the British government for the removal of sunken ships in Egypt, but the British failed to take it away."



For scale; the enormous derrick barge *Cairo* is seen hauling a U.S. Navy landing craft (LCU-1478) onto its foredeck on the Louisiana Gulf Coast, circa 1955. (Photo: Bisso Marine)

Below: The *Standart* was placed in drydock not long after the outbreak of WWI in 1914 and later became property of the state. She was gradually stripped down and renovated into a mine-laying vessel. She was later renamed *Marti* in honor of French communist leader André Marty, who during his time in the French Navy had assisted Red Russian forces during the revolution in what was called "the Black Sea mutiny." Marty became a hero in the Soviet Union and spent WWII there.





Left: A Soviet freighter travels down the Columbia River carrying American locomotives. The Soviet Union was provided assistance from the Lend-Lease program in the summer of 1941 and 1,911 locomotives were built for and shipped to the USSR during the program, with Soviet ships dodging Japanese patrols on routes to Petropavlovsk-Kamchatsky and Vladivostok. **Center and Right:** Loading locomotives, trucks, and other supplies in Portland.

More than a year ago, the WSA started the Cairo to Portland. After it was nearly wrecked in a hurricane in the Gulf of Mexico, it was drydocked in New Orleans for installation of a raked bow to improve towing qualities. It finally arrived here after a hectic voyage (via the Panama Canal). The crew ranges from 16 to 22 men. The main fall block stands 8 feet high and weighs 12 tons. It takes something like that to pick up sections of sunken ships like the ill-fated Illitch."

Through November 1944, the *Illitch* was cut, reduced to a pile of scrap (sold for \$2.27 per ton) and hauled away to feed the steel

mills. On December 1, Barber's final report ran with a description of the last large lift for the *Cairo*, "a great unwieldy stern section, which included the stern frame, rudder, propeller and stern plate, as well as a gun mount. The piece towered about 60 feet in the air and was estimated to weight about 150 tons, according to Captain J.L. Tooker."

This scene is the subject of one of Barber's best wartime news photos and marked the sad end of this fine old ship and all the history it had lived through. As for the hand-carved walnut paneling and fine fixtures in the first-class passenger suites, if they were

not pulled off by the current and swept downriver, they would have been burnt off the steel plate onshore. **NWY**



Peter Marsh grew up in Greenwich, UK, started dinghy sailing in 1963, and witnessed the start of the Singlehanded Trans-Atlantic Race in 1964. He was involved in early trimaran development, then joined Major H.W. Tilman for a voyage to the Arctic in 1971. He came to the United States in 1972 and has only built one more multihull, a small open trimaran that he cruised to Alaska twice in the 1980s, plus a 1986 voyage on the Great Lakes. He described those voyages in his first stories for Northwest Yachting magazine. He has lived in Astoria since 2002. Read many of his stories at www.sea-to-summit.net

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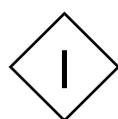
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Guemes Island, Washington

By Richard Walker



It's a cool Saturday morning and the *M/V Guemes* is on one of its 23 daily runs ferrying vehicles and passengers between Anacortes and Guemes Island. The ferry crosses the mile-wide channel as the new day makes a showy entrance. The awakening sun displaces pre-dawn blues and violets with yellows, oranges, and reds. A tidal change brings a flush of cold, nutrient-rich waters from the Pacific, which in turn attracts sea life high up the food chain. The nearshore air is pungent with the scent of salt and kelp. Seals bob offshore and cormorants in flight skim the water's surface. Gulls caw and screech as the ferry, which can carry 21 cars, arrives at its namesake island.

This is a daily experience for the 700 or so people who call the island home.

Guemes Islanders are entirely dependent upon the county ferry to get to and from "the mainland." It's a four-minute transit, but when the ferry docks for the night, the distance between island and mainland seems infinite.

The feeling that Guemes Island is so close, yet so far away, is part of its attraction to residents and visitors. On one side of Guemes Channel is Anacortes, population 17,000, through which an estimated two million vehicles travel each year to catch the state ferry to San Juan, Lopez, Orcas, Shaw, and Vancouver islands. On the other side of the channel is this bucolic escape: no tall buildings, no downtown, no traffic signals, no busy intersections. Just beaches and bluffs, farms and forests, sea life and wildlife.

Guemes Island has no marinas or docks, but it's an easily accessible daycation, especially if you're docked at one of Anacortes' marinas. Anchor out and drop a crab pot, or kayak over, or do as the locals do and take the Guemes Island ferry. Ride a bicycle around the island,

hike Guemes Mountain for the breathtaking view of the San Juan and Gulf islands, walk the beaches, get a massage at the local resort, and

catch some live music at the general store (and while you're there have a bowl of chef William McWatters's seafood chowder). **NWY**

What's in a Name? Dog vs. Guemes

Guemes Island is within the historical territory of the Samish people. They knew the island as Qwengqwengila (pronounced kwuhng kwuhng illuh). "It means 'lots of dogs' island," said Kelly Hall, the Samish Nation's language program manager. The name is a reference to a dog breed whose wool-like fur was used by the Coast Salish people for weaving.

Spanish and English sailing expeditions visited these waters in 1791 and 1792, respectively, and the Spanish expedition leader named the island in honor of the viceroy of Mexico, Juan Vicente de Güemes Padilla Horcasitas y Aguayo. There's no evidence the Spanish asked the island's indigenous residents for their opinion—or permission.

Coast Salish leaders signed the Treaty of Point Elliott in 1855, which made land in much of Western Washington including Guemes Island available for newcomers. The Samish had a village here until the early 1900s (several Samish people still live on the island). A house post from the last Samish longhouse on the island was returned in 2005 by the Burke Museum to the Samish Indian Nation. Ancestral objects from Guemes Island can be viewed at the Samish Nation-owned Fidalgo Bay Resort in Anacortes.



M/V Guemes

Want to do as the locals do? Make the Guemes Island ferry part of your escape. Sit in the passenger cabin and enjoy the view or stand outside and breathe in the sea air and feel the salty breeze rush through your hair.

During the four minute transit, our increasingly fast-paced and digital world slows a bit. A passenger has time to clear his or her head, connect with a neighbor, look for porpoises and seals, ponder the physics involved in a sailboat's movement, and imagine the destination of a large yacht passing by. The ferry is no respecter of income or social standing.

You can live in a cabin or a million-dollar waterfront home – doesn't matter. If you walk on and have a lot of stuff, you'll cart your belongings aboard using one of the wheelbarrows available on the dock. You'd better use the restroom in the ferry terminal before boarding; there is no restroom on the vessel.

Next year will be the 130th anniversary of passenger ferry service between Anacortes and Guemes Island. The first ferry, a steamer named *Iola*, began service in 1890, followed by the *Glide*, *Sunny Jim*, and *Elk*, according to a published timeline from the Anacortes Museum. The original *Guemes* (1917-1959) was replaced by the *Almar* in 1959. The current *Guemes* has been in service since taking over for the *Almar* in 1979.



Local Life

After your day of adventure, unwind at Guemes Island General Store, which features food and drink, live entertainment, an outdoor beer garden, and views of Guemes Channel. The store hosts a summer-long outdoor concert series, in addition to the Summer Solstice Music Fest in June and the Earth Day Luminary Parade. Upcoming events include the art pop singer Laura Hickli on November 9. The Guemes Island General Store is a stone's throw from the ferry landing and is a good place to stock up on provisions for lunch on the beach or trail (be a good steward; pack it in and pack it out).

Still want to take in a movie or shop historic downtown Anacortes? Take the ferry back to Anacortes and stroll a half-mile to the Old Town commercial district. If you're boat-based, it's likely that your boat will be in one of Anacortes' well-endowed marinas.

Gateway to Cypress

Guemes Island is known by islanders as Dog Island, a reference to its Samish name; and by kayakers as the Gateway to Cypress Island, three-quarters of a mile to the west. Dennis Stuhauug wrote in 2001 on greatoutdoors.com of his experience kayaking to Cypress Island: "Tiny island deer trot along the beaches, and fox and river otter flash in and out of sight so quickly you're never certain if you've actually seen them. Kingfishers, stilt-legged herons, legions of ducks, and the incredible majesty of the bald eagles fill the air."

Cypress Head and Pelican Beach have gravel beaches, campsites, and pit toilets (but no water). Watch the sun set from 900-foot Eagle Cliff. Be aware of strong tidal rips and eddies around Cypress Head, especially on ebb tide.



