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2020 70e OCEAN ALEXANDER
EVOLUTION
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2019 88' OCEAN ALEXANDER
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66' AZIMUT MAGELLANO
Seattle | 2019



55' AZIMUT S
Newport Beach | 2018



51' AZIMUT Atlantis
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55' AZIMUT Flybridge
Seattle | 2018



43' AZIMUT MAGELLANO
Seattle | 2018



CARVER C40
Newport Beach | 2019
Seattle | 2019



CARVER C52
Seattle | 2019



44' TIARA COUPE
Seattle | 2020



49' TIARA COUPE
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33' REGAL OBX
Seattle | 2019



33' REGAL SAV
Seattle | 2019

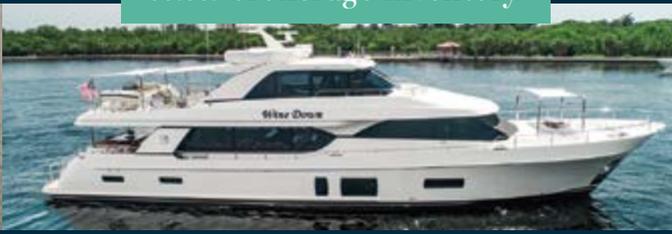


33' REGAL OBX
San Diego | 2019

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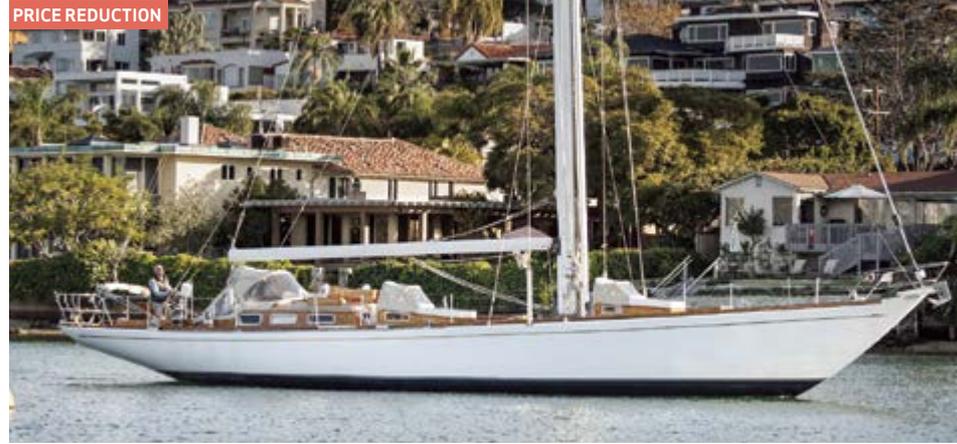
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NORTHWEST YACHTING

OCTOBER 2019 ♦ VOL. 33, NO. 4 ♦ NWYACHTING.COM

GREEN GIANTS

FERRIES: A BOATER'S PERSPECTIVE

62 The Washington State ferries, also known as The People's Yacht, are ever-present in the Pacific Northwest's maritime tapestry. Find useful info for boaters and the storied history of these proud working vessels here.



68

LONGSHIP LONGSHOT

Longship Marine consignment and supply store recently reopened at their new location. A Cascadian boating couple goes all out in this uplifting saga.



72

TO BE 77 & YOUNG AGAIN

Jeanne Socrates completed a record around the world sail from and to Victoria at the tender age of 77. Simply inspirational!



76

Boatstruck

FALLING IN LOVE WITH HERRESHOFF DESIGNS

A Seattleite meets a classic Herreshoff design and becomes boatstruck. Learn about these classic boats and the American legend behind it all.



82

PORTS OF CALL *Neah Bay, Washington*

The story of the Makah people is intertwined with this boat friendly oasis tucked on the tip of Washington's Olympic Peninsula.



84

ASK THE EXPERTS *U.S. Coast Guard Auxiliary, Part II*

We wrap up our conversation with Richard Martinson of the U.S. Coast Guard Auxiliary with topics from nuclear submarine support to boating education.

On the Cover



The Washington State Ferry System gets the spotlight to pair with a feature this month. Here one of the giant ferries is dwarfed by the massive Port of Seattle and even more dominating Mt. Rainier backdrop.

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2008 CRUISERS 520 EXPRESS



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FEATURED



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To Witness



Norris Comer

I've been on the job here at *Northwest Yachting* for almost four years now, and I still don't know how to explain what I do during small talk at dinner parties. Sure, on paper the gig is "magazine editor" or "maritime journalist" or whatever title is a digestible hors d'oeuvre with the entre. But when I really sit down and think, my role—and *Northwest Yachting's*—in the community is to serve as an able witness to the Cascadian culture aquatic; a wonder-inducing, dynamic, living society halfway hidden in plain sight.

The Cascadian culture aquatic is not unlike other magical worlds one reads about, like Narnia behind the wardrobe. But our world is real, complete with the rich, complex interactions that define the life experience; ancient heritage colliding with bleeding edge tech, the little fish and hungry sharks, the celebration of growth and the mourning of decay. When I reflect on this month, it feels like one memory.

I'm at the Port Townsend Wooden Boat Festival again watching a master demonstrating boat building techniques, the curls of hand-planned wood piling up under a workbench. I'm shown the many different woods of the 12-foot Fast Skiff *Sputterbug*, completed by Everett-based James O'Gorman mere days before the

show. The purple heartwood, mahogany, and Alaskan yellow cedar make an Earthy rainbow wrought of sunlight and good soil.

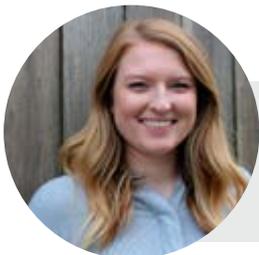
I am at Neah Bay, our *Ports of Call* for the month, talking to a friendly local over salmon and chips. She's glad I saw sea otters during a solo camp out at Shi Shi Beach. The Makah tribe keeps track of the recovering species. I'm taken under her wing and get a spontaneous in-person tour of the Makah Museum.

I am at Chandler's Cove at South Lake Union at the Boats Afloat Show. This year's iteration is the last at the location as city development muscles the marine industry out, but you wouldn't know it by looking around. A live band plays "You Don't Know Me" by Ray Charles as yacht brokers and shiny-eyed boat shoppers dance shyly; a metaphor for the boat buying process.

I'm back at *Northwest Yachting's* headquarters, our old blue house in upper Ballard, answering the phone. It's news from Signature Yachts. Their founder Robbie Robinson has died. Surprise, sadness, reflection.

We at *Northwest Yachting* hope you get to fully embrace the Cascadian culture aquatic. The highs are euphoric, the lows devastating, and the in-betweens especially in-between. Ours is a magical realm realized, a culture so alive it's impossible to predict what will happen tomorrow. Now we enjoy the day, and it is glorious.

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



Welcome Molly!

I am honored the opportunity to work for this magazine with such an incredible team. I truly love this industry and feel so excited to be a part of it! Please feel free to contact me at molly@nwyachting.com or 206.789.8116.

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!



Schelleen Rathkopf is a native Seattleite who grew up cruising and racing in the Puget Sound waters. She is producer of

Whidbey Island Race Week (now Point Roberts Race Week) and SHE, a new all women regatta in Seattle. PointRobertsRaceWeek.com



Greg Van Belle grew up sailing, cruising, and fishing Puget Sound. He lives in Seattle and teaches writing at Edmonds Community Col-

lege. You can follow him on Twitter @ [gregvanbelle](https://twitter.com/gregvanbelle).



facebook.com/northwestyachting
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Publisher
Michelle Zeasman-Gibbon
michelle@nwyachting.com

Managing Editor
Norris Comer
norris@nwyachting.com

Creative Director
Alex Kwanten
alexk@nwyachting.com

Sales (Canada/US)
Katherine Kjaer
katherine@nwyachting.com

Sales (Washington Region)
Molly Mills
molly@nwyachting.com

Sales (Alaska)
Michelle Zeasman-Gibbon
mz@nwyachting.com

Marketing Coordinator
Schelleen Rathkopf
schelleen@nwyachting.com

Assitant Editor
Evin Moore
evin@nwyachting.com

Contributing Writers

Seanna Browder	Schelleen Rathkopf
Bridget Charters	Peter Schrappen
Jeff Cote	Bill Shaw
Melissa Gervais	Greg Van Belle
Doug Hansen	Randy Woods
Kevin Klein	

Contributing Artists & Photographers

Jan Anderson
Ben Mendlowitz
Jack Riley

Copy Editor
Seanna Browder

Associate Designer
Adrian Sanders, Jr.

Facilities
Maurice McPherson

Official Mascots
Pearl, Flora & Rudder



NWY LITERARY AWARD WIN

Our managing editor Norris Comer won an honorable mention for his entry to the 88th annual *Writers Digest* writing competition. The piece, *Tribute to the Furious II*, is about his liveaboard days in Eagle Harbor, Bainbridge Island. One of the world's biggest literary magazine competitions with over 6,000 applicants this year, this shows we got the chops to run with the top 1% of mainstream literary talent in the nation. Not bad for an independant Cascadian boating magazine!

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Racing

R2AK Breaks with Seymour Narrows

Race organizers speak of “Open Relationship” with waypoint

By Norris Comer

The Northwest Maritime Center in Port Townsend, Washington, was abuzz at the annual Race to Alaska (R2AK) Blazer Party on September 6. Always a jovial affair in which R2AK racers don thrift store blazers and partake in budget snacks like Goldfish crackers—imagine a subversive yacht club vibe—MCs Jake Beattie (Executive Director) and Daniel Evans (Race Boss) had more to share this year than the usual lineup of winners, sponsorship thank-yous, and delicious race stories. The Blazer Party’s big reveal was a major course change for the infamous engineless race.

“I think we should stop talking and play the video,” Beattie said to the crowd, pressing play on the annual promotional trailer. The scene unfolds; a map of the R2AK race course on the wall of a fictional (that we know of) top-secret underground R2AK

headquarters. Almost with disdain, the waypoint of Seymour Narrows is plucked off the chart and thrown into the trash. Words appear: Simpler. Harder. Cue the racing montage to the Maori haka.

“R2AK’s relationship with Seymour Narrows is officially ‘open,’” declared Race Boss Daniel Evans to gasps and cheers.

R2AK has run the same course for its five years of existence. The 750-mile route is chopped into two asymmetrical legs. Leg 1, the 40 miles from Port Townsend to Victoria, will remain unchanged in 2020. An unofficial weeding-out process, the 36-hour timeframe enforced on Leg 1 helps ensure that teams that shouldn’t proceed into the remote wilderness beyond can exit honorably where recovery is easy.

The 710-mile Leg 2 traditionally snakes up the inside of Vancouver Island with two

mandatory waypoints: Seymour Narrows and Bella Bella. In the past, the race has largely been decided by who hits the proper tide window at Seymour Narrows. By removing the Seymour Narrows waypoint, R2AK 2020 opens an entire new outside option.

Debating which strategy will prevail—inside vs. outside—is bound to be the primary topic of discussion among the race’s fans. Although the outside route is longer mileage-wise and against the prevailing conditions (“uphill” as they say), dialed in bluewater race teams may bank on the gamble in exchange for the extreme speed they can achieve when unrestrained by the meddlesome tides, restrictive geography, and crippling low winds that can plague the inside route.

As someone who has completed the R2AK, my initial feelings about the move are of excitement. It’s a tough assignment for race organizers to balance what is beloved in a race program with new elements to keep it fresh and innovative. The idea that removing rules and regulations makes a race more exciting is very in line with the R2AK philosophy. Bottom line, those boat hipsters of Port Townsend still got it. Keep your eyes on them!

Interested? The starting gun goes off June 8, 2020 and applications for 2020 are currently open. Another new development for 2020 is the addition of a Frequent Floater card (do four races and the fifth is free!). Check out r2ak.com for more information, updates, and applications.



Above: Jake Beattie addresses the R2AK Blazer Crowd in appropriate blazer sleeve attire.

Left: Among the many side titles awarded at the party was the Washington State Parks Boating Program “Safety Helmet of Shame” for the worst boating safety related decision followed by the best recovery.

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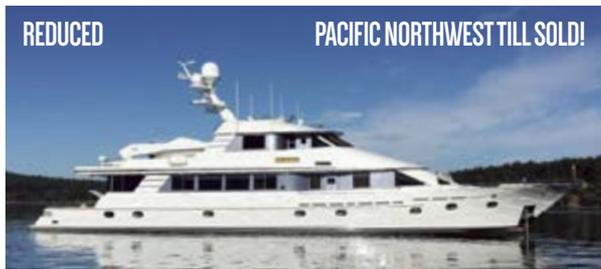


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Community

Sailmaking Passion Thrives in Port Townsend

By Schellen Rathkopf

For over four decades, Port Townsend has corralled the most ardent boaters together at the Wooden Boat Festival, and this year was no exception. The event once again showed its true colors with an impressive collection of boats on display inside Point Hudson Marina and interesting seminars delivered by passionate presenters to audiences (like me) who were willing to sit on the floor when all the seats were taken.

The piece de resistance for passion at the festival came in the form of Carol Hasse of Hasse & Co. Port Townsend Sails, world renowned as the premier sailmaker of voyaging sails. Having just recently announced her retirement after four decades as a sailmaker in Port Townsend, Hasse is fervently look-

ing for her successor who will take over her business and continue the craft of historical sailmaking.

As a passionate sailor, Hasse joined a small consortium of sailors in Port Townsend who founded the Wooden Boats Festival in 1976. She learned to make sails from famed Master Sailmaker Franz Schattauer, whose own career began only after a four-year sailmakers apprenticeship, followed by a

10-year journeyman-ship, some schooling, and rigorous exams.

During her presentation (and once in an earlier conversation Hasse and I had on the phone), she mentioned that if sails were made properly in the first place, the need for sailmaker repair would be all but non-existent.

The art of sailmaking involves the exact measurements of the boat, the proper materials and hardware

*Some will sell their dreams for small desires
Or lose the race to rats
Get caught in ticking traps
And start to dream of somewhere
To relax their restless flights.*

-NEIL PEARL [QUOTED AT THE SHOW BY TERESA & BEN CAREY]



Carol Hasse, sailmaking legend and Wooden Boats Festival co-founder, instructing an eager crowd on her craft.

to withstand the elements, and the stitching techniques that holds it all together. Done properly, the sail has been designed to counter its bitter nemesis: chaffing and UV rays. Hasse's sails, which are designed to function perfectly in all wind ranges, are of the highest quality and each one is handmade in her loft in Port Townsend. This is a rarity as the industry often has turned to mass production and the acquiring of sailmaking materials from large factories, primarily in Sri Lanka and China.

Hasse's enthusiasm about the sailmaking process was infectious and captivating at her seminar. Before we all knew it, an hour and a half had passed and we felt that we were only just beginning to grasp the complexities of this craft.

"Boats are our temples to the sea. They bring us joy and pride as a sailor. They need to be made right," she said. There was an urgency in her presentation, one that can only be described as deep passion for the subject matter. She wants so badly to find someone to carry on her work. "I can teach people how to make sails. That's the easy part. But to be a good sailmaker, you have to have a passion for sailing. And passion isn't something I can teach. No one can."

Hasse is right about that. And one thing is certain; the Wooden Boat Festival in Port Townsend is a magnet for those who are passionate about boating. And anyone who visits the festival knows that being surrounded by this kind of passion is a very special treat.



A glimpse inside Hasse & Co. Port Townsend Sails.

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JUST REDUCED



70' WESTPORT 1986

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62' NAVIGATOR PILOTHOUSE 2010

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Nautical News



Photo: Vancouver Island University

Education

Boating BC Awards Marine Trade Scholarships

By Evin Moore

The Boating BC Association has awarded nine British Columbia students the Glenn Spartz Scholarship to further pursue their careers in the marine industry. The scholarship winners represent and work for many local B.C. maritime businesses.

The scholarships were created specifically to meet the growing need for skilled marine trades, and directly supports individuals working towards their educational and career goals. The recipients include Dan Kennedy, Kayla James, Max Erwin, Paul McCabe, Sean McAuley, Steve Riley, Travis Clayton, William Mark, and Michael Taylor.

"Our industry has experienced significant growth in the recent years, and as a result, faces a shortage of qualified marine mechanical technicians," said Boating BC President Don Prittie. Each scholarship recipient receives up to \$2,000 towards their tuition. All the recipients are entering level-one of the

Marine Mechanical Technician (MMT) Program at the BC Institute of Technology or Vancouver Island University's Motorcycle & Marine Technician Foundation Program.

"The Glenn Spartz Scholarship is one means of assisting individuals who are pursuing a career in the boating industry," Prittie added. The Glenn Spartz Scholarship is a collaborative initiative led by various business and organizations, including the Boating BC Association, which represents recreational boating across British Columbia and includes more than 300 member businesses.

Other contributing partners to the scholarship include the marine propulsion businesses like Mercury Marine, Volvo Penta, Yamaha, BRP/Evinrude, and Suzuki Marine. The scholarship is named in honor of the former Boating BC board member who was instrumental in establishing the MMT program.

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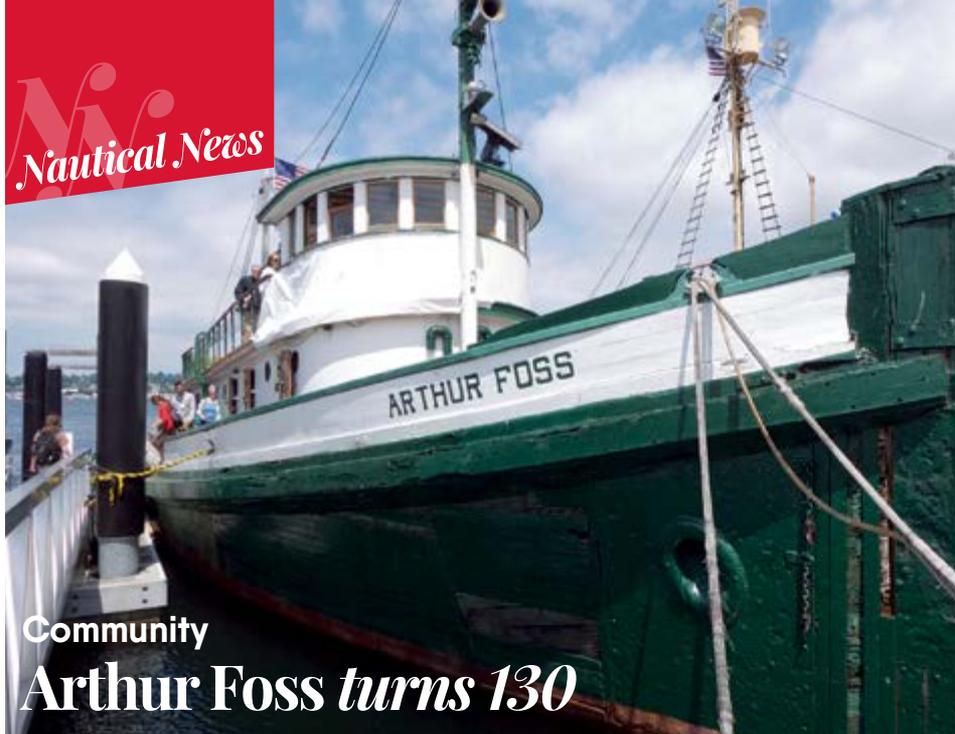
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Community
Arthur Foss turns 130

By Evin Moore

A casual observer may describe the *Arthur Foss* with her elegant, traditional lines as a beautiful old boat. A more astute admirer could guess that she is a tug from the 19th century. But nobody could possibly guess the boat's entire storied past that puts most other vessels to shame. Last month on September 3, the venerable boat's 130th anniversary of commercial towing service was celebrated for good reason.

The *Arthur Foss*, under a variety of names, always finds herself in

the center of events and projects that would come to define the character of the Pacific Northwest and wider United States, from the Alaska Gold Rush to World War II. Along the way, she dodged enemy planes and survived fires to become a National Historic Landmark, the consummate Northwest workboat, and possibly the oldest wood-hulled tugboat still in service.

Constructed in 1889 for the Oregon Railway and Navigation Company in Portland, Oregon,

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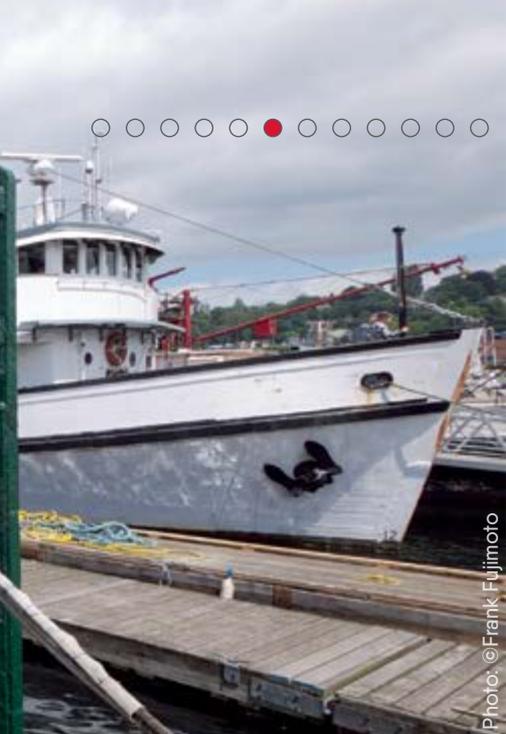
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and originally named *Wallowa*, the tug that would become the *Arthur Foss*, was launched in the summer of 1889 and outfitted by that September 3. The first captain of the *Wallowa* was R.E. Howes, who was experienced at pulling sailboats over the dangerous Columbia River bar, the *Wallowa's* primary job at that time. She went on her first inspection run over the bar on September 23, 1889, and passed with flying colors.

The *Wallowa* had been pulling ships across the bar for almost a decade when she was leased to the White Star Line and left her home base of Astoria, Oregon to pull the sidewheeler *Yosemite* up the Inside



Passage. On a return trip, strong wind battered the *Wallowa* and she was blown ashore, but not damaged, and was refloated at the next high tide. The *Wallowa* worked in Alaska for a few more years, moving supply barges, construction materials, and mail to gold mining camps.

In 1904, the *Wallowa* was purchased by the Puget Sound Mill and Timber Co. and she moved into the next phase of her life, based out of Port Angeles and hauling logs between the Olympic Peninsula and Bellingham for 25 years. She was refitted with a new double-expansion steam engine and a new boiler. The only work done on her

Continued on Page 24



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64 Frers	1978	\$377,000	40 Perry Bella	1994	\$95,000
59 Outremer 5X	2012	€1,190,000	36 Stanley (Lobster Boat)	1967	\$45,000
51 Able Apogee	2000	\$475,000	36 Covey Island	1997	\$189,000
50 Lavranos	1990	\$169,900	35 Hallberg-Rassy	1989	\$99,000
48 Waterline	1997	\$375,000	34 Red Wing	2008	\$89,000
48 Chris White Atlantic	2010	\$595,000	33 Back Cove	2008	\$259,000
44 Tanton	1983	\$139,000	33 J/100	2007	\$69,500
43 Shannon	1988	\$189,000	27 Pacific Seacraft Orion	1979	\$29,000
43 Hans Christian (Chris.)	1986	\$89,000	25 Lyman	1964	\$20,000
42 Sabre 426	2009	\$298,000	25 Herreschoff	2005	\$89,000
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Arthur Foss Turns 130

Continued from Page 23

after that time was a rebuild of the cabin following a fire in 1927.

The Foss Launch and Tug Company purchased the *Wallowa* in 1929. Foss was looking to expand their sea-going fleet and operated the *Wallowa* for several years before leasing it to MGM studios for their film *Tugboat Annie*. One of the real-life sources for the character of Tugboat Annie is supposedly

Foss founder Thea Foss. Large parts of the movie were filmed in Seattle and used up to 10,000 locals as extras, including then-mayor John F. Dore. The movie was the first major motion picture filmed in Seattle and a big hit with audiences, many of whom were being exposed to images of Seattle and Tacoma for the first time.

The *Wallowa* was returned to

Foss and was refitted with a brand new six-cylinder, 700-horsepower diesel engine, making her the fastest and most powerful tug on the West Coast. After relaunch, the tug was renamed the *Arthur Foss*, the president of Foss and oldest son of Thea Foss. From that time on, the *Arthur Foss* was mostly used to haul cargo down the coast to Oregon and California, or up to Alaska, setting several speed and time records.

In 1938, the *Arthur Foss* was involved in the construction of two well-known bridges, towing the giant barge *Foss No. 46* from the build site of the famous Golden Gate Bridge to the infamous Tacoma Narrows Bridge.

One more iconic bridge would be added to the tug's resume when she was used to test the anchoring system used on the floating Lacey V. Murrow Memorial Bridge between Seattle and Mercer Island. A barge with an anchor approximating the strength and durability of the floating bridge was set up by engineers, and the *Arthur Foss* did laps at full speed, generating a wake of four feet. The captain of

Arthur Foss very far from home, escaping from Wake Island during WW2.