Escape to Nature

Take a left on South Shore Drive to the 64-acre Peach Preserve, which is owned and managed by the San Juan Preservation Trust and named for philanthropist Patsy "Peach" Bullitt Collins, whose bequest funded the site's purchase. A conifer forest trail leads to a 13-acre freshwater wetland and 2,100 feet of shoreline on Guemes Channel.

At the end of South Shore Drive is Yellow Bluff at Kelly's Point, a 27-acre preserve owned and managed by the Skagit Land Trust. Kelly's Point gets its name from Lawrence Kelly, the famous 19th to 20th century smuggler, who made his home near the point in the late 1800s. Pigeon guillemots nest in the sedimentary cliffs towering over the beach, and the upland forest is habitat for raptors and migratory song birds.

From the ferry landing, take an immediate right and follow South Shore Road 2.1 miles to the Guemes Mountain trailhead. The mountain is 688 feet and the highest point on Guemes Island. A forested trail leads to a mountaintop prairie that is habitat for a variety of birds and wildflowers, including camas and chocolate lilies; and offers a panoramic view of the San Juan Islands, Mount Baker, the North Cascades, and the Skagit River delta. The mountain was purchased in 2009 and protected from development by a partnership of the Skagit Land Trust, San Juan Preservation Trust, and Guemes Island residents.



GASTRONOMY

Every region captures its flavor in a bowl. Southerners enjoy Brunswick stew with a side of barbecue at college football tailgate parties. African-Caribbean cuisine may have influenced the City of Brotherly Love's Pepper Pot, a delectable mixture of tripe, vegetables, and peppercorns.



Louisiana gumbo is a delicious mystery, with each cook relying on a "pinch of this" and "just enough of that." In the Southwest, tortilla soup is a flavorful reminder of that region's Mexican heritage.

Fine representations, all of their respective region's cultures. But for many coastal Washingtonians, those cultural celebrations-in-a-bowl can't compete with seafood chowder served with a side of Salish Sea life.

William McWatters, co-owner and manager of the Guemes Island General Store, concocted this creamy Pacific Northwest chowder filled with locally sourced salmon, cod, clams, vegetables, and herbs. The reddish-brown broth is creamy and fragrant, and each spoonful is chockfull of the goodness of the Salish Sea.

McWatters safeguards his recipe (for good reason), but no matter. The mystery of this chowder is part of the allure of this place. It's the flavor of the Salish Sea in your bowl; the salty breeze off the channel, the high-pitched piping note of a bald eagle, the rumble of the engine of the approaching ferry.

When the tide is out the table is set, Samish elders say, "Ená ilhen — Come eat!"

Marinas

CAP SANTE MARINA

48° 31' 5.377" N 122° 36' 1.617" W
1019 Q Ave., Anacortes, WA 98221

Note: One of the best ways to visit Guemes Island, which does not have a marina, is to call in at nearby Anacortes and walk on the ferry. Cap Sante Marina is a one-mile walk from the ferry terminal and a good option.

Amenities & Moorage:

This massive full-service marina has it all with plenty of extras like free WiFi, seasonal complimentary bikes, free pump out carts, and more. Located two blocks from the Anacortes Farmers Market and in the middle of town too.

Contact/Comms: The marina office phone number is (360) 293-0694 and email is info@portofanacortes.com.



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Pump-Out Systems

FEATURING **ALEX BLEIER** OF KECO PUMP & EQUIPMENT

"Ninety-nine percent of all failures come from people who have a habit of making excuses."

– George Washington Carver



Alex Bleier

Alex Bleier is a third-generation co-owner of KECO Pump & Equipment. "My grandfather [William Kenton] started the business about 60 years ago," he explains. "He ran an equipment manufacturer rental and leasing fleet." Bleier's mother and her sister ran the business for years after Kenton's tenure.

While taking up the family mantle at KECO wasn't the original plan, Bleier got into it after graduating college. He attended the University of Arizona where he studied communications.

"Here we are 15 years later and I'm loving it and helping to grow the business," says Bleier. "Now my brother and I are at the forefront developing the next vision for the company."

F For boaters with a holding tank, the ritual of pumping out is usually embraced with emotions ranging from mild annoyance to hyperbolic disgust to joy (if there's an overflowing blackwater tank that's steeped for a week aboard).

Regardless of one's personal feelings on the matter, there's no denying that pumping out is a fact of boating life, especially during these environmentally conscious times in these environmentally conscious Pacific Northwest waters. One only need look at the recently mandated Puget Sound-wide No Discharge Zone and compare it to the decades of yore when having blackwater tanks was optional to see which way the trend is going.

But what's really going on in a pump-out station, machinery-wise? Is it basically a big Hoover vacuum, or something else? Where do the goods go, exactly?

To get answers, I travelled to the 2019 Northwest Marina & Boatyard Conference hosted in Bremerton, Washington, to talk to a pump-out pro. Alex Bleier is a co-owner of KECO Pump & Equipment and head of the Marine Division of the company. I caught him before a presentation about pump-out systems for marina managers.

NWY: When we're talking about KECO pumps, we're talking about

large powerful systems for whole marinas, correct?

Yes. These units tend to be in mom and pop marinas, large municipal marinas, and commercial docks. The main purpose is to help prevent sewage being spilled into our public waterways. The goal here is to put equipment in, make sure it's accessible to the public, and make sure we're all being good stewards of the environment.

NWY: So how do most pump-out station pumps work, exactly?

Basically, there's three styles of equipment. We've got fixed units that are probably the most common at the end of fuel or service docks. That's what boaters recognize at their local pump-out station in the marina, and they come in different packages and sizes.

Secondly, we have portable units that can be pushed around in mobile carts for pump-out boats. Finally, we have centralized systems that are emerging as the most common new construction type of system. This is where we install pump-out hydrants at each slip. Those are the basic different user interfaces.

But let's focus on the classic fixed unit where the boater shows up and parks their boat. We try to keep the equipment as simple and straightforward as possible. This means putting a simple on and off

button on there and an easy-to-use suction hose with instructions that are very simple.

The real magic is what is under the cover, or what's being used to get the sewage out of the boat. Technology has shifted over the last 20 or 30 years, so now we're using modern peristaltic pumps. Peristaltic pumps are the most common type of pumps we use today because it's very simple and capable design.

Not only are they good at getting suction to get waste out of boats, but as soon as we get it out of the boats, we want to dispose of the waste. So, we're going to push the waste back to land to municipal sewage systems and private septic tanks. Sometimes these things aren't nearby, sometime hundreds or thousands of feet or even miles over land. Our pumps today are very capable and can even push the waste miles onto land with high elevation differences.

NWY: So peristaltic pumps are dominant, but are there other kinds of pumps in the game?

KECO Pump & Equipment developed the first commercially available pump-out system brought to market, and the technology at the time was using diaphragm pumps. They work like our heart where you have a mechanically driven plunger moving up and down with associated valves that open and close. We still

KECO Pump & Equipment

use that technology today, and from an affordability standpoint, it's the most affordable type of system. I'd rate diaphragm pumps as good while peristaltic pumps are best.

There are also traditional vacuum pumps, although we're starting to phase those types of units out. They've got complexities with electronics, and lots of complicated valving, probes, and sensors. Maintenance is a big deal with vacuum systems, and we're dealing with salty marine environments, sometimes harsh winters, UV, you name it. It's a harsh environment and we want equipment that's easy to maintain.

NWY: How does maintenance play into pump out equipment use and ownership?

Maintenance is the big ticket; you need to get people to go down there and maintain these things. There's a negative cloud that can hang over a waste water system because it deals with fecal matter, a 'I don't want to go down and touch it' attitude. That's why sometimes maintenance is neglected. That's a big reason why we've shifted toward peristaltic pumps because there's more of a set it and forget it type mentality.

Importantly, the visual characteristics of a pump-out system is something to consider. We want people to wipe the bird droppings off. We want people to coil the hoses and make them look attractive and easy to use.

Of course, maintenance also means pulling the cover off and looking for rust, odd sounds, oil that may be spilling out, and the like. We send out maintenance checklists as part of our support to customers. But the life cycle of these units average about 10 years and there are units that have 30 or 40 years on them still in service. We've got others that may last more like five years if exposed to really harsh environments without regular maintenance.

NWY: Do you have any insider tips with regards to red flags for boaters?

Usually the visual is a good indicator as to what that unit is going to do. If they look poorly maintained, they are probably going to perform poorly.