Hawaii and Wake Island. The *Arthur Foss* was scheduled for refueling on December 8 (December 7 in Hawaii, due to the International Dateline), when Captain Oscar Rolstad decided to skip refueling over warnings of an imminent Japanese attack. They were a few hours away from Wake Island when they got word of the simultaneous attack on Pearl Harbor and Wake Island. The *Arthur Foss* was the last ship to escape Wake Island before the attack.

With limited fuel and a highly visible hull, the crew decided to mix engine grease with white paint and coat the tug in a dark gray color and proceed to Hawaii at a minimum speed to conserve fuel. The *Arthur Foss* made it to Hawaii on December 28, and the crew were cited for actions above and beyond the call of duty.

Arthur Foss spent the war as YT-335 *Dohasan* after she was inducted into the U.S. Navy. *Dohasan* was used for moving supplies between bases on the Hawaiian Islands and helping to build a runway. After the war, the tug returned to Foss in 1947 and was renamed once again *Arthur Foss*. Following some repair, *Arthur Foss* was put to work in the Strait of Juan de Fuca hauling bundles of logs. She continued this work for 20 years until 1968. Two years later, the *Arthur Foss*, at this point over 80 years old, was donated to Northwest Seaport by Foss.



Arthur Foss cruising with her volunteer crew across Puget Sound in 2001.

the *Arthur Foss* at that time, Martin Guchee, even put the bow of the tug against the test barge and attempted to move it under full power. When the barge held, all were satisfied that the bridge could hold up to any storm conditions.

The tug was contracted to move a drydock gate to Pearl Harbor, Hawaii, in 1941, and from there was used to move supplies between

Since then, *Arthur Foss* has served as a museum ship, and was declared a National Historic Landmark in 1989, the centennial of her launch. She is still owned by Northwest Seaport and can often be found at the Center for Wooden Boats for the family-oriented Tugboat Storytime. To find out more about the boat or visit, head to nwseaport.org or cwb.org.

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- 27' Ranger Tugs R27 '15.....\$140,000
- 26' Tollycraft Sedan '79.....\$22,000

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- 49' Transpacific '80.....\$99,000
- 47' Beneteau 47.7 '05.....\$179,000
- 44' Worldcruiser Schooner '79....\$275,000
- 43' Beneteau 443 '05.....\$119,500
- 40' Beneteau Oceanis '94.....\$85,000
- 40' Hinckley B-40 '70.....\$129,500
- 40' Marlow-Hunter '13.....\$219,000
- 39' Fast Passage '79.....\$82,000
- 38' Catalina '00.....\$104,900
- 35' Island Packet 350 '01.....\$147,500
- 34' Beneteau 343 '07.....\$85,000
- 34' C&C 34+ '90.....\$64,500
- 34' Catalina '88.....\$41,500
- 34' Gemini 105Mc '05.....\$109,000

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Community

Bellingham SeaFeast Winners

By Evin Moore

At the 2019 Bellingham SeaFeast, local maritime figures and businesses were recognized through two awards, the Legacy of Bellingham Bay Award and the Soul of Bellingham Bay Awards. These awards were designed to recognize outstanding contributions to Bellingham's maritime industry and tradition.

The Legacy of Bellingham Bay Award honors a company, group, or individual who has been working for several decades in the maritime and fishing sectors and personifying the historical significance of Whatcom County's working waterfront. The 2019 winner of this award is Samson Rope.

Currently headquartered in Ferndale, Washington, Samson Rope has been recognized as the worldwide leader in the development and manufacturing of high-performance ropes for the past 141 years. Samson innovations include the first double-braided synthetic rope on the market, and since 1962, their ropes have been used to retrieve every NASA space capsule from the ocean after reentry. Their commercial fishing lines provide both local and international fishermen with a reliable product that is a key element for grueling work on the water.

The second awards presented were the SeaFeast Soul of Belling-

ham Bay Awards. They recognize families and individuals whose work represents high levels of commitment and service to the everlasting heritage of marine, fishing, and maritime endeavors. This year's winners are:

Phil and Mary Erickson, operators of a Bristol Bay tender, while their family runs a set net fishing site. In the off-season, Phil works as a skilled contractor on boat finishing work on Bellingham's busy waterfront.

The Curry family have established their fishing legacy in the region over three generations, including the conservation of the Curry Preserve on Lummi Island.

Left to right: Mary and Phil Erickson; Loren Kapp and Cathy Wade; Brian Haling (right).

Loren Kapp and Cathy Wade have converted the former Lummi Island ferry *Chief Kwina* into a tender serving the salmon gillnet, reefnet, and troll fisheries in Puget Sound and Southeast Alaska.

Brian Haling is a commercial fisherman for salmon, crab, and occasionally prawns, since 1984. Haling has also donated creatures to the Marine Life Center for over 20 years so the community can learn what lives in our waters.

Bellingham SeaFeast is an annual waterfront and seafood festival that took place September 21 to 22 this year. The festival celebrates Bellingham and Whatcom County's rich maritime culture and heritage, working waterfront, water conservation, commercial fishing and seafood industries, and the culinary bounty of the Pacific Northwest. Find out more at bellingshameafeast.org and be sure to attend next year's fest. 

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Around the Sound

October Events

By Evin Moore

As always, there are countless boating events going on in all corners of the Pacific Northwest. Here are just a few to help fill up your calendars:

Gig Harbor BoatShop, October 12:

The Gig Harbor BoatShop will be hosting their annual Float the Boat (Shop) event on Saturday, October 12. The BoatShop is a non-profit that seeks to perpetuate the working waterfront of Gig Harbor by holding classes on boat building and restoration. The event is held to celebrate and support the BoatShop and will



Restoration at the Gig Harbor Boat Shop

include live music, heavy appetizers, drinks, and activities including a raffle. The party will be held at The Club at Gig Harbor Marina, starting at 1800 hours. Head over to gigharborboatshop.org now to buy tickets.

Adventuress Dinner and Auction, October 12:

Sound Experience is the non-profit that owns the tallship *Adventuress*, a century-old ship that is used to teach students sailing skills and stewardship of the aquatic environment. They will be hosting their annual dinner and auction to support youth programs aboard the *Adventuress*. The dinner will be held at Bell Harbor Conference Center, Seattle, on Saturday, October 12. Visit soundexp.org to find out more and purchase tickets.

Boat Handling Class, October 15:

The Deception Pass Sail and Power Squadron will be hosting a Boat Handling Skills class starting on October 15. The new class will be replacing the Seamanship course and will cover topic like rules of the road, docking and undocking, knot tying, emergencies on board, and more. The class is appropriate for both novice boaters and more experienced ones looking to fill gaps in their knowledge. Classes will be held at Oak Harbor Yacht Club. Call (360) 320-3803 or email knelson@gmail.com for more information or to register.



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40'	1994	Colin Archer Ketch.....		\$65,000
40'	1989	J/40 Performance Cruiser.....		\$79,000
39'	1978	Cal (newer diesel).....		\$35,000
37'	2015	Rustler.....		\$365,000
36'	1990	Jeanneau Sun Odyssey.....		\$49,300
34'	2000	J/105.....		\$74,900
32'	1986	Nor' Star Gaff Rig.....		\$38,000
30'	1997	Farr w/ Trailer.....	New Listing	\$35,000
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Ocean Outbreak by Dr. Drew Harvell

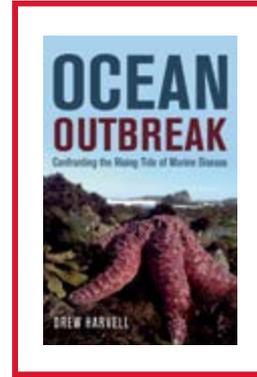
By Seanna Browder

The Blob, a marine-induced heat wave that warmed the waters of Puget Sound in 2014 to 2015, was a factor in the death of many marine animals, including Salish Sea icons salmon and sea stars. Now, like a blockbuster horror movie, there may be a Blob sequel forming in the Pacific, according to recent reports from the National Oceanic Atmospheric Administration.

Dealing with the fallout of the Blob was Dr. Drew Harvell, a marine ecologist with a front row seat on the transformation of the world's oceans. A Cornell University professor who teaches and conducts research out of Friday Harbor Labs on San Juan Island, Dr. Harvell has dedicated her professional life to studying the impacts of climate change on

the marine world (see *Star Signs* feature in *Northwest Yachting's* September 2019 issue for more).

Lucky for us, she has decided to share her unique perspective in *Ocean Outbreak*, an accessible book that reads like a detective novel. Dr. Harvell is not only a



scientist, but a skilled writer who brings the underwater world to exquisitely-detailed life in her page-turning book. The impetus for *Ocean Outbreak* came from her experience

testifying in front of Congress. The lack of awareness on how warmer water was devastating marine life shocked her.

After that 2015 hearing, Dr. Harvell set to writing about her personal experiences with marine disease outbreaks. She focuses on coral, sea stars, abalone, and salmon outbreaks. Except for the coral, all the species inhabit the Salish Sea, her home and ours. Published this year, the book is a great read that vaults you out of any complacency about climate change. Clear and concise, it does not pull punches.

I do not recommend this book if you want to be lulled to sleep. I was up at night reading to see if the scientists could uncover what was killing the coral and more recently, the sea stars. The devastation was so fast and quick; it was a battle against time for the scientists, including Dr. Harvell. She played a lead role in tracking the disease that destroyed most of the star population on the West Coast.

The amount of teamwork required to tackle a scientific hunt for disease is well documented in the book. Dr. Harvell brings these scientists into the narrative and transforms them into people you or I could relate to. This is first and foremost an intimate story of the ongoing battle to track and stop the ongoing destruction of our oceans.

For me, a big takeaway from the book was how close these pathogens align with human disease-causing agents. For example, the abalone was struck by a long-acting rickettsial bacteria, the same bacteria that causes typhus and Rocky Mountain spotted fever. On land, rickettsia requires a vector such as an insect to transmit it. Dr. Harvell writes, "Seawater facilitates survival and the spread of pathogens, while air does not." Bone chilling.

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Dr. Harvell at work.

Dr. Harvell describes how she and fellow scientists who were diving in Southeast Asia contracted amoebic dysentery and were extremely ill. One of the world's leading coral scientist, Dr. Bette Willis, contracted typhoid on the same dive. She survived but it took months to recover.

There is a silver lining to this horrifying story. The scientists went back to study what caused their illness five years later. It was determined that raw sewage was floating unimpeded into the water, but in areas with eelgrass beds, the water was clean. Eelgrass acts like a filter

for toxins and pollutants—a landmark discovery.

There are answers to the problems facing us, we are not doomed. At the end of the book, Dr. Harvell outlines several actions we can take to combat the damage that is, frankly, induced by humans. Among the suggestions are reducing the use of plastic and protecting eelgrass beds. Along with her knowledge and writing, Dr. Harvell gives us the gift of hope and her message is clear. If we want to stop repeated appearances of the catastrophic Blob and other environmental crises, we must change our ways. 



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Carol Hasse's contributions to the Pacific Northwest marine industry span decades. As founder & sailmaker of Hasse & Co. Port Townsend Sails, Hasse has logged over 40,000 offshore miles on boats varying from 25-101 feet. SHE is a founding board member of the Wooden Boat Festival and currently serves on the board of Northwest Maritime Center.

Carol is the only woman to have been asked to judge the Classic Boat Festival in Victoria, served as a judge for *Cruising World's* Boat of the Year in Annapolis, and also the first woman to skipper *Adventuress* (with an all-women crew). SHE has her Int'l Sail & Power Academy Instructor's Certificate, a USCG 100-ton masters license also mentors her all female staff in historical sailmaking. SHE is amazing.

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Potion of the Ocean



Feeling Fall with Rum Punch

By Bridget Charters

Any time of year is a good time for rum! Rum has long been associated with the maritime industry; sailors, shipping, Dutch traders, pirates, and the whole lot—not always in a good way! Rum is a byproduct of the sugar cane industry and has been long associated with the Caribbean Sea and its archipelagos.

There are good and bad rums. Some rums are essentially cane syrup with some coloring added, so basically sugar booze with a bit of color. Other rums are set to age in high-quality barrels, and in some cases, like a good bourbon aged in a charred barrel, the long aging makes for some soft and lovely rums. Save the truly excellent rums for sipping in front of a roaring fire, but do get a good rum to make a fun rum punch. Rum punches are festive, but also elegant and quite delicious!