KECO Pump & Equipment is a major manufacturer and distributor of marine waste pump-out systems and equipment based out of San Diego, California. Founded in 1954 as Kenton Equipment Co., the business has stayed in the family for three generations over the last 60-plus years. In addition to marine waste pump-out systems, KECO has provided solutions to a range of non-marine needs, recently with a factory project for the new meat replacement Impossible™ Burger.

Location: KECO Pump & Equipment, PO Box 80308, San Diego, CA 92138

Contact: pumpahead.com / (619) 298-3800



A lot of states now have grant programs to pay for this equipment because they want to create a better world for the boater community. A lot of states even have apps or you can go online to find out where the nearest pumpout is. Some are even putting in a feedback element to it where boaters can, sort of like a Yelp review, review how well the pump-out station worked for them.

NWY: Can you speak to a Pacific Northwest culture on the topic of pump-outs?

My impression is that those in the Pacific Northwest are very forward thinking and have a really solid grant program. So in that sense, they're putting a lot of equipment out there for the boating community. They're awesome at outreach.

For example, Washington Sea Grant has been doing a great job with things like putting educational pump-out videos online. I've even heard that they have a program where they're giving out free pump-out adaptors, which gives individual boaters a unique, user friendly relationship to the pump. I think it can feel less gross, for lack of a better term, giving boaters their own adaptor so they're not sharing with everybody else.

NWY: We've talked a bit about the past and present, but is there

anything exciting in store for the future of pump-out equipment?

It's funny you bring that up. Centralized systems are really the way the industry is shifting. It's not so easy to retrofit a marina to do a whole new construction, but that's where we're bringing out the pumps to individual slips. With a centralized system, the marina tenant doesn't just have shore power to plug into and water access, but they also have basically a shore power sewer right there in the slip. It's not a new concept, but we're building on it.

The modern pumps are stronger and have more power and piping associated with them. Technology we first introduced about 10 years ago made it so we can start these pumps wirelessly, so we don't have to run conductive wiring throughout the marina anymore. That's good because that wiring goes bad overtime.

We also have telemetry-based products that monitor the equipment to know how many hours are on the units, how many cycles, how often they're being used, when they're being used, and more. But most importantly, these products can also alert the marina when systems are down. Rather than waiting for that Fourth of July weekend call from an upset boater that the pump-out station isn't working, the marina operator will know ahead of time that the pump lost power, there's a leak detected in the system, etc.

In terms of advancement, we are moving forward. Pump technology doesn't shift very quickly, but the components are updated and modernized constantly. We've got a lot of experience outside of the marine industry, which builds upon our expertise in this sphere.

NWY: For marina managers overseeing a pump-out system, when is it time to consider an upgrade or next step?

Firstly, find out when your equipment was purchased. Look at the age, in addition going down there physically to look at the equipment, including the aesthetics like we mentioned, but also under the cover. Keeping prepared replacement parts on hand is critical. It is always at the most inopportune time when these units have a failure.

If you find that you're throwing a lot of money into repairing these units, it may be time to replace them. Saving up or trying to budget for a capital improvement or budget project is usually a part of this, for most marinas when their pumpout breaks, they aren't totally ready financially to pull the trigger immediately and buy a new one. They have to budget, and that process can likely take six months to a year. You really want to forecast these units.

Also, you want to get feedback from the boaters. This the most critical thing; that the boaters have a voice. If a boater is in a marina and the pumpout isn't working, he or she should tell the harbormaster or the dockmaster.

The critical part is— if there is a high-density population of boaters and they don't feel like there is a pumpout nearby, they should reach out to their state. Grant coordinators exist in a lot of water-bound states.

For example, Washington has a grant coordinator. If there's a reason to get a pumpout in an area that provides better convenience to the boaters, and if the community makes it known, there's likely to be a response. **NWY**

Alex Bleier presents at the recent 2019 Northwest Marina Conference.



Kevin's Catch

By Kevin Klein



Continued from Page 55

Still not getting hit, try shallower. Squid congregate in schools. When you do get a squid on, you'll feel a change in the behavior of your lure and then jerk upward to set the hooks. Keep the steady pressure on while reeling in. The squid may not actually be hooked, but possibly just entwined in the lure with their tentacles. Don't be surprised when you bring in your catch if the squid

deploys its defense mechanism of shooting ink. The substance is water soluble and will wash off if dealt with quickly.

There was a lot to be thankful for in the Northwest fishing scene this year and we've still got a couple months to cap it off. Until next month, let's get out and make some memories!

NWY



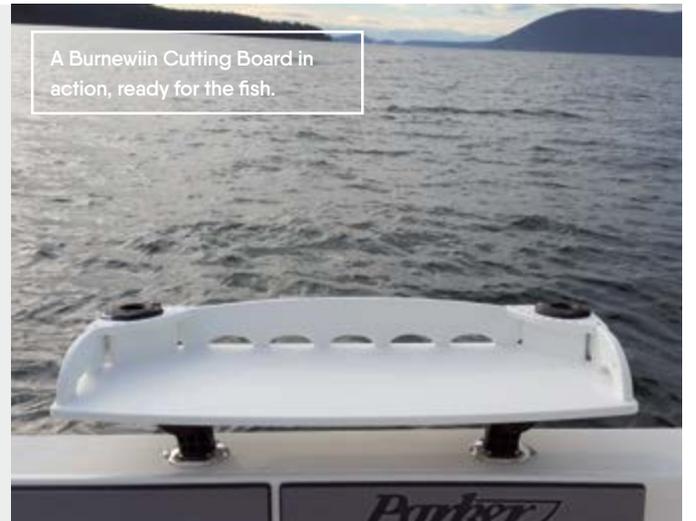
Above: Fall and winter crabbing can be very productive and makes for awesome meals.

Kevin's Pick:

BURNEWIIN CUTTING BOARDS

Yet more must-have products from Burnewiin are their cutting boards in 31.5" and 42" sizes. They are perfect for tackle rigging, bait prep, and, of course, cleaning and filleting your catch. Both models come with corner located mounts that will accept either knives or rod holders. The cutting boards slide right into the standard mounts and can be moved around the boat for convenience. Burnewiin products are all very high-end and well-made. You can check out all they offer at burnewiin.com.

A Burnewiin Cutting Board in action, ready for the fish.



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Sofie, pictured here, is an eight-year-old Bichon who is all about boating in the Pacific Northwest. She's pictured here aboard her family's boat, the *Calista* of Tacoma, Washington.

From Sofie's human mom Lori Mack, "[Sofie] loves to go boating!"

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

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

"All rise for the National Anthem!"



Pearl's Pick: *Northwest Naturals*

When your dog is behaving just right, or your just want to show your four-legged friend a little love, nothing

makes your dog's day like a delicious treat. The Raw Nuggets from Northwest Naturals are made from raw meats that are shaped into .2 oz cubes and small enough for the smallest of dogs. The bags are resealable, so any treats not used can be stored back in the freezer. Head to nw-naturals.net, \$20.



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51' & 50' Beneteaus			40' Hiptimco Trawler

LISTINGS NEEDED...BOATS ARE SELLING...



Turkey Talk

Continued from Page 58

solution contains fat, broth, water, flavor enhancers, and other substances. Don't be fooled by these birds, they are not as good as the following recipe and once they have been brined they cannot be brined again. Brining your turkey at home with all-natural ingredients is very easy and will create a Thanksgiving main course that is moist and loaded with flavor.

Free Range or Free Roaming: This term is reserved for turkeys that are allowed free access to the outdoors over 51% of their lives. Many people feel this is a more ethical and less stressful method of turkey farming that results in a better tasting bird.

Kosher: This label can only be given to turkeys processed under the supervision of a Rabbi.

USDA Organic: The organic seal is reserved for turkeys raised on a farm that complies with the USDA Organic Standards and are processed in a facility that also meets certain standards. This certification does not guarantee that they will taste better or are raised free range.

A Frozen Turkey is Fresher than Fresh: Have you ever bought a fresh turkey from the market, unwrapped the packaging, and discover that your fresh bird is still partially frozen? You are not alone. The turkey industry is permitted to sell fresh birds that are 26 degrees Fahrenheit and above, which is 8 degrees below freezing. The problem with these seemingly fresh turkeys is that you have no idea how long they have been sitting in the grocery refrigerator in this semi-frozen state. This could be a problem on Thanksgiving morning when you discover an offsetting smell coming from your bird. Buy fresh salmon, but when it comes to turkeys buy frozen. This is the freshest bird you will buy as it was slaughtered and frozen on the same day and held at -20° below zero.

I remember my mom buying a Butterball frozen turkey and thawing it in the kitchen sink overnight. This method should be avoided for a couple of reasons; first, it thaws the meat too quickly, purging the natural juices out of the meat resulting in a dry turkey, and second, this can create a risk of foodborne illnesses by allowing the poultry to rest between 40° and 70° for several hours, which is enough time to grow harmful bacteria. Instead, place your frozen

turkey in the refrigerator 72 hours before Thanksgiving or on Monday morning.

Size does Matter: Unlike fryer chickens that are 100% female, turkey producers are looking for the fastest growing bird and the males tend to grow faster and larger than the hens. These turkeys may be labeled as "Tom Turkey" referring to a male bird ranging in size from 19 to 30 pounds. I prefer the hen, which tend to be the smaller birds and are typically under 18 pounds. Don't worry about it being too small to feed your guests, a 16- to 18-pound bird can feed 12 to 14 people easily. **NWY**

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Circa Marine FPB 64

When it comes to motoryachts, there's your standard-issue cruisers and then there's true blue ocean crossers. If you're serious about taking off and never looking back, the rare FPB 64 from New Zealand (What's with the Kiwis and open water boats? Must be an island thing.) and company Circa Marine is about as serious as it gets. Hull number 10 of the 11 Circa Marine FPB 64s built named *Riptide* (2014 launch) is currently for sale in Seattle.

First, let's look at the hull. The deep vee, narrow beam, aluminum, sailboat-like hull is completely self-righting in case of a knockdown, bringing some tried and true open water ragbagger capabilities to this motoryacht. Coupled with hydraulic stabilizers and a jaw-droppingly large 3,160-gallon fuel tank, the FPB 64 priority is

to get out there and keep going in comfort through both the Doldrums and Roaring Forties. The two inboard diesel engines—a 236-horsepower John Deere workhorse and a 110-horsepower Yanmar “get me home” backup—are meant to keep *Riptide* underway indefinitely.

Riptide is a Mark II version that comes with more yachtie comforts than its Mark I predecessor: a swim-step extension, more on-deck entertainment accommodations, BBQ, aft wet locker, larger flybridge, and more. The interior is top quality but relatively modest for a yacht of this length due to the narrow sea-

worthy shape. She's made to sleep six aboard in three staterooms and has two heads.

Riptide's owners reportedly put 18,000 miles at sea under her keel and she looks ready to do it all over again. If interested, reach out to local dealer Sail Northwest. Price listed at \$2,250,000 at the time of this writing.



Specs

LOA: 65' • Beam: 17' 9" • Draft: 4' 6"

Displacement: 88,000 lbs.

Tankage (Fuel/Fresh/Black):
3,160 gals./1,800 gals./40 gals.

Local Broker:
Sail Northwest, (206) 286-1004

Web: sailnorthwest.com



50' Spirit Yachts Deckhouse

The odds are good that you've seen a Spirit Yacht, but it's likely that it was on the silver screen instead of in a marina. The reason for this is because James Bond's yacht was a Spirit Yacht in *Casino Royale* (2006), and it was objectively a perfect choice for the fashionable international man of mystery. The U.K.-based company is known for its gorgeous, traditionally styled and shaped wood yachts with composite hulls. While rare on the West Coast, the appropriately named 50' Spirit Yachts Deckhouse (2011) *Roving Spirit* is currently for sale in Santa Barbara.

In *Roving Spirit*, you have a yacht steeped in another era. The eyes are immediately drawn to the elegant stern overhang, an old-school look that will forever be associated with class. The deep-seated cockpit

is sheltered forward with high coamings, a sailor's cockpit first and foremost. The wooden deckhouse coupled with the real teak deck is almost too gorgeous to sail, an echo of a bygone century when the sun never set on the British Empire.

Design-wise, *Roving Spirit* features a bulb keel and reportedly tracks like an arrow when on the rails. The accommodations below include two cabins with a total of two double berths and two single berths. A 40-horsepower Yanmar inboard diesel seems a dependable motor pairing for the build.

The combination of fiberglass composite hull with wood above water is brilliant, giving the owner the strength, ease of maintenance, and safety of more modern material with all the aesthetic joys of the woodwork.

Whoever owns this yacht is going to turn heads, wherever they go, with one of the yacht-iest yachts that ever yachted. Take those martinis shaken, not stirred.

If interested in this beauty, you can contact the West Coast dealer Seacoast Yachts. Listed at the time of this writing at \$895,000.



Specs

LOA: 50' • Beam: 11' 6" • Draft: 6' 6"

Displacement: N/A

Tankage (Fuel):
47 gals.

Local Broker:
Seacoast Yachts, (805) 962-8195 (Santa Barbara)

Web: seacoastyachts.com

BOATS FOR SALE

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

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
					29' Sea Ray	1995	23500	Waterline	33	33' Bayliner	2000	74900	Stan Miller	15	35' Skipjack	1991	95000	Stan Miller	15
					30' Bayliner	1978	17500	La Conner	91	33' Blackfin	1993	145000	Stan Miller	15	35' Tiara	2003	169000	Elliott Bay YS	25
POWER					30' Norstar	2000	115000	NW Expl.	51	33' Monk	1955	10000	Bristol	90	35' Viking	1977	42500	Waterline	33
20' EdgeWater	2000	26000	Stan Miller	15	30' Pursuit	1999	68500	Elliott Bay YS	25	33' Tiara	1989	58500	Stan Miller	15	36' Albin	1979	34000	Waterline	33
20' Grady White	2001	28900	La Conner	91	30' Willard	1976	49000	Stan Miller	15	33' Tiara	1991	53500	Stan Miller	15	36' Carver	1984	29900	Waterline	33
23' Sea Hunt	2014	45000	Stan Miller	15	31' Camano	1992	68500	Waterline	33	34' Bayliner	1989	27500	Waterline	33	36' Egg Harbor	1978	28500	Elliott Bay YS	25
23' Wellcraft	1995	16900	La Conner	91	31' Camano	2002	114500	Waterline	33	34' Boston Whaler	2000	139500	Elliott Bay YS	25	36' Grand Banks	1969	59000	NW Yachtnet	21
25' C-Dory	2007	59900	Waterline	33	31' Camano	1993	89500	Waterline	33	34' CHB	1977	44900	La Conner	91	36' Monk	1988	109000	West Yachts	43
25' Chris Craft	1969	39900	La Conner	91	31' Helmsman	2015	229000	Waterline	33	34' Hatteras	1964	29900	La Conner	91	36' Riviera	2007	249500	Emerald Pacific	11
26' Blackman	2007	74900	Stan Miller	15	31' Ranger Tugs	2015	229500	Waterline	33	34' Luhrs	2002	109000	Stan Miller	15	36' Tiara	1985	49900	Waterline	33
26' Skipjack	2000	75000	Stan Miller	15	32' Bayliner	1985	36800	Waterline	33	34' Mainship	2003	119000	Stan Miller	15	37' Bayliner	1996	94500	NW Yachtnet	21
27' Ranger Tugs	2015	140000	Elliott Bay YS	25	32' BHM	1991	69900	Bristol	90	34' Sea Ray	1999	49900	Waterline	33	37' Carver	1995	65500	La Conner	91
27' Sea Ray	1998	27000	Bellingham YS	12	32' Carver	1990	35000	La Conner	91	35' Beneteau	1983	49500	Signature	31	37' Chris Craft	1963	39900	NW Yachtnet	21
27' Sea Ray	1996	19900	La Conner	91	32' Grand Banks	1987	119000	NW Expl.	51	35' Cabo	1997	149000	Stan Miller	15	37' Cold Water	2008	239000	Waterline	33
28' Cutwater	2013	144900	Bellingham YS	12	32' Grand Banks	1971	49000	Stan Miller	15	35' Cabo	2003	220000	Stan Miller	15	37' Hershine	1979	39500	Waterline	33
28' Cutwater	2017	154500	Bellingham YS	12	32' Grand Banks	1971	48500	Stan Miller	15	35' Chris Craft	1958	35400	Waterline	33	37' Island	2008	229000	Marine SVC.	41
28' Jeanneau	2015	122900	Elliott Bay YS	25	32' Grand Banks	1971	48500	Stan Miller	15	35' Luhrs	1990	69900	Stan Miller	15	37' Riviera	2003	229000	Stan Miller	15
28' Tresford	1980	27500	La Conner	91	32' Grand Banks	1975	52500	Stan Miller	15	35' Ocean	1989	119000	Stan Miller	15	37' Topaz	1987	110000	Stan Miller	15
29' Ranger Tugs	2010	145000	Bristol	90	32' Nordic Tugs	2000	130000	Bristol	90	35' Rosborough	1988	115000	Bristol	90	38' Bayliner	1987	59950	Elliott Bay YS	25
29' Sea Ray	2001	45000	Waterline	33	32' Trojan	1978	28800	Waterline	33					38' Bayliner	1988	44900	NW Yachtnet	21	