Rum Punch

- 2 ounces coconut water
 - 2 ounces pineapple juice
 - ½ ounce fresh lime juice
 - 2 ounces white rum
 - 2 ounces rum
- (Gosling's Black Seal recommended)

Directions: Pour the coconut water, pineapple juice, lime juice, and both rums into a cocktail shaker. Fill with ice and shake well. Strain into an ice-filled Collins glass and enjoy. Fruit garnish optional.



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In Memoriam

Honoring Robbie Robinson

By Norris Comer

It is with heavy hearts that we honor the memory of Robbie Robinson, founder of Signature Yachts and friend to many. His peaceful death at age 61 on Sunday morning, September 15, concluded his long battle with cancer. Robinson passed in his Seattle home surrounded by family and friends.

"The personal loss we all share is lessened by the knowledge that he has left us a great legacy of achievement, integrity, and dedication in our industry," said Signature Yachts broker and friend Chapin Day in the initial press release.

Robinson seemed born to lead a rich boating life, sailing in El Toro sailboats and fishing

with his family in Hawaii by the tender age of five. Robinson would grow up to join the U.S. Navy, serving aboard the aircraft carrier *USS Eisenhower* in ports around the world. His civilian life afterward was no less sea salty, founding his first yacht brokerage Performance Yachts in Bellingham, Washington and Portland, Oregon, while working as a Nordic Yachts intern.

After selling Performance Yachts about 25 years ago, Robinson moved north to Seattle and founded Signature Yachts, one of Puget Sound's most prominent new and used yacht brokers representing brands like Beneteau, Foutaine Pajot, and Amel. He has embraced just



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about every aspect of boating on a multitude of cruising boats with his partner Cesar Quirino with their Siamese cat Rumor and many friends and family, to sailing West Coast waters from Alaska to Mexico, and far afield in the Chesapeake Bay, Bahamas, BVIs, and more.

Known throughout the industry, including at this publication, as an upstanding and successful business partner and source of community leadership, Robinson leaves behind a legacy to be proud of.

“Even as his health failed, he carefully laid the foundation for ensuring that the Signature Yachts team will remain on the job, continue representing

our outstanding brands, and continue to uphold the high standards he set and exemplified for each of us,” continued Day.

While there are no immediate plans for a memorial service at the time of this writing, Robinson asked that anyone wishing to honor his life can do so with a donation to the Seattle Cancer Care Alliance, Mercy Corps, ACLU, and/or Habitat For Humanity.

Northwest Yachting will be donating to the Seattle Cancer Care Alliance to honor our friend who passed. Fair winds and following seas, Robbie. *By*

Business Notes
continues on page 90

Seattle Yachts acquires Northern Marine

By Randy Woods

A month after adding Hampton Yachts to its boat dealership services, Seattle Yachts expanded further by purchasing Anacortes, Washington-based luxury yachtbuilder Northern Marine in September.

Seattle Yachts, a Northwest-based boat dealer and yacht brokerage firm, said the acquisition includes Northern Marine’s Anacortes shipyard, plus all rights to the brand, the tooling, and the intellectual property.

“The Northern Marine shipyard is a very modern yard with a lot of very skilled craftsmen,” said Peter Whiting, managing partner of Seattle Yachts. “This opens up a lot of potential for our Alaskan and Northwest brands.”

Northern Marine, founded in 1995, offers a range of new builds, from the 57 Raised Pilothouse to the 100 Tri-Deck Expedition Yacht. As a result of the acquisition, Seattle Yachts will now offer tooling for Northern Marine’s 57-, 64-, and 80-foot yacht models.

Seattle Yachts, which Whiting said has expanded “exponentially” in the last 18 months, operates offices in the Pacific Northwest, Southern California, and South Florida.



Large and local, a Northern Marine 57-footer at Deception Pass.



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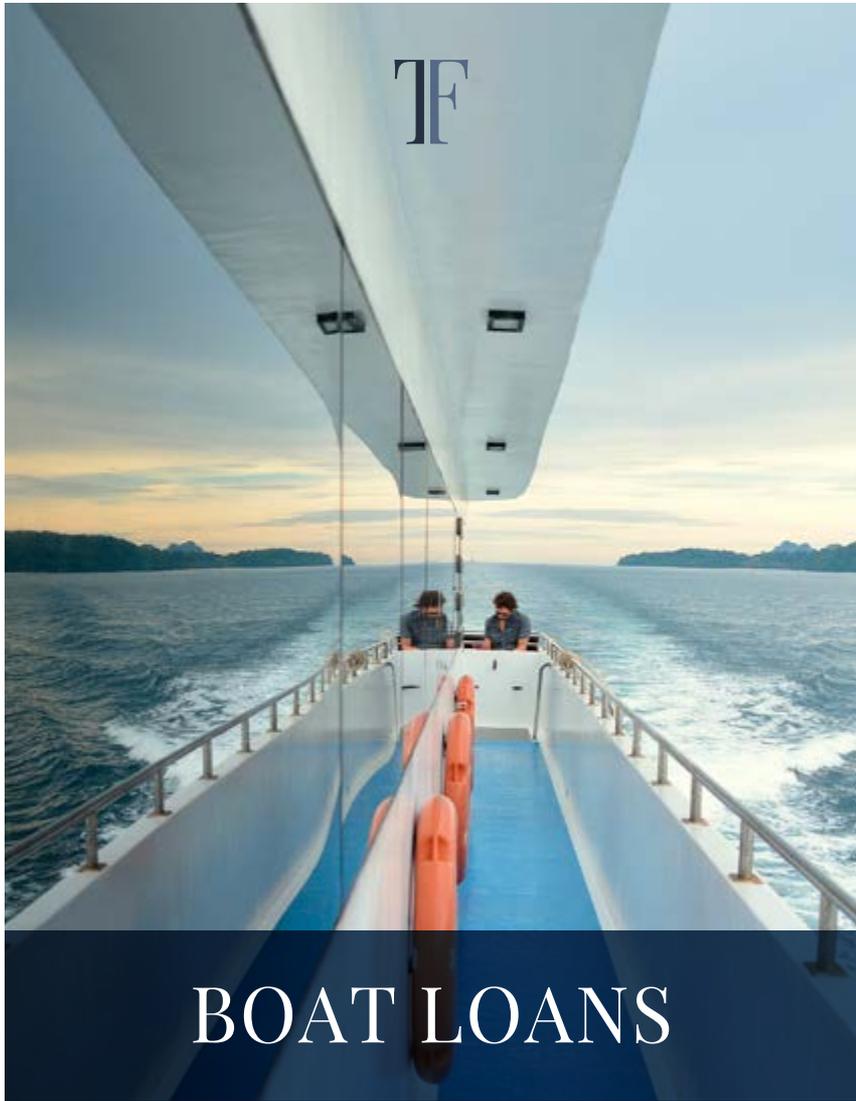
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Letters

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

Tradition Tribute

Editor,

As a boater for 40+ years, former boating magazine writer, and newspaper editor, I am very impressed with the great job you're doing with *Northwest Yachting*! Keep it up.

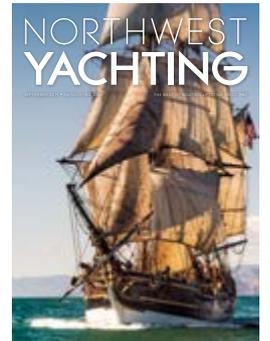
I have watched with dismay as too many boating magazines moved to "advertorials" for content or filled their pages with too many boat reviews. Or went belly-up. Which is why I appreciate the variety of your content – not to mention the great photographs and interesting ads.

Well done *Northwest Yachting* staff! Sail (or motor) on!!

Sincerely,

–Dorothy E. Dubia, *M/V Big Brivet*,
Member, Tyee & Queen City Yacht clubs

NWY: Shucks! Thank you for the kind words, Dorothy. We've taken all kinds of creative risks here at the magazine and encouraging words like yours brighten the day of everyone at HQ. We hope to see you on the water.



Zodiac Love?!

Greetings Norris,

The September 2019 issue of *Northwest Yachting* includes an article about tall ships of the Pacific Northwest. This otherwise excellent article is incomplete. It omits the 1924 vintage *S/V Zodiac* headquartered in Bellingham.

<https://schoonerzodiac.com/>

–Steve Albright

NWY: Good on ya for keeping us honest, Steve! Yes, the beautiful Zodiac tall ship is more than worthy of her own full feature. With the limits of print media, we could only include a handful of notable vessels. The feature was never meant to be a complete list (that could be a whole issue). Needless to say, we owe Zodiac some well-deserved attention (she's pictured above, if anybody out there isn't familiar with her). We'll be in touch.



Dwight Might

There was plenty of love for Elliott Bay Marina manager Dwight Jones and his Ocean 43 sport fish, the subjects of our September 2019 Perfect Lines centerfold image. Here are a few select comments from Facebook (check out our page at *Northwest Yachting Magazine*):

"Dwight is a great friend. Cares about his marina and tenants." -Kirk Hackler

"We love Dwight[!]" –Irvine Alpert





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Krogen 44AE

Say the name, “Kadey-Krogen” in a yacht club and you’re bound to get several nods of appreciation. These full-blooded, full displacement motor trawlers are synonymous with long distance luxury cruising and excellent American boatbuilding.

The Krogen 44AE (Advanced Ergonomics) came on the scene in 2012 to replace the Krogen 44 that had a successful run of 26 builds. The 44AE joins her larger sistership, the 48 AE, as a tweak to the successful 48 North Sea model. Meant to provide a luxury life aquatic for a couple and a few visitors, the 44AE is less concerned about getting to Point B in record time and more interested in having a comfortable and safe journey.

The 44AE looks like her Kadey-Krogen sisterships at a glance with traditional lines, conservative and sheltered deck aft, stately pilothouse, and towering mast. Starting from the top, a set of stairs both port and starboard lead up to the pilothouse that hosts the helm station, two captain chairs,

and a modest family-style table with L-shaped seating. The dinghy with davit and other water toys will live up here, positioned aft of the mast.

Back on the main level, there’s bench-style seating forward on an open foredeck with deep-set walkways aft to the covered, uncluttered cockpit and swim step. An option exists to build out the cabin to port, sacrificing the walkway but giving the owner more interior space.

Inside, a defining feature is the commanding helm station forward. A solitary captain’s chair overlooks it all, mostly separated from the galley and salon save for a few steps connecting the two. Below, there’s a master suite in the V, complete with massive island-style berth for the cruising couple. A guest berth and enclosed head are also down, near the engine room access.

The single 160-horsepower John Deere engine should yield a consistent 6- to 9-knot cruising speed. Reportedly, combined with the 850 gallons of fuel, that

direct-drive inboard diesel engine yields between 1,250 (9-knot) and 4,450 (6-knot) nautical miles of range. For reference, 4,000 nautical miles and some change is about the distance between the Panama Canal and the Marquesas Islands of French Polynesia. Categorize fuel efficiency under the advanced ergonomics-related features of the family.

All in all, the Krogen 44AE seems very conducive for safe and comfortable life at sea for both new and longtime Kadey-Krogen fans. If interested in more info or pricing, contact local dealer Stan Miller Yachts.

Specs

LOA: 49' • Beam: 15' 6" • Draft: 4' 6"

Displacement: 43,140 lbs.

Tankage (Fuel/Fresh/Black):
850 gals./300 gals./N/A gals.

Local Dealer: Stan Miller Yachts, (206) 352-0118 [Seattle],
(425) 985-4843 [Anacortes]

Web: stanmilleryachts.com





Beneteau First 14

We at *Northwest Yachting* will be the first to admit that we don't give smaller, entry level boats their dues. When inundated by the fanciest yachts, both sail and power, it can be easy to overlook the kind of boats that got us all into this lifestyle in the first place. French sailboat making giant Beneteau has been making moves in the small sailboat sphere, notably last year with their most diminutive Beneteau First build, the First 14.

The First 14 is a planning hull with the stated goals of balancing speed and stability with a host of very clever features. Notably the First 14 has a double centerboard casing, meaning you can deploy the centerboard either a bit forward or aft. The idea is that a solo sailor will opt for a simple cat rig (a single sail rig option) and keep the centerboard further aft, while a double-handing duo may want to move the centerboard forward

and play with the three sails rig (another offered package). Yes, the First 14 features a mainsail, furling jib, and an asymmetrical spinnaker with retractable bowsprit (respective sail areas: 91 ft², 38 ft², and 140 ft²).

This versatility should go a long way for customizing the experience for novice teenagers learning the ropes to a sea salty solo gramps getting back to the basics. The motto "simplify, simplify, simplify" comes to mind when looking at the First 14 with its single pair of shrouds, uncluttered cockpit, and fairly standard stern mounted tiller with extension setup. Simple is not to be mistaken with fragile, for the mast, boom, and tiller are all carbon fiber.

The bottom line is that the First 14 looks like a ton of fun, offering the value of several small boats in one well-designed package. Both newbies and hot shots should be all smiles after a blustery day on the water. The listed base price is right too, from \$10,800. If interested, contact local dealer Signature Yachts.

Specs

LOA: 14' 1" • Beam: 5' 7"

Displacement: 148 lbs.

Local Dealer: Signature Yachts,
(206) 284-9004

Web: signature-yachts.com



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Blackfin 212 Center Console



After a multi-year Pacific Northwest hiatus, Florida-based Blackfin Boats have found a dealer in the Pacific Northwest—Irwin Yacht Sales. These popular, trailerable, go-fast and have-fun sport boats are all about maximizing space aboard for comfortable days on the water.

The 212 Center Console is the line's smallest model, targeting both the entry level boaters and those looking for big boat fun without big boat problems. As far as general looks are concerned, you're looking at a pretty standard runabout with several clever ninja entertaining and seating features.

The 212 CC has a sharp forward entry with variable deadrise and large freeboard meant to provide a comfortable, efficient ride. The bow is deep-set and, thanks to adjustable components, provides a cockpit table with padded seating, a sun pad for one or two loungers, or a casting platform for

anglers. Removeable backrests forward also orient those sitting in the bow into more of a sunchair position, ideal for kicking back and taking in the view underway.

Aft is straightforward and innovative with amply endowed dual walkways around the hardtop-sheltered console. The modest transom has integrated rod holders and pairs with bench-style seating. An open swim platform with deployable ladder goes off the

back next to the outboard. A 250-horsepower is standard with a maximum horsepower rating of 300 horsepower.

Overall, the 212 CC looks like a great boat for tearing up Lake Chelan or Puget Sound on a sunny day or during a fishing derby. Bring those foulies for winter transits, it's definitely an open Florida boat. If interested in more information or pricing, you can contact local dealer Irwin Yacht Sales.

Specs

LOA: 24' 6" • Beam: 8' 6" • Draft: 1' 6" / 2' 6"

Displacement: 3,600 lbs.

Tankage (Fuel): 105 gals.

Local Dealer: Irwin Yacht Sales, (206) 632-2900 (Seattle), (503) 381-5467 (Portland)

Web: irwinyachtsales.com



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- 29' FOUR WINNS Horizon 290 '19 **In Stock - SALE** 225,572
- 27' FOUR WINNS Vista 275 '18 **SOLD**
- 25' FOUR WINNS Vista 255 '19 **In Stock - SALE** 139,564

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- 58' JEANNEAU YACHT 58 '19 **Arriving** **SOLD**
- 51' JEANNEAU YACHT 51 '19 **Come See - 4 SOLD!**
- 49' JEANNEAU 490 '19 **SOLD**
- 49' JEANNEAU 490 '19 **In Stock - SALE** 499,796
- 44' JEANNEAU 440 '20 **3 SOLD**
- 44' JEANNEAU 440 '19 **In Stock - SALE** 389,985
- 41' JEANNEAU 410 '20..... **Arriving** **SOLD**
- 41' JEANNEAU 410 2C/1H '20..... **Sale Pending**
- 41' JEANNEAU 410 3C/2H '20..... **Just Arrived** 319,758
- 34' JEANNEAU 349 '19/'20 **4 Sold**
- 34' JEANNEAU 349 '20 **Arrives November** 189,956
- 32' JEANNEAU SF 3200 '19 **Arrived** **SOLD**
- 42' ISLAND PACKET 42 MOTOR SAILOR '20 **Order from** 429,000
- 38' ISLAND PACKET 349 '19 **Arriving** **SOLD**
- 62' LAGOON 620 '20 **Arriving** **SOLD**
- 46' LAGOON 46 '20 **Arriving** **SOLD**
- 42' LAGOON 42 '20 **Arriving** 649,854
- 40' LAGOON 40 '19 **SOLD**

NEW W/WARRANTY




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NEW W/WARRANTY




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Kingfisher 3425 GFX



There's plenty of love in the Pacific Northwest for ready-for-anything aluminum boats with a fishing focus, as demonstrated by storied local companies like North River, Hewscraft, and Kingfisher. While these brands have their roots in the sub-30-foot range, lately a few have been breaking into the bigger boat sphere.

Enter the new Kingfisher 3425 GFX (Great Fishing and Exploring) model, sister to the other new GFX build, the slightly smaller 3125 GFX. Coming in at 35' 1", the 3425 is made to get to the salmon, limit out, and goof off in the wilderness at the pleasure of the skipper. Why not?

Right out of the gate, we're looking at a machine on the offense with that angled forward attack style cabin. The cabin is a clearly a benefactor of this Kingfisher's increased size with a reported 6' 10" of headroom throughout, galley starboard, dining table port, helm, and forward V-berth with en suite head. Throw

in plenty of stowage spaces, clever handrails above your head for high-speed maneuvers, and two co-captain seats to keep the skipper company, and you and your buds are set for the long haul. The cabin top is wide open, perfect for that dinghy or paddle craft.

Ideally, the most time will be spent on the deck slaying fish. The many integrated rod holders, wing-station, space for downrigger mounts, and the livebait well cement this build as a fisherman-first kind of build. Twin 300-horsepower Yamaha outboards with a smaller kicker seem like the standard setup, although the boat is rated up to 900 horsepower.

The Kingfisher 3425 is touted by

the company as "The King of the Coast." You can be the judge of that, but there's no denying they've built one high-caliber aluminum fishing machine. It can cruise comfortably for days on end, which adds a cruising potential well suited to island hopping all summer long. If interested in the new Kingfisher 3425 GFX, check out the Kingfisher Boaters website to find your local dealer (kingfisherboats.com).

Specs

LOA: 35' 1" • Beam: 10'

Displacement: 9,510 lbs.

Tankage (Fuel/Fresh/Black):
250 gals./40 gals./40 gals. (per head)

Local Dealer: kingfisherboats.com

Web: kingfisherboats.com



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26' Cascade Nor'easter Lobster 2002



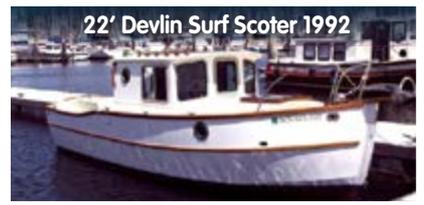
26' Nordic Tugs 1981 & 1982



24' Maxum 2400 SCR 1995



22' Devlin Surf Scoter 1992



22' Sea Sport Sportsman 2000



44' Cheoy Lee 1980



41' Ericson 1968



40' Beneateau Oceanis 1997



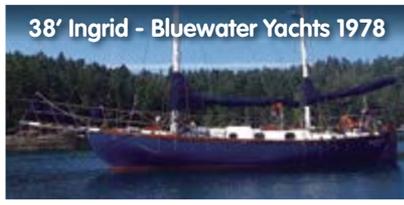
39' CAL 39-II 1980



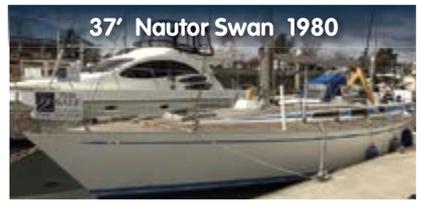
38' C&C Mark II 1977



38' Ingrid - Bluewater Yachts 1978



37' Nautor Swan 1980



36' S-2 Yachts 1979



36' Cascade 1972



34' Ericson 34-2 1990



33' Wauquiez Gladiateur 1983



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Elan Impression 45.1

The Slovenia-based Elan Yachts reentered the North American marketplace a few years back, and with them came their Impression lineup. The 45.1 is the latest model, a modern Euro-cruiser that is the evolution of the original Impression 45.

The 45.1 embraces touted themes of space, light, and air via several clever improvements. The 45.1 features a longer, wider cockpit than its predecessor and the addition of twin steering wheels. Once the hallmark of a racer, the twin steering wheels have been popping up on cruising models from Europe in the recent decade. The cockpit really shines on this build with the large swim step-transom that folds down, two big foldable tables, and nifty seats built into the aft rail. The foredeck is open and uncluttered, and there's even space for a padded sun lounge.

The simple sloop rig is meant to keep sailing easy and fun. The L-shaped fin keel and

single rudder setup are fairly standard.

Of course, a modern Eurocruiser such as the Impression 45.1 has to have a killer interior. The long conspicuous windows are meant to let in a maximum amount of natural light into the large space. The woodwork is iroko veneer framed with solid iroko wood, an eye-pleasing choice you don't see too often. The galley and dining table are the stars of the salon, while accommodations can be

found both forward and aft. There are a few layouts offered, from the two-cabin private cruiser option to ones with more berths suitable for chartering.

It's good to see Elan Yachts back in North America, and the Impression 45.1 looks like a great next step in the Impression 45 family's evolution. If interested in learning more or about pricing, you can contact local dealer Seattle Yachts.

Specs

LOA: 45' 5" • Beam: 37' 6" • Draft: 6' 3"

Displacement: 23,000 lbs.

Tankage (Fuel/Fresh):
56 gals./136 or 208 gals.

Local Dealer:
Seattle Yachts, (844) 692-2487

Web: seattleyachts.com



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Turn Up the Tunes

Apollo RA670 Stereo Unit

The newest unit to the lineup of Apollo stereo systems is the RA670, a more compact stereo head that fits in between the larger RA770 and the smaller SRX400.

The RA670 takes advantage of digital signal processing, which calculates loudness curves for clear audio and adjusts gain to eliminate feedback.

The PartyBus mode and Personal modes allow you to either play the same synced audio throughout the whole boat or play your own choice of music in one area with-

out interrupting the vibe in another part of the boat.

The RA670 features a wide range of source options, including Bluetooth, UPnP, Optical Audio, advanced SiriusXM features and DAB+ radio available, AM/FM radio, AUX and USB connections ready at the push of a button.

The RA670 delivers three zones of audio control around your boat for customized listening, including individual volume control, localized menu control, and zone

naming. A true marine stereo system, the RA670 has a water-resistant front panel and has been tested to a high level of protection against salt spray, fog, temperature change, vibration, and UV.

If you're looking for a new sound system that will bring the party to every corner of your boat, you can head over to fusionentertainment.com and check out what they have to offer. Units start at \$479.

Angling Made Easy

Grand Slam 1,000 Electro-Hydraulic Outrigger Mount

New from Taco Marine is the Grand Slam 1,000 Electro-Hydraulic Outrigger Mount, an outrigger mount that can be operated from the helm of your boat. You'll no longer have to leave the steering console or step out onto gunnels to adjust outriggers. The movement of the mount is powered by a 1,000 psi hydraulic pump routed through a micro-controlled manifold and valve assemblies. The GS-1,000's microprocessor-controlled system can lift the mount between 0°, 30°, 45°, 60°, and 75°.

The mount can handle outrigger poles up to 24 feet long, and for added safety, outward rotation can't take place without the release

of the locking mechanism at the control panel. The Grand Slam is ideal for dedicated fishing boats from 40 to 50 plus feet long, and with at least 3.5 inches of under-mount clearance. The GS-1,000 is installed flush with the top, meaning hydraulic wiring and lines are hidden and protected below the mount. A twist and lock mechanism makes it easy to remove or secure outrigger poles with just one hand.

If you've got some serious fishing to do and want an extra pair of hands to help, head over to tacmarine.com and take a look at the Grand Slam 1,000 Electro-Hydraulic Outrigger Mount, starting at about \$9,500.



The Grand Slam 1,000 Electro-Hydraulic Outrigger Mount from Taco Marine is a mount that allows the user to control the outrigger arms from the helm.

The GoCycle Marine Electric Bike is a folding electric bike that can be unfolded in just 20 seconds and goes 40 miles on one charge.



Along for the Ride

GoCycle Marine

The GoCycle GX is a folding electric bike that is ideal for the traveling boater who wants portable land transportation.

The 300 watt-hour, lithium-ion battery gives riders a boost in power, making long trips or rides up hills more manageable. The Shimano Nexus 3-speed transmission, seat suspension, and hydraulic disc brakes make for a smooth ride. The pedals power the back wheel, and an electric motor powers the front wheel. Like other electric bikes, the GX allows users to set different levels of assistance from the motor, but unlike other electric bikes, the GX uses an app to select the assist levels between eco and power modes.

Expect to travel 40 miles on one charge, depending on the terrain and how aggressively you utilize the electric engine. GX can be folded down from its full size into a compact travel-

ing version in just 15 to 20 seconds. The seat and handlebars are adjustable to just about any height, and the frame can support a body weight up to 220 pounds. The frame of the GX is made with magnesium, which creates fewer toxic byproducts during manufacturing than

the more common aluminum frames and is also easily recyclable.