 65' 1990 Macgregor.....\$139,500	 42' 1987 Sabre 42.....\$145,000	 34' 2001 Jeanneau 34.....\$77,000
 41' 1977 Islander Freeport 41.....\$67,500	 29' 2010 Ranger Tug.....\$145,000	 26' 1983 Island Packet.....\$16,500

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38' Bayliner	1988	44900	NW Yachtnet	21
38' Bayliner	1986	49900	NW Yachtnet	21
38' Beneteau	1998	90000	Signature	31
38' Chris Craft	1984	129000	Stan Miller	15
38' Egg Harbor	1990	89000	Waterline	33
38' Grand Banks	1998	239000	Stan Miller	15
38' Helmsman	2012	379000	Waterline	33
38' Helmsman	2017	429000	Waterline	33
38' Monk	1947	28500	NW Yachtnet	21
38' Ocean	1989	79500	Stan Miller	15
38' Transworld	1988	85000	Waterline	33
39' Bayliner	1997	119500	Bristol	90
39' Bayliner	1995	109000	NW Yachtnet	21
39' Carver	1993	59000	West Yachts	43
39' Kadey Krogen	2003	375000	NW Expl.	51
39' Krogen	2003	375000	Stan Miller	15
39' Meridian	2014	485000	Stan Miller	15
39' Pacemaker	1965	22500	Waterline	33
39' Princess	2013	345000	Stan Miller	15
39' Sea Ray	1988	34500	NW Yachtnet	21
40' Davis	1987	79900	NW Yachtnet	21
40' Ponderosa	1987	99995	Bristol	90
41' CHB	1979	59900	NW Yachtnet	21
41' Hershine	1984	75000	NW Yachtnet	21
41' President	1985	75500	NW Yachtnet	21
41' Rough Water	1977	54900	La Conner	91



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
41' Sea Ray	2012	359500	Stan Miller	15	53' Riviera	2012	1.150M	Stan Miller	15
41' Tiara	2002	192000	Stan Miller	15	53' Vic Franck	1986	346500	Chuck Hovey	17
42' CHB	1984	94900	La Conner	91	54' Kadey	1991	359000	Waterline	33
42' Grand Banks	1999	279900	NW Expl.	51	54' Sabre	2009	1.125M	Worth 13, 29, 103	
42' Grand Banks	1969	72500	Stan Miller	15	55' Fleming	2008	1.588M	Chuck Hovey	17
42' Grand Banks	1973	79500	Stan Miller	15	55' Hampton	2006	625000	Emerald Pacific	11
42' Grand Banks	1980	198000	Stan Miller	15	55' Jones-Goodell	1974	139000	Stan Miller	15
43' Gulfstar	1975	98000	NW Yachtnet	21	55' Marquis	2008	595000	Stan Miller	15
43' Mainship	2005	239000	Stan Miller	15					
43' Mainship	2007	379000	Stan Miller	15					
43' Nordhavn	2007	599000	Stan Miller	15					
43' Sabre	1995	259000	Waterline	33					
44' Hatteras	1970	95000	NW Yachtnet	21					
44' Ocean Alexander	1994	189000	Emerald Pacific	11					
44' Tiara	2016	645000	Worth 13, 29, 103						
45' CHB	1981	79900	La Conner	91					
45' Devlin	2003	649000	Waterline	33					
45' Matthews	1963	149000	NW Yachtnet	21					
46' Grand Banks	1995	299000	NW Expl.	51					
46' Nielson	1981	249000	West Yachts	43					
47' Custom	1981	299000	NW Yachtnet	21					
47' Tiara	2006	349000	Emerald Pacific	11					
48' Defever	1983	389000	Chuck Hovey	17					
48' Ocean	1997	199500	Stan Miller	15					
48' Tollycraft	1981	179000	NW Yachtnet	21					
49' Grand Banks	1994	349000	Emerald Pacific	11					
49' Grand Banks	1993	399000	NW Expl.	51					
49' Hampton	2000	379000	Stan Miller	15					
49' Hyundai	1988	89900	La Conner	91					
49' Meridian	2007	299999	Emerald Pacific	11					
50' Grand Banks	1970	129900	NW Yachtnet	21					
50' Nordic	1988	237500	NW Expl.	51					
50' Riviera	2012	739500	Elliott Bay YS	25					
50' Riviera	2014	1.125M	Emerald Pacific	11					
51' Monte Fino	1985	119000	NW Yachtnet	21					
51' Sea Ray	2014	625000	Emerald Pacific	11					
51' Sea Ray	2000	279000	Stan Miller	15					
52' Ocean Alexander	2005	339000	Stan Miller	15					
52' PT Cockpit	1986	119900	NW Yachtnet	21					
52' Tiara	2001	495000	Emerald Pacific	11					
52' Tiara	2000	419000	Emerald Pacific	11					
52' Tiara	2005	450000	Emerald Pacific	11					
53' Grand Banks	2012	1.695M	Stan Miller	15					
53' LRC	1974	149900	Waterline	33					
53' Nordlund	1979	125000	Waterline	33					

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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**



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



34' CHB 1985, Single Perkins, 125hp, just 3gph at cruise, 1500W inverter, GPS, Radar, AP, 4.2kW gen set, Zodiac, 9hp OB, asking, asking **\$47,500**



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



32' BAYLINER 1991 3288 model, Twin 150 Hino, 1500 hrs, 2000W inverter, Radar, GPS, Webasto furnace, 2011 fuel tanks, asking **\$39,900**



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**



30' TOLLYCRAFT 1987, Twin Crusader V-drives, 800 hrs, 11'6" beam, updated interior, full canvas enclosure, radar, GPS, 11' Avon, asking **\$34,000**



30' WILLARD VEGA 1973, Westerbeke diesel engine, 10'6" beam, wide body model, GPS, Radar, AP, 12V anchor windlass, cool boat, asking **\$34,500**



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' SEA RAY SUNDANCER 2003, Twin 5.0L Merc I/O's, 600 hrs, 9'5" beam, 12V anchor windlass, GPS chartplotter, 2005 trailer, asking **\$49,000**



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



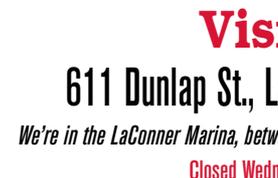
27' SEA RAY SUNDANCER 1996, 7.4L w/duo prop, inverter, GPS, cabin heat, oversized swim platform, full canvas enclosure, trailer, asking **\$19,900**



24' GRADY WHITE 1990, 2002 225hp Yamaha 4S OB, 2008 9.9hp Yamaha kicker, Radar/GPS/DS, VHF, 2001 trailer, hardtop model, asking **\$24,900**



23' BAYLINER CIERA 1997, 5.7L Mer I/O, 8'5" beam, 12V anchor windlass, cabin heat, GPS, VHF, 2 DS, 2 axle trailer, full camper canvas, Asking **\$14,900**



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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
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- 110' USN Barge,** '2-story house on 110'x34', good conversion for shop, quarters, crew
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- 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
- 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
55' Offshore	1991	529000	Chuck Hovey	17	61' Tollycraft	1983	449000	Emerald Pacific	11
55' Seaton-Neville	1981	379000	Waterline	33	65' Hatteras	1988	325000	irwinyachts	8
56' Ocean	1999	410000	Stan Miller	15	65' Malahide	1972	775000	Waterline	33
57' Bayliner	1999	449000	Waterline	33	67' Bertram	2005	1.100M	Stan Miller	15
57' Carver	2004	469000	Emerald Pacific	11	67' Tollycraft	1987	395000	Stan Miller	15
57' Nordhavn	1998	995000	Emerald Pacific	11	70' Hatteras	1998	699000	Waterline	33
57' Real Ships	2002	865000	Chuck Hovey	17	70' Monte Fino	1996	895000	NW Yachtnet	21
58' Chris Craft	1970	164900	Worth 13, 29, 103		72' Bertram	1991	595000	Stan Miller	15
58' Kadey-Krogen	2001	975000	NW Expl.	51	72' Hatteras	1981	399000	Waterline	33
58' Sunseeker	1999	368000	Emerald Pacific	11	72' Monk	1977	525000	West Yachts	43
58' Vantare	1989	289000	Stan Miller	15	73' Northcoast	1998	889000	Elliott Bay YS	25
60' Custom	1989	484000	NW Yachtnet	21	74' Ocean Alexander	2007	2.435M	Worth 13, 29, 103	
60' DeFever	1984	394500	Waterline	33	76' Alaskan	2008	2.295M	Worth 13, 29, 103	
60' Hatteras	2002	775000	Stan Miller	15	76' Tug	1906	130000	Waterline	33
60' MetalCraft	2003	699000	Bristol	90	78' Custom	1927	625000	NW Yachtnet	21
60' Offshore	2000	750000	Emerald Pacific	11	80' Offshore	2008	2.675M	Emerald Pacific	11
60' Western	1987	395000	Emerald Pacific	11	83' Monk	1980	389000	Chuck Hovey	17
60' Willard	1980	599000	NW Expl.	51	90' Star	1967	699000	Chuck Hovey	17
					92' Ortona	1989	745000	Worth 13, 29, 103	
					92' Paragon	2015	4.395M	Worth 13, 29, 103	
					93' Custom	1908	89500	NW Yachtnet	21
					103' Cheoy Lee	2011	4.495M	Chuck Hovey	17
					106' Horizon	2005	3.275M	Chuck Hovey	17
					110' Cantieri di Pisa	1998	1.775M	Chuck Hovey	17
					114' Nordlund	2003	5.999M	Emerald Pacific	11
					115' Crescent	1994	4.399M	Chuck Hovey	17
					150' Ferry	1936	1.699M	NW Yachtnet	21
					150' PV	1983	2.229M	Waterline	33



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20' Laser	2008	19500	Marine SVC.	41
20' Schock Harbor	2007	21000	Stan Miller	15
25' Catalina	2008	19900	Stan Miller	15
26' Island Packet	1983	16500	Bristol	90
28' Alerion	2005	65000	Stan Miller	15
29' Island	1991	59900	Marine SVC.	41
30' Catalina	1986	19995	Bristol	90
30' Catalina	1992	30000	Bristol	90
31' Beneteau	2019	169000	Signature	31
31' Cape George	1981	38000	West Yachts	43
32' C&C	1980	29500	West Yachts	43
32' Kyrie	1985	19500	Signature	31
32' Laurin	1965	27000	West Yachts	43
33' Araminta	2000	180000	Waterline	33
33' Ericson	1982	24900	Signature	31
33' Mason	1986	79500	Waterline	33
33' Nauticat	1985	79900	Marine SVC.	41
33' Nauticat	1985	79900	Marine SVC.	41

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
33' Wauquiez	1983	49000	West Yachts	43	41' Passport	1989	149000	Marine SVC.	41
34' Columbia	1974	59995	Bristol	90	42' Sabre	1987	145000	Bristol	90
34' Columbia	1972	19900	Marine SVC.	41	42' SK	2004	124500	Marine SVC.	41
34' Gemini	2005	109000	Elliott Bay YS	25	43' Luengen	1987	69500	Waterline	33
34' Jeanneau	2001	77000	Bristol	90	43' Wauquiez	1987	132500	Marine SVC.	41
34' Jeanneau	2019	189965	Marine SVC.	41	44' Bruce Roberts	1993	38500	Marine SVC.	41
35' Baba	1979	62500	Waterline	33	44' Bruce Roberts	1980	65000	Marine SVC.	41
35' Cheoy Lee	1966	49000	Stan Miller	15	44' Cheoy	1980	139900	West Yachts	43
35' Nauticat	2000	149500	Marine SVC.	41	44' Island	2007	299000	Marine SVC.	41
35' Tayana	1983	53950	Signature	31	44' Jeanneau	2019	399985	Marine SVC.	41
35' Trident	1978	59500	Marine SVC.	41	44' Nauticat	1980	185000	Marine SVC.	41
36' Bruce Roberts	2001	55500	Waterline	33	44' Spencer	1973	40000	Marine SVC.	41
36' Catalina	1990	57900	NW Yachtnet	21	45 Bruce Roberts	1983	62000	Waterline	33
36' Colvin	1993	79000	Marine SVC.	41	45' Jeanneau	2006	199500	Marine SVC.	41
36' Hunter	2004	92500	NW Yachtnet	21	46' Jeanneau	2016	339000	Marine SVC.	41
36' Islander	1978	37000	NW Yachtnet	21	47' Beneteau	2006	225000	Signature	31
36' Tanton	1981	17000	Marine SVC.	41	47' Bowman	1997	215000	Marine SVC.	41
37' Beneteau	2015	182500	Signature	31	47' Vagabond	1983	184000	Marine SVC.	41
37' Nautor	1980	84750	West Yachts	43	48' J/145	2001	295000	Signature	31
38' Beneteau	2018	249900	Signature	31	49' Transpacific	1980	99000	Elliott Bay YS	25
38' Hans Christian	1980	72000	Marine SVC.	41	49' Transpacific	1986	169000	Marine SVC.	41
38' Yankee	1972	38900	NW Yachtnet	21	50' Jeanneau	2011	299999	Marine SVC.	41
39' Cal	1980	68000	West Yachts	43	56' Herreshoff	1956	215000	Waterline	33
39' Cal 39	1978	27500	Waterline	33	61' C&C	1972	164000	Marine SVC.	41
40' Beneteau	1994	85000	Elliott Bay YS	25	65' Bruce Roberts	1997	295000	Waterline	33
40' Beneteau	2011	174500	Signature	31	65' MacGregor	1990	139500	Bristol	90
40' Beneteau	1997	90000	West Yachts	43	83' Custom	1934	175000	Waterline	33
40' Nauticat	1985	139000	Marine SVC.	41					
40' Nauticat	1985	129000	Waterline	33					
40' Passport	1984	149900	Marine SVC.	41					
40' Schucker	1977	49999	Marine SVC.	41					
41' Beneteau	2019	315932	Signature	31					
41' Ericson	1968	37500	West Yachts	43					
41' Island	2009	274500	Marine SVC.	41					
41' Islander	1977	67500	Bristol	90					

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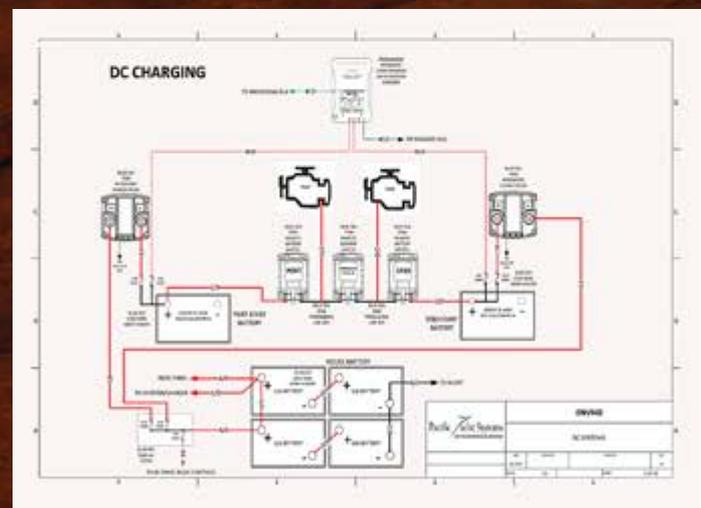
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42' RAWSON PILOTHOUSE Twin 671 Marine Detroit Diesels, 2 staterooms, 2 heads, roomy salon and galley, fiberglass, great condition. 1964 Must see in Anacortes. **\$25,000. CONTACT CHUCK CHAMBERS 541-813-9143. P921-2003**



58' MONK TWIN DIESEL FLYBRIDGE CRUISER 1950 Ed Monk Sr. Twin Detroit diesels. Low 748 hrs! See 60 photos on BOAT TRADER. (click Classic Boat, then type Monk as manufacturer). Lavish quarters and amenities. Cash only. Liveaboard slip possible. **\$146,500 CALLS ONLY (805) 206-4394. P910-1911**



OUTSTANDING 1965 70' LONG DISTANCE OCEAN CROSSING FLUSH DECK CRUISER This "little ship", 100 tons, designed for comfort and safety with lots of redundant systems built to military specs. Exceptional engine room with work shop. Cummins 250NH mains; 2-40kw Cummins gens; 2 Out-back 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**