If you need an upgrade for your onshore transportation, head over to gocyclemarine.com and check out the selection. Bikes start at about \$3,300.



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Super Space Saver
Roll-Up Drying Rack

Even in a home kitchen, counter space is at a premium. Aboard, space is even more valuable. Most boaters have learned to use a cutting board that fits over the sink to increase counter real estate, but there are other ways to utilize space over the sink. The Roll-Up Drying Rack is made up of a series of connected metal rods that can be rolled up when not in use, saving you even more space than other over-the-sink drying racks.

The drying rack can also serve as an extra hot pad for large dishes or pans and is built with silicone-coated steel resistant to rusting and heat. The rack is BPA-free and safe for use in dishwashers.

Rubber on both ends of the rack keeps it from slipping even in rough waters. If you'd like to take advantage of every square inch of your countertop, head to bedbathandbeyond.com and check out the space-saving drying racks, selling for about \$20.

Short Take

Clothes for the Fisherman

Gill Angler Jacket

As the temperature outside begins to cool, there are always a few die-hards who are looking to squeeze every last drop of boating they can out of the season. An extra layer like the FG24J Angler Jacket from Gill could make all the difference on a sunny but chilly day that doesn't call for foul-weather gear just yet.

The Angler Jacket is waterproof and breathable with a lightweight synthetic insulation throughout to cut down on wind chills. A form-fitting hood stays in place even in windy conditions. The outer shell is made with 100% nylon and is covered with a hydrophilic coating that makes rainwater bead and roll right off. If you need a little extra protection from the wind this fall, check out the FG24J Angler Jacket from Gill at fisheriessupply.com. Jackets sell for about \$199.



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Unfrozen Fingers

EnergyFlux Enduro Hand Warmer

Even with a good pair of gloves, hands can still get cold on fall days, and that's doubly true in the windy conditions on the open water.

The solution for many are disposable, chemical hand warming pouches, but there are other options that work just as well. The EnergyFlux Enduro electric hand warmers from Human Creations can stay warm for almost seven hours at 109°F and 6.5 hours at 115°F.

It has additional features, like the ability to charge mobile phones, tablets, and cameras via a USB port.



The hand warmer is powered by a lithium-ion battery that is rated for over 500 recharges.

A 55lm LED flashlight with SOS strobe capability is also built in. The unit takes about 4 hours to charge, and about 30 minutes to heat up to its average temperature, so be sure to turn it on before you leave the house.

If your hands get cold no matter what gloves you wear these hand warmers sell for about \$31. You can check out the hand warmers at human-creations.com.

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The Drainman Bilge Pump by Unimer is a unique bilge pump for smaller boats and open boats powered by the natural action of wind and waves.

The pump connects to the dock and the other end connects to your boat; the movement of

the water compresses the pump, moving up to 600 gallons of water every 24 hours. Because it's powered by nature, there's no danger that the pump will fail or run out of electricity.

The Drainman is self-priming and can withstand forces up to 15,000 newtons. A nine-foot

hose attaches to the pump, although an extra nine-foot hose can be attached, if needed.

If you feel like letting the wind and the waves power the bilge pump on your boat, head to ravesports.com. Pumps go for about \$80.

Short Take

Piece of Cake

Omnia Stovetop Oven

For those of you with just a stovetop onboard, no longer will you have to cruise without freshly baked dishes. The Omnia Stovetop Oven uses the heat generated by a stovetop to bake just about anything a conventional oven can. The oven takes heat from the stovetop and moves it through the circular main dish. Heat rises and spreads evenly through the stainless-steel base and the ventilated lid, baking dishes from all sides.

Additional gadgets for sale include a silicone baking sheet that eliminates the need for greasing, a baking rack, and a thermometer that can be inserted into the oven for the exact temperature. The Omnia will work on almost any stovetop, except for induction stoves and stoves with ceramic surfaces. Available online for around \$60.



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Take Sleeping to a Higher Level

UNA Tree Tent

UNA Tree Tent is a hammock style tent that holds campers off the ground, saving them from rain and wet and rocky soil.

As the seasons change, there is still plenty of great camping days left, but the odds of getting rained on are going up. Any tent can protect your head from the rain, but not many tents can also let you escape the cold, soggy ground that follows a rain shower. And even fewer tents can hold you above the hard ground for a comfortable night's sleep in a hammock.

The UNA Tree Tent from Tentsile has all the features of a tent and hammock rolled into one. It is lightweight and folds up small enough to fit into a backpack. The tent includes a hammock bed that sleeps one, a full insect-proof mesh top, and a removable rainfly for full visibility.

The tent is simple enough to set up in about 10 minutes, its three arms are easily attached

to any group of trees at the campsite. More potential camping sites become available with the UNA as level ground is no longer necessary, and rocky soil is no problem.

When not in use, the rainfly can also be pegged out on the ground, creating a 25-square-foot area to store your gear beneath the tent. As if all that wasn't good enough, Tentsile has a pledge to

plant twenty trees for every tent sold.

If you'd like to squeeze a little more camping out of the season, head over to tentsile.com, and check out the selection. Tents start at about \$187.

Goods & Gear
continues on page 88

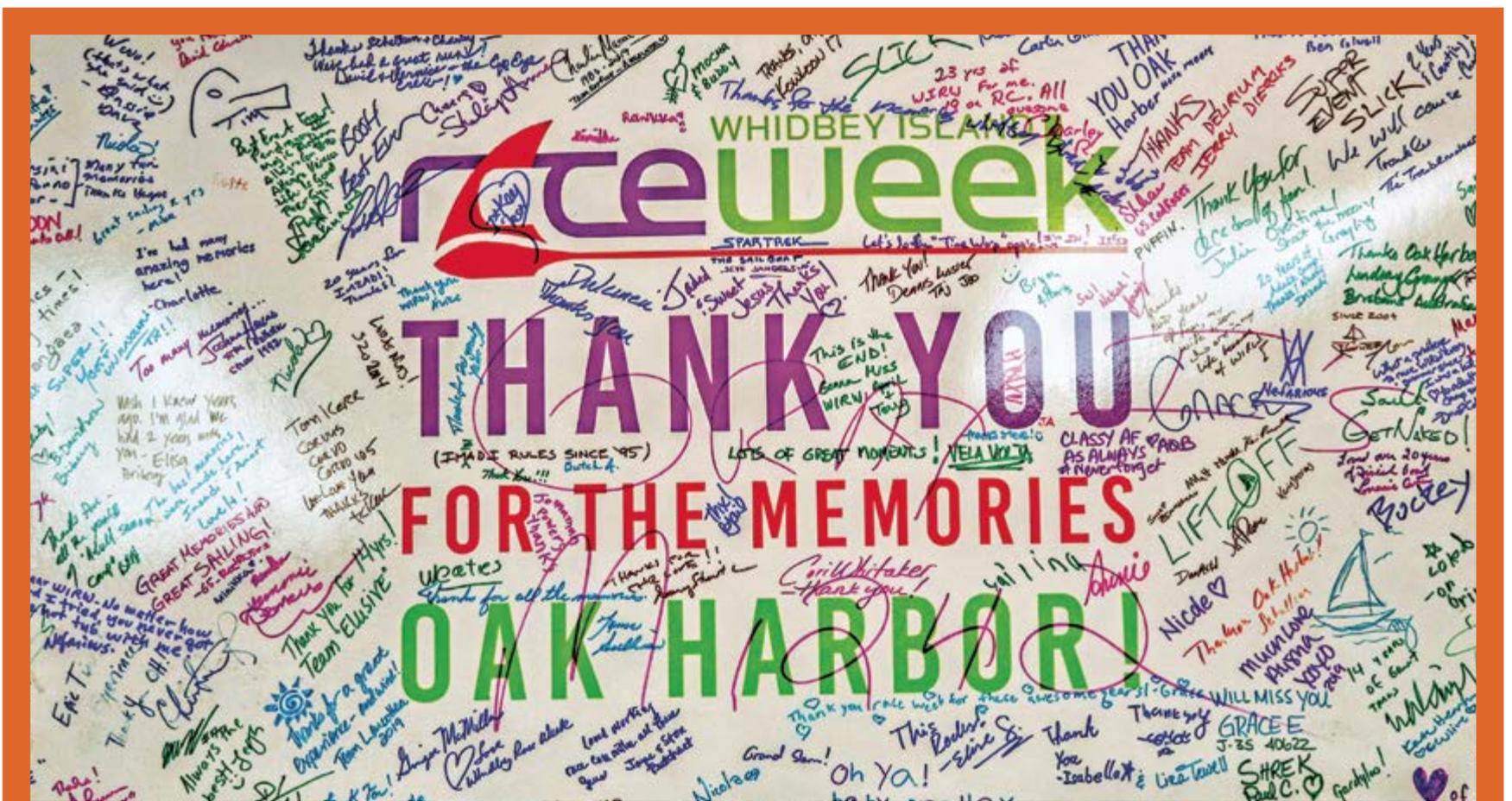


Photo: Arden Rathkopf

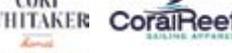


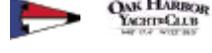











Boating with Missy

By Melissa Gervais

Ice, Ice Baby



One of the most important ingredients in my life is ice. When I bought my boat, she had a 1988 U-Line ice maker installed in the back deck bar. It would make perfect cubes, but at the last moment would spray water on top, so when I finally got to it the next morning, the ice was a disheveled blob that was stuck to the bucket. I removed the ice maker and replaced it with a very low draw, Engel portable fridge/freezer on a floor slider.

I have a half-sized galley fridge that holds enough food for five days. There is a small freezer on the top of the fridge for meat and bread. I tried a couple of ice cube trays but they took most of the weekend to freeze through the middle. I also have two coolers on board, one for all my beverages and one that only holds clean ice. It is boldly marked, so no odor-causing items can be put inside. Ever. The journey to this solution was riddled with experimentation, and I met a lot of dud coolers along the way.

I will spare you the frigid details. In the end, I chose the Igloo Maxcold Quantum 52-quart Roller Cooler. Another lesson learned from an experiment that went terribly wrong—make sure the wheels are on the back and not the side. With the wheels on the back, you can actually put your overnight bag on the cooler and roll everything down the dock, eliminating an extra trip with the wheelbarrow. The coolers with wheels on the side fall into the “slinky” category, fun to watch fall down the stairs but kind of useless.

The Maxcold cooler also has the drain spout on the back at the bottom. The trick is to keep the spout open so the ice does not sit in water.

The coolers are kept on the back deck, usually in full sun, and will keep ice for five days. If you purchase bags of ice at the marina, make sure that you take the ice out of the bags first. For some reason, it lasts much longer. I am fortunate that a friend has a commercial ice maker and I can fill up the cooler on my way to the boat. I know, it’s cheating.

Another option to keep your ice longer is to put an ice pack in the cooler the night before you leave for the boat. By “pre” cooling the cooler, your cubed ice will last longer. You can also put a couple of fresh ice packs in the bottom of the cooler before you fill it with cubed

ice. I use the inexpensive Rubbermaid Blue Ice hard-sided packs but I have friends who swear by the Engel hard shell freezer packs.

For my beverage-only cooler, I used to purchase block ice at the marina, but it was really the wrong shape for the cooler. I measured the bottom of the cooler and purchased three Tupperware containers that fit the space perfectly. Each time I arrive home from a weekend away, I refill the containers with water and place them in the freezer. Voilà! Custom ice blocks at no additional cost.

During water restrictions, some boaters even use sea water instead of fresh water. The theory is that the salt content lowers the freezing temperature and because the blocks are in sealed containers, there is no worry that your cans will be salty.

A number of people, who I boat with, use portable countertop ice makers from manufacturers such as Danby, Frigidaire, Della, Newair, and Avalon Bay. These units are compact, draw very little power, and can make up to 26 pounds of ice per day. One bucket of ice, enough for a couple of drinks, can be made in as little as 10 minutes. The claim is that these ice machines make ice 20 times faster than a tray in your freezer. Most come in at under \$100, which will pay itself off in only a couple of weekends.

Another option for your five o’clock libation is a reusable ice cube, often referred to as a whiskey stone, that you simply leave in your freezer overnight. They come in various shapes and sizes and are made of stainless steel, stone, or plastic. Some are shaped like diamonds or cactus and even have color changing LED lights for evening entertain-

ment. Or as I like to say, never lose a friend at night on the dock, again.

When it comes to ice on your boat, sip back and relax. And if all else fails, moor next to a 58-foot Riviera. They make the best ice ever.