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**



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 Squaticum Harbor, Bellingham. **\$39,500 Contact Steve 206-850-9017. P890-2004**



56' MONK MCQUEEN 71' Immaculate in every sense, she's been moored in a freshwater boathouse for the past thirty years. Always had regularly scheduled maintenance and upkeep. A treasure for those who appreciate a truly gorgeous wooden boat. See seventy photos and all specs at pacificmarine.org. **206-225-3360. P582-MZ**

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37' Carver Voyager, Yr 2000 LOA 40'1" (+ Dinghy ~42'6") Beam 13' 3" Twin Cummins 6BTA5.9-M3 Diesels 330 hp ea @ 2800 rpm, 906 Hrs. Kohler 5kW Diesel Genset 556 Hrs, Bow Thruster: Side Power SP75T, 10'6" AB Centre Console Dinghy, 15 Hp elect start Yamaha, Trickle charger, Sounder/Plotter, Retractable shore wheels (new, uninstalled), Bungy anchor system, Custom cover, Ace prawn trap puller: traps, lines, custom mounts, SeaWise hydraulic davit system, Dinghy Trailer, Furuno chart plotter/radar 2 Stn VHF Portable VHF / multi-band 200' 5/16 G4 chain + 200' 5/8 3-strand nylon Electric Winch c/w 3 station control Delta Anchor, 2 LightSpeed 9' 6" Kayaks w rudders/sail pkg, Custom transom mount kayak rack, Hurricane hydronic heat (New, un-installed), Trace inverter/charger 60 amp C-Charger, Bennett hydraulic trim tabs, 2 stn control, Dual Ritchie compasses, Tilt hydraulic steering, Transom hot/cold washdown Isinglass bridge windows Seaview glass insert, bridge 550 ft stern line, reel Bridge, Upholstery covers, Halon fire system, Teleflex shifters, Full set manuals, Reclining sofa, bed pull-out, Sport Extreme BBQ, Fridge/Freezer 12V / 120V, Electric Cooktop. **\$102,000. Contact Lorne 604-538-0217 or lgw456@gmail.com. P928-2006**



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. **\$254,000. Please call or email for details. San Juan Yachting - Bellingham Wa. 360-671-0829 email brokerage@sanjuansailing.com. P885-MZ**



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. P841-2005**



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**



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**



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**



2005 33' Welded Aluminum Cruiser Built for whale watching, bare hull finished as couple's cruiser with single 200 hp Yamaha in well under pilothouse for trawler speeds and economy, 2200 hours., 1000 at less than 1000 RPM. Pod/swim grid allows installation of larger single or twin outboards for more speed. See UsedVictoria for some used engines Sistership does 30 k with 14 people on board with twin 225s Panoramic windows so you can see the world. Queen berth big galley, dinette for 3/4. Possible additional 2 single berths under pilothouse or huge storage area. Windlass, bowthruster, electric toilet, Force 10 stove, Dickinson propane fireplace, auto pilot, solar panels, racks for 2 bikes and 2 kayaks, Floscan fuel guage, lots of drawers and storage. Hoist for dinghy engine. Pilot house with hydraulic steering, enclosed with hardtop and convertible curtains twin pilot/co-pilot swivel seats, for shirt sleeve travelling or happy hour for 6+. **\$49,900. Located in Victoria, BC, Canada. Contact Gerry Porter. 250-592-3484 or harlingpoint@gmail.com for pictures and further description. P925-2003**



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. P894-1912**



1947 MONK FULLY RESTORED CLASSIC BRIDGE-DECK CRUISER Own a Northwest classic! In 1947, a prominent Seattleite commissioned Ed Monk, Sr. to design a 43' bridge-deck cruiser to accommodate his love of fishing and desire to cruise Alaska. The result is the incomparable Josephine, built by Blanchard Boat Yard with 1" Western Red planking, wedge seamed above the waterline, held to a fir backbone and oak frames by bronze fasteners. Josephine sports an airy interior, amazing visibility, and unusually large cockpit and aft deck. Her interior design allows for comfortable living for two while easily accommodating 10+ for dinner. After 17,000+ hours of professional restoration Josephine is as 'done' as a wood yacht can be. Proud winner of the PNW Classic Yacht Association Restoration Award and People's Choice Awards, Josephine embodies the perfect balance of "restoration" and "new," combined in a yacht that is both elegant and modern. To say her restoration and her current owner of 30 years is "meticulous" would be an understatement. See her to truly appreciate her. 2019 survey, covered moorage available. **\$169,000. Marshall Johnson 206-730-5700 mvjosephine1947@gmail.com. P927-2003**

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



US DOCUMENTED 32' GRAND BANKS 1974 METICULOUSLY MAINTAINED X 19 YEARS! RELIABLE EASY & PERSUASIVE IN THE SEAS! Documented 32' Grand Banks 1974, Fiberglass house and hull. Meticulously maintained x 19 years! Reliably sea worthy! 2005 New American Diesel 132 hp, total 845 hrs, & Entire Exhaust system replaced. Performance: 8 kts @ 1800 rpm, 9.2 kts @ 2200 rpm. Burns 2gph at cruise = 800 nm range. Custom 200 gallon aluminum fuel tanks in 2017 w/ even fuel flow. 2018: New 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. P906-2005**



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



42' 1970 GRAND BANKS CLASSIC (INCLUDES 65' BOATHOUSE!) Beautiful Honduran mahogany. well maintained. powered by twin Ford-Leman 120hp diesel engines-approx. 3500 hrs. Recent engine work, tuned & ready to go. Northern Lights 6kw generator. 600gal. aluminum fuel tanks. Full electronics with auto-pilot. Comfortable living with AC/DC refer, 110V freezer, propane stove & oven, furnace, stereo system, 2 berths with separate heads and showers, water heater. Boat was recently dry docked with hull being cleaned & repainted. boat is located in Port Angeles, Washing ton. **\$75,000. Contact Mike Kerley: 208-420-0427. P926-1911**



1978 OCEAN ALEXANDER MK1 PILOTHOUSE Power 2 Ford Lehman's 120hp, 8 kw NL generator, 1000g fuel tanks, 450g water, 2 heads, Master w/walk around bed, Vberth w/3 bunks, 13'Aksano Catamaran Tender w/40 do Honda. This vessel has been boathouse kept and update lovingly as follows: All new teak decks on bow c/w hatch. Intellian for TV, Magnum 2800 inverter, Granite countertops in galley & bar, Flatscreen TV w/DVD, Princess propane stove. Microwave, Ice maker 2019, Sigmar diesel fireplace w/granite surround, New washer, New Radar, New Tadi Screen w/2 side and 1 back camera, New batteries. The Grey Pearl is a very seaworthy and comfortable yacht. **North Vancouver, British Columbia, Canada. \$225,000. If interested in more pictures email: bccoasters@gmail.com Contact Neil Anderson 604-929-4474. P924-2003**

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. **\$450,000. Call or email Jim for more details at 360-961-0120 or captbadjim@com-cast.net. R906-1911**



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THEA FOSS - LAKE UNION, WA CAPTAIN

The 120-foot, 260 GRT Thea Foss is a steel-hulled luxury yacht designed by famed naval architect L.E. (Ted) Geary and built by Craig Shipbuilding Co. in Long Beach, California in 1930. The vessel carries between 5 and 6 crew members and up to 20 day-cruise guests or 10 overnight guests. The vessel is in excellent operational and cosmetic condition. Thea Foss is home-ported in Seattle on Lake Union and is used for the enjoyment of the customers and guests of the Saltchuk family of companies. **Contact Erin Kittleman 206-652-1133. Please go to www.saltchuk.com for the full job description. E889-1911**

THEA FOSS - LAKE UNION, WA ENGINEER

The 120-foot, 260 GRT Thea Foss is a steel-hulled luxury yacht built in 1930. The vessels carries 5 to 6 crew members and up to 20 day cruise guests or 10 overnight guests. The Engineer is a shared position with the ship's Chief Engineer, allowing rotation of on-board and shore-side responsibilities to ensure that a qualified, trained engineer is available at all times. Experience aboard antique or traditional yachts or small passenger vessels of 100 to 500 desired. **Contact Erin Kittleman 206-652-1133. See the full job description at <https://www.saltchuk.com/job-board.com>. E890-1911**

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, btt4997@hotmail.com, 250-487-1528. B901-2002**

MOORAGE

ANACORTES MOORAGE/ SKYLINE MARINA Premium Moorage available at Skyline Marina/Anacortes, your gateway to the San Juans. This is a full service marina w/secure gates, private restroom/shower, laundry, parking, pump out systems and metered electrical boxes for each slip. Slips TDN38 & TDN39 are 44' LOA (40'+4' x 18') priced at \$140,000 each, Slip TDN90 is 48' LOA (44'+4'x18). \$150,000. **Contact Caroline at 360-202-7327. Windermere Real Estate/Anacortes Properties. R877-1911**

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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>. M902-1911**



MOORAGE AND BOATHOUSES 22 x 58' Boathouse, Great newer floats, roll up door, remote controlled, work bench, Loft, great shape. **\$49,000 OBO Contact Dick Cahan at 425-301-7599. Tacoma, WA. M903-2003**

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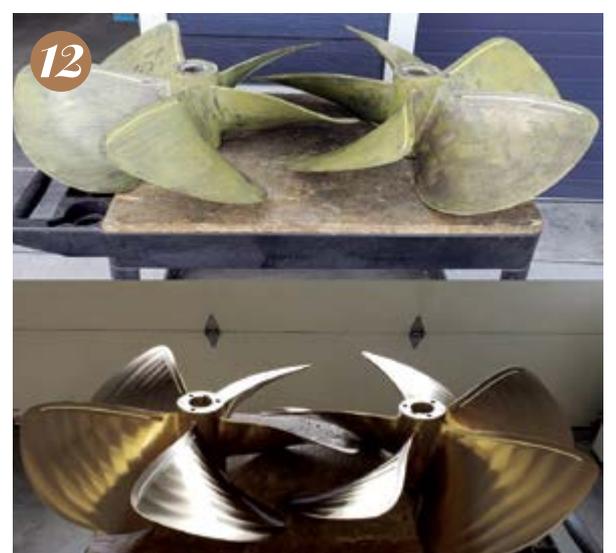
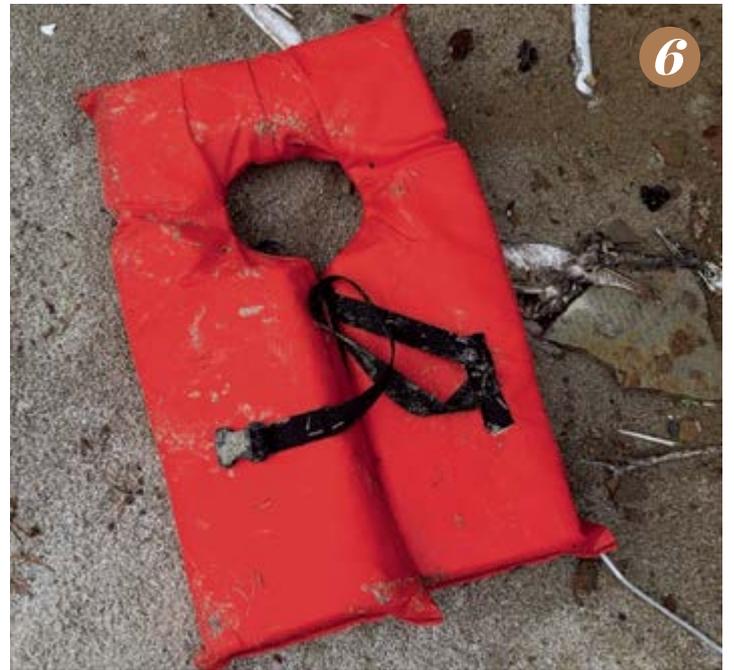
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Out & About

1. **Crazy Ivan Does it Again:** Corinthian Yacht Club presented the Puget Sound Sailing Championships (PSSC) in Seattle October 12 and 13. With 11 J/80s on the line, the J/80 fleet used PSSC for their West Coast Championships, which was won by *Crazy Ivan* for the second year in a row. Left to Right: Ben Blumenberg, Bryan Rhodes (owner & skipper), Taylor Joosten, and David Rogers. (Photo courtesy of Lek Dimarucot).
2. **PSSC Win:** Corinthian Yacht Club's Race Director Matthew Wood presents the first-place trophy to Tolga Cezik, skipper of J/109 *Lodos* at the Puget Sound Sailing Championships (PSSC) who competed against six other boats in the P3 Class. (Photo courtesy of Serhad Ataturk).
3. **FLIBS Debut:** The Fort Lauderdale International Boat Show (FLIBS, October 30 to November 3) is the debut stage for many of the newest and hottest yachts. Pictured here is the new Outer Reef Yachts Generation II 720 Deluxbridge being loaded for her global debut at FLIBS. (Photo courtesy of Outer Reef Yachts).
4. **50 Years of Salmon Days:** October 5 and 6 saw the 50th year of Salmon Days, an Issaquah, Washington, celebration of all things salmon. Sammy the mascot poses with Salmon Days volunteers and participants. (Photo courtesy of @issaquahchamber Instagram).
5. **Perfectly Poulsbo:** In the Pacific Northwest, a little overcast doesn't ruin the fun. Here boaters enjoy the Port of Poulsbo marina tucked in Liberty Bay, Washington, on the Kitsap Peninsula.
6. **Kiwanda Capsized:** The seas can be foul this time of year, be careful boaters! From the U.S. Coast Guard, "A life jacket from the sailing vessel *Kiwanda* was found during Coast Guard search efforts by personnel aboard an MH-65 Dolphin helicopter, 47-foot Motor Lifeboat and shoreside responders, on Sept. 29, 2019. The search for the man aboard the capsized sailing vessel has been suspended by the Coast Guard." (U.S. Coast Guard photo courtesy of Station Depoe Bay).
7. **Neah Bay Fleet:** Walking around Neah Bay, Washington, you may be lucky enough to spot traditional large canoes like these. Neah Bay is nestled in the Makah Reservation and, much like the days of prehistory, the canoes are used for both utilitarian and ritualistic purposes.
8. **Northwest Yachting Survey Winner:** Pictured here is local powerboater and regular magazine reader Carrie M. Anderson, our victorious prize winner of a drawing of Reader Survey respondents. Enjoy that \$100 to Fisheries Supply and *Northwest Yachting* beanie, Carrie! Special thanks to everyone who took time to answer our survey.
9. **Rudder McPherson, Editor-in-Chief:** A star of *Northwest Yachting's* pack of staff dogs is Rudder, named by you readers. She's all grown up and settled into her role as Editor-in-Chief at the magazine. She's brutal on the copy, really tears it to shreds!
10. **First time for Figure 8:** Oakland, California-based sailor Randall Reeves recently completed a solo Figure 8 sail in one season, thought to be the first accomplishment of the feat. The route took Reeves and his 45-foot sailboat *Moli* from San Francisco, around Antarctica, and then through the Northwest Passage back to San Francisco. *Moli* is an aluminum-hulled sloop from builder Dubbel & Jesse of Norderney, Germany. Amazing! Check out figure8voyage.com for more info. (Photo courtesy of Randall Reeves/The Figure 8 Voyage).
11. **A Fixer Upper:** Sometimes a picture really does say one thousand words. Here a presumably sea salty Port Townsend Wooden Boat Festival attendee seems to be having an internal dialogue about a potential project boat. Something to the effect of, "It'll be a lot of work, but she has good bones!" We've all been there, right?
12. **Proper Care for Props:** Are you on Instagram? Because we are! We get tagged all the time by local boaters and marine businesses. Here the Olympic Propeller Company (@olympicpropeller) tagged us to show off this killer restoration work on a pair of VEEM Sportfish Propellers. Nice work! Join the fun and follow us @northwestyachting for daily doses of the Cascadian boat lifestyle and tag us at #northwestyachting to share your pictures for a chance to appear in the magazine.





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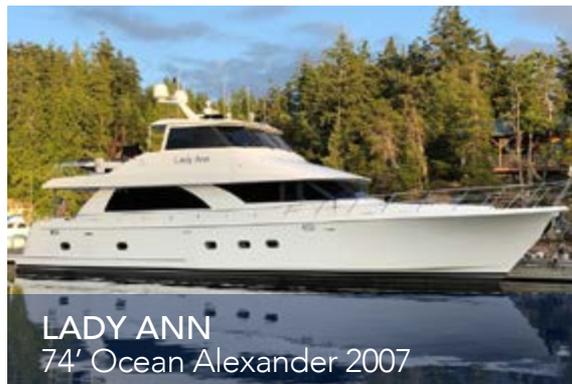
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91' 6" Horizon 2015



GG
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