NWY



• A signature Missy cocktail, Sunshine in a Glass. Mix two ounces Dubonnet with two ounces club soda. Serve over ice with a lemon wedge.

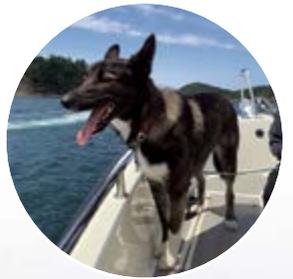


Missy grew up boating with her family in the Gulf Islands. She works for a yacht services company based in Vancouver, B.C. and boats most weekends from April to October. A self-proclaimed weekend warrior, she enjoys blogging about everything cool for women who boat at missygoesboating.com.

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Hotwire

By Jeff Cote

Navigating at Night – Night Vision



Cruising at night or in very low-light situations, such as fog, is nerve-racking for most boaters. Myself included. Most boaters will avoid traveling with limited visibility but sometimes it happens. For instance, I vividly remember arriving at a destination in the Gulf Islands much later than anticipated because of a rough crossing.

There are lots of different ways to increase our line of sight such as spotlights, radar, and thermal imaging. Many powerboats come stocked with a searchlight and many sailboats will use a handheld spotlight. Spotlights do have some limitations as their light beams are narrow, hence the spot in the name.

The challenge with this is that you don't see what is not illuminated. What is worse is that the amount of light produced by the spotlight dramatically reduces our own low-light vision. For this reason, I only use a spotlight when approaching an anchorage or nearing a dock, when I won't have to rely on my low light vision anymore.

Radar has been the traditional choice of boaters to avoid objects in low or no visibility situations. Most chartplotters allow you to overlay radar on the electronic chart so you can compare the radar images alongside the aids to navigation and chart info. However, radar doesn't always pick up small boats without radar reflectors or driftwood at sea.

As an add-on to radar, boaters started installing some InfraRed (IR) cameras. They are basic low-light cameras which simply remove the multicolored filters and show the images in black and white. This is common in security cameras or to monitor an engine room and typically have

a resolution of 320 by 240 DPI (dots per square inch). True night vision cameras still require some light and the image is a greenish color. Small handheld night vision devices like the Bushnell Equinox Z, and the Sightmark Ghost Hunter Night Vision Binoculars or Monocular start at \$350 or the ATN DNVM-4 Digital Night Vision Monocular for as low as \$200, are alternatives.

Then along came thermal-imaging devices, which rely on heat sensing rather than capturing the light. These devices are not dependent on light, so the image you see at midnight is almost the same image you see at noon. Although Forward Looking Infrared (FLIR) night vision technology has been around since the late 1970s, it first appeared in the recreational boating space over ten years ago and has forever changed low-light travel.

Thermal-imaging cameras can even be used in the engine room to detect hotspots on the engines. The increased resolution accounts for the increased cost for night vision cameras. One of the most popular thermal cameras is from FLIR Systems Inc. which is compatible with many displays from Furuno, Garmin, Raymarine and Simrad.

The FLIR Next Generation M-Series also features gyro-stabilization to deliver a steady image in rough seas. Bright lights, from a shoreline, can cause a conventional night vision scope to bloom, making it very difficult to differentiate targets. The marine environment is very complementary to thermal camera technology since you are usually looking for a warm target against a cool backdrop.

The FLIR Ocean Scout TK Marine Thermal Handheld Camera, starting at \$500, lets you see other vessels, landmarks, buoys, and floating debris in total darkness up to 130 yards away. It starts up in seconds, has easy-to-use buttons, and is submersible (IP67) to withstand the marine environment. Companies, such as Raymarine and many others, incorporate FLIR thermal cameras into their multifunction displays that automatically scan for objects in the water with both visible and audible alerts.

Few boaters ever plan to travel at night, but the added safety feature of thermal vision far outweighs the expense. Not all boats get a great echo with radar and it can be a bit daunting travelling on a moonless, cloudy night, especially when many smaller boats do not carry a radar reflector. Even with its price tag, thermal imaging may be worth considering.

NWY



Left to Right: The Bushnell Equinox Z; The ATN DNVM-4 Digital Night Vision Monocular; The FLIR Ocean Scout TK Marine Thermal Handheld Camera



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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60' Willard Pilothouse

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PERFECT LINES

Photo: Susan Anderson ♦ Words: Norris Comer

Grey Pearl in Iron Bay

This picture of the 1978 Ocean Alexander MKI Pilothouse *Grey Pearl* was sent to us by proud owners Sue and Neil Anderson from the Iron Bay outstation of the Deep Cove Yacht Club in British Columbia. Iron Bay is located at the head of Indian Arm in Burrard Inlet. The duo and their friends have been cruising on *Grey Pearl* and took this shot in May of this year.

Another noteworthy aspect of *Grey Pearl* is that she is listed for sale in our Classifieds section for \$225,000. If you're out there with a great boat you want to sell, why not consider *Northwest Yachting's* Classifieds section? Our magazine is free in just about every marina from Alaska to California and targeted directly to the kind of folks on the hunt for their next boat. Check out nwyachting.com if you want to list with us; it's all done online.



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Kevin's Catch

By Kevin Klein



A Summer to Remember

F From Northern California to Alaska, this past summer season has had a lot of highlights. There was much better fishing for salmon and tuna and even a few surprise species around the Northwest this year.

This was a nice revelation, as we had been in somewhat of a downturn across the board in the past few seasons. Ocean conditions and the myriad of factors that follow them seem to have been the biggest culprit in the scarcity of fish. As with many things, it's mostly cyclical. So, let's be grateful for the uptick and look back at the good times and good fishing that we had this year.

It all kicked off with reports from Northern California of lights-out chinook fishing. Coho made an early appearance off Oregon's coast soon after. Then in June, the kings and silvers made a splash on the northern Washington coast. Halibut, ling cod, and bottomfish produced pretty well, too.

When July rolled around, the Strait of Juan De Fuca had a lot of life in her. Hordes of bait, birds, whales, porpoises, and salmon just made the banks in the western Strait come alive. It's easy to get giddy with rods going off at once as cetaceans breach all around. When places like Swiftsure turn on, they are on! Neah Bay and Sekiu, the old standbys, were kicking out fish. Places further inside such as Puget Sound and the San Juan

Islands opened up and started producing for hatchery Chinook. It wasn't always red hot fishing, but enough to make it worth getting out much of the time.

Moving 'round the outside, I started hearing from longtime West Coast Vancouver Island anglers that they were in some of the best fishing they'd seen in decades.

The Chinook may not have been as big on average as they were in the '60s and '70s, but they were as plentiful. Places like Ucluelet were loaded with kings and silvers. Movin' on up, southeast Alaska made some memories this year with better salmon fishing than the last couple years. Halibut also cooperated. British Columbia saw pretty good salmon fishing to the north and the mouth of the Fraser River really got jumping in mid-August.

Probably the headliner of the season was the fast and furious tuna fishing and an appearance of rare pelagic species off the northern Oregon and southern Washington coasts. August saw at least a couple striped marlin hooked, chased, fought, and lost out of Ilwaco and Westport. A couple big (for this area) bluefin tuna hit the scales locally at over 90 pounds.

Mako sharks were around too. Here's a hot tip: don't bring an angry mako on deck unless you'd like your boat and crew potentially chewed. These sharks are good eating, and if you'd like to keep one, it's best to have them subdued before bringing them aboard. The albacore action was good into September and the fish were closer than in past years. It was really fun fishing for a lot of folks that got out into the blue water and made some memories.

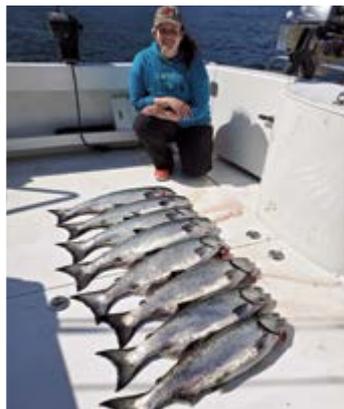
October doesn't mean fishing is over. In fact, some of my favorite angling has been done in the Halloween month. Coho salmon still provide opportunity in the saltchuck, so do resident Chinook. Areas from Puget Sound to British Columbia can provide open seasons and good fishing.

Scrappy blackmouth, although usually smaller in the fall, are still a nice treat. And the real prize could be some big Northern hook-nosed coho. Do your research and plan a trip to chase fish in local waters or some place a bit farther. As always, familiarize yourself with the regulations where you plan to fish and check for any emergency rule changes and closures. Know before you go!

Continued on Page 86

Right: Salmon fishing was better this year than in the past few seasons in many places. From Northern California to Alaska, it was lights out for many.

Below: These lucky ladies found some pelagic magic fishing for tuna in Westport.



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

Making Sense of the Acronym Puzzle

If there's one common characteristic of government affairs and boating, it is the number of groups that end in "A" and all seem to fit together in the puzzle of the state's \$7 billion boating economy. Not only are there a slew of groups, but what they each do and how they fit together can dizzy even the most seasoned politico. Here's my attempt to help unscramble their acronyms and explain their niche in our collective voice. Keep in mind that this list is not exhaustive. If there's a favorite group of yours that's not mentioned, drop me a line and let me know (peter@nmta.net)

In no particular order, here it goes:

Northwest Marine Trade Association (NMTA) (full disclosure, my employer): This 72-year-old organization has 735 member businesses and brings us the Seattle Boat Show each year. I serve as their director of government affairs and parcel out my time tackling regulatory and legislative ideas and proposals that rear their head in Olympia, Washington's state capital.

Washington Maritime Federation (WMF): The state's maritime industry comes together here. If boating and recreational fishing means \$7 billion, the entire industry is \$38 billion. Boating has a large presence here, thanks to their election and re-election of yours truly as the board chair. Just as with boating, this entire ecosystem addresses permitting, workforce, taxation, and general business issues in the same fashion.

Recreational Boating Association of Washington (RBAW): If NMTA and the Northwest Yacht Brokers Association (NYBA)—another notable trade association that plays the convener for yacht brokers—then RBAW is the voice for boaters. It will not come as a surprise to readers of this column that boaters and businesses that specialize in boating speak with one voice 99 times out of 100. RBAW's volunteer leadership and lobbyist make our lives easier on the water. They provide the grassroots voice lawmakers need to hear from.

According to the national trade association for boating businesses (i.e. National Marine Manufacturers Association, NMMA), over half the state's 240,000 recreational boats are used for fishing all or some of the time. Naturally, recreational fishing needs representation in Olympia and they have it, with a seasoned lobbyist and organization that is called the Coastal Conservation Association. Their main interest is to advance recreational fishing opportunity for Washington in Puget Sound and the Columbia River.

But wait, there's more. The Northwest Sportfishing Industry Association (NSIA) bring another business complement to NMTA. They care about recreational fishing advocacy, too, and share a lobbyist with NMTA in Olympia. Their leader Liz Hamilton is especially adept

at the economic facts and figures that boating and fishing mean business.

Interestingly, each of the groups that I've highlighted has a lobbying presence. Maybe that's why they are so top of mind for me and lawmakers. When a legislator wants to hear what the boaters think, they will reach out to one of these group's lobbyists. Because of the alignment of the various groups, legislators take our boating wishes, desires, and dreads more seriously because our voice is not scattered.

Maybe that's it; one unified chorus that represents the various facets of boating is the essential ingredient for success. As NMTA's president George Harris likes to say, "Boating means something different to different people." That same sentiment can apply to lawmakers and how they see boating.

If we are diffuse in our message, let's roll out the welcome mat out for disaster. Bring on the boating fees and taxes and less days on the water. The flip side is as gleaming as the other side of that coin is tarnished.

Priorities and consensus, always the hallmark of a successful legislative effort, kick off the road to victory and are as essential as Opening Day to the start of boating season.

Speaking of boating season, I cherish the time on the water with my son August in, well, August. The pink salmon were abundant, which means that we limited out in a mere few hours. Getting our license, fueling up, catching our limit, marking our card, using the Mukilteo launch ramp, paying for parking; all those activities (and more) had me thinking of July's column—"Politics is everywhere." Fortunately, at the highest level, the comradery and mutual respect of the various organizations that have proactively hired government affairs advocates (aka lobbyists) are working over the summer so you can stay on the water and kick back. **NWY**

FIND THEM ONLINE:

Northwest Marine Trade Association:
nmta.net

Washington Maritime Federation:
maritimefederation.com

Recreational Boating Association of Washington:
rbaw.org

Northwest Yacht Brokers Association:
nwyachtbrokers.com

Coastal Conservation Association:
ccawashington.org/home

Northwest Sportfishing Industry Association:
nsiafishing.org



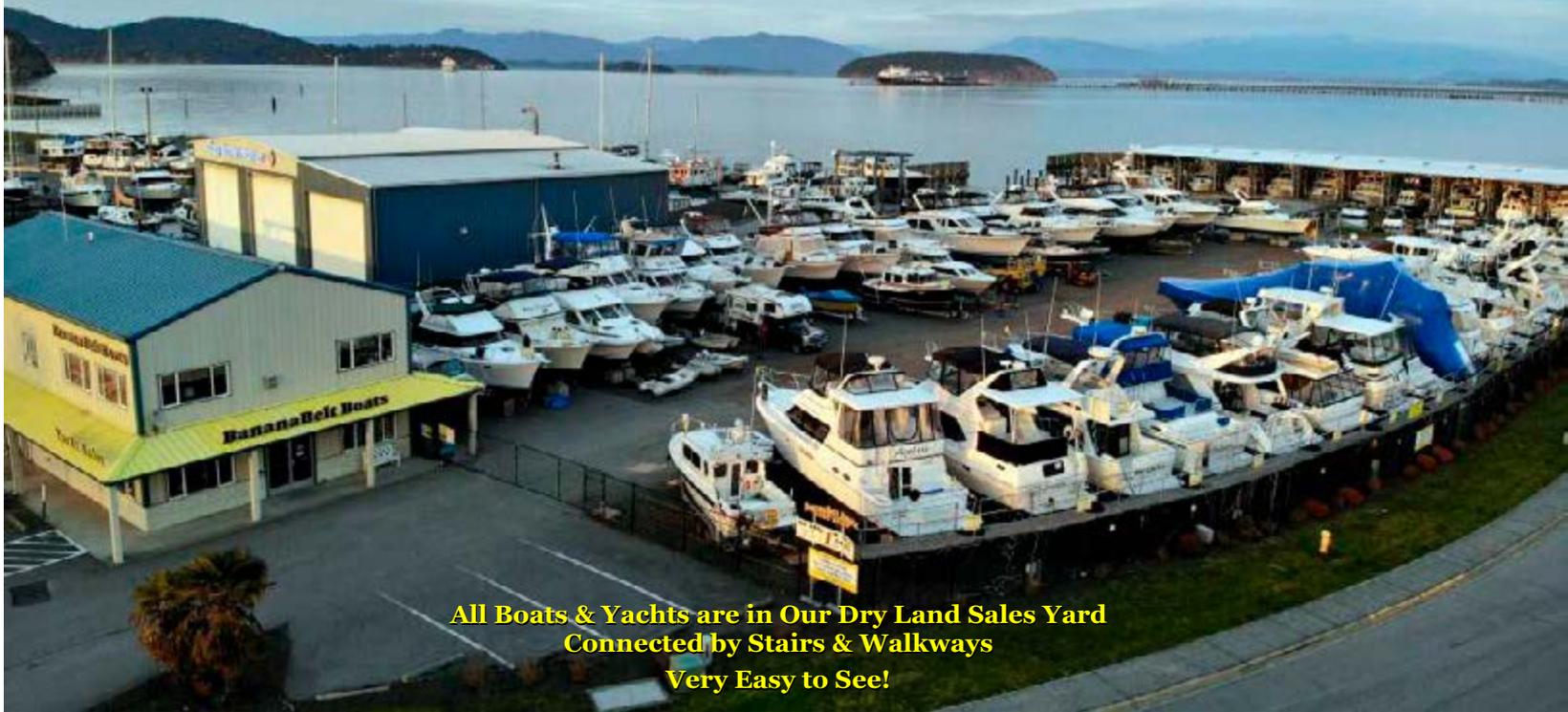
Peter Schrappen is the Northwest Marine Trade Association's Government Affairs Director and the Clean Boating Foundation's Executive Director. Additionally, he serves on the boards of the Boating Safety Advisory Council, Washington Boating Alliance, and U.S. Superyacht Association.



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Galley Gourmet

By Bill Shaw

Comfort Food for Fall Flavors

A

As the sun is overpowered by the grey clouds of fall, a familiar chill fills the air, reminding us that our precious summer is ending and Northwest rain will soon be dampening our days. The lighter foods we enjoy in the summer months are replaced with hearty dishes like soups, stews, and roasts.

When writing fall menus, I usually add a few menu items that I think of as comfort foods. As I thought about comfort foods, I suddenly realized how powerfully food consoles and sustains us. The birth of the neighborhood restaurant was created out a deep need of immigrants to taste and smell the foods that gave them comfort as children and into adulthood. It's a sensation so strong that it can transport us back in time to the place where we first tasted something so amazing that it was permanently etched into our memories. The need to recreate these culinary expressions of emotional comfort drives us to not only seek out these foods, but to share them with our friends so that they too may be transported to a place that defines home.

The emotions surrounding these foods are strong and range across the spectrum from happy to sad. Some of the foods will elicit pride, others embarrassment. For example, and I will be honest, one of my guilty pleasures is the comfort I get from eating a fried bologna sandwich. When I get the need for one, I rush through

the market hoping no one will see the bologna, American cheese, and soft white bread hidden under the vegetables and healthy food in my cart. In a small town, a chef has no secrets from the all-knowing cashier. As she drags my items slowly across the scanner, she hesitates for just a moment, then comments on my groceries, "Well, let's see what the chef is having for dinner" or "With all that gourmet food in the restaurant, this is what you really eat?"

What Miss Nosey grocery lady doesn't understand is that I am going to combine these unhealthy ingredients into a magical sandwich that, after my first bite, will wash the stress of the day and transport me back to that summer vacation after second grade when my best buddy's dad made us fried bologna sandwiches. Summer vacation to a second-grader means three months with no school work. Are you kidding me? It's the greatest! Now that I gotten that off my chest and have revealed one of my not-so-fancy food cravings, I wanted to share a few other comfort foods that may trigger a memory for you.



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.



Who doesn't remember eating tuna noodle casserole back in the day? I don't remember any of my friends bragging about whose mom's tuna casserole was the best, but if there was a contest, this is the recipe I would share.

Tuna Noodle Casserole (1968 Vintage)

Serves 6

10 ½ ounces can cream of chicken or celery soup

½ cup mayonnaise

¾ cup 2% milk

¼ cup heavy cream

¼ cup sour cream

3 Tablespoons unsalted butter

½ cup yellow onion, diced

½ cup celery, diced

1 cup cremini mushrooms, sliced ¼ inch

7-ounce albacore tuna (drained weight), broken up into small pieces

8 ounces egg noodles (raw weight) cooked al dente

½ cup sharp cheddar cheese, shredded

2 teaspoons dry sherry

½ cup frozen tiny peas

2 eggs, hard boiled and finely chopped

1 ½ teaspoon Dijon mustard

⅛ teaspoon nutmeg, ground

1 teaspoon Worcestershire sauce

1 teaspoon black pepper, ground

½ teaspoon kosher salt

Directions: In a large bowl, combine cream soup, mayonnaise, milk, cream, and sour cream. Mix well in a skillet over medium-high heat and add butter. When butter is melted, add onion, celery, and mushrooms. Sauté until soft.

In a large bowl, combine sautéed onions and celery, sautéed mushrooms, tuna, cooked egg noodles, cheddar, dry sherry, peas, chopped eggs, Dijon, nutmeg, Worcestershire sauce, black pepper, and salt. Mix well, then fold in creamed soup mixture.

Pre-heat oven to 375° F. Pour tuna noodle casserole into a buttered casserole dish and cover with foil. Place in oven and bake for 10 minutes, then remove foil. Continue to bake for an additional 20 minutes until the temperature reaches 180° F (baking the casserole to a higher temperature will make the cream separated). Remove the casserole from the oven and allow to cool for 15 minutes. The finished casserole should be thick and creamy



Chicken Pot Pie

Serves 6

My first memory of a chicken pot pie was when I was about six or seven years old and my parents were going out on a date. We always ate homemade meals, and my sister and I were very excited to eat a fancy, store-bought meal. We could hear the sound of mom's heels clicking around in the kitchen as she hurriedly prepared our frozen meals before our sitter, Nancy, arrived. We sat at the dinner table, eye balling each other as two plates appeared with two upside-down miniature pies.

"They are hot, so be careful," Nancy warned. I used my fork to pick at the edge of the pie as my little sister copied my every move. The crust was warm and salty and tasted nothing like mom's pie crust. The combination of the buttery flaky crust and the creamy sauce was amazing. I gave my sister an approving glance as we devoured our special dinner.

Recently, I tried one of those little frozen pot pies and Swanson's has either changed the recipe or my tastes have changed because it was nothing like that first experience on mom and dad's date night! This recipe is more involved than the frozen pot pie, but you'll feel like a kid again when you poke your fork through the delicate crust and take your first bite.

Chef's Note: The consistency of the mixture should be as thick as a good chowder. If it is too thick, add a little chicken stock or water until the desired thickness is achieved. Remove from heat and serve.

- | | |
|---|---|
| ¼ cup butter | 1 teaspoon black pepper, fine ground |
| 1½ lbs. chicken breast, boneless and skinless, cut into ½" pieces | 1 teaspoon kosher salt |
| ½ cup carrot, peeled and diced into ½" pieces | 2 teaspoons fresh thyme leaves or 1 teaspoon dry thyme |
| ½ cup celery, chopped into ½" pieces | 1 teaspoon fresh tarragon |
| 2 Tablespoon garlic, finely chopped | ¼ cup frozen peas |
| ½ cup frozen petite whole onions (pearl onions) | ½ cup heavy cream |
| ¼ cup all-purpose flour | 1 each pie crust or frozen Pillsbury™ Southern Homestyle Biscuits |
| 3 cups chicken broth (Swanson's) | 1 each whole egg |
| | 2 Tablespoons vegetable oil or melted butter |

Directions: Preheat oven to 350° F. Place a large Dutch oven or heavy-bottomed sauce pan over medium-high heat and add butter. When butter has melted, add chopped chicken breast. Stir the chicken and continue cooking until the chicken has turned white on all sides, about 5 minutes. Add chopped carrots, celery, and garlic. Stir and continue cooking the vegetables until the carrots are cooked through but still firm to the bite, about 3 minutes.

Add the onions and cook for 1 minute, then sprinkle the flour over the chicken and vegetables, stir to combine well. Cook for 1 minute, then pour the chicken stock over the mixture and stir until the mixture thickens and begins to boil. Reduce heat to medium low. Add the pepper, salt, thyme, and tarragon, then stir to combine. Add the heavy cream and frozen peas, then stir the mixture and cook for about 5 minutes.

Pan Fried Oysters

Serves 6 as an appetizer or 4 as a dinner

- | | |
|--|---------------------------------|
| 2 dozen small oysters, freshly shucked | ¼ teaspoon black pepper, ground |
| 1 cup all-purpose flour | ¼ cup olive oil |
| ½ teaspoon garlic, powder | ¼ cup unsalted butter, melted |
| ½ teaspoon onion, powder | 2 lemons, sliced into wedges |
| ¼ teaspoon Old Bay Seasoning® | ½ cup tartar sauce |

Directions: Drain oysters and place on a paper towel. In a small bowl, combine flour, garlic, onion, Old Bay Seasoning, and black pepper. Mix to combine. Add drained and blotted oysters to seasoned flour and toss gently with your fingers to coat oyster evenly with flour. Prepare a serving platter lined with paper towels.

In a 10-inch skillet over medium heat, add 1½ tablespoons of oil. Add breaded oysters to skillet in a single layer. As edges of oysters begin to brown, add 1 tablespoon of melted butter to skillet. After 3 to 4 minutes or when the oysters are golden brown on the underside, turn the oyster and continue cooking for 1 to 2 minutes or when the opposite side is golden brown. Remove oyster and place on paper-lined platter. Clean the skillet and repeat the procedure until all the oysters are pan-fried.

Transfer the pan-fried oyster to a warm serving platter and squeeze small amount of fresh lemon juice over the top of each oyster. Serve with tartar sauce.



Chef's Note: Shucked oysters can be purchased at most seafood markets in pint-sized jars. The jars come in four sizes; extra small, small, medium, and large. For my taste, I always prefer the extra small for pan frying. For the freshest and best pan-fried oyster, buy them in the shell and shuck them an hour ahead of time. If you like spicy foods, add a teaspoon of cayenne pepper to the flour for an added zip.

G R E E N

GIANTS

FERRIES: A BOATER'S PERSPECTIVE



An essential part of PNW transport, boaters and commuters both coexist with a robust ferry system.

BY GREG VAN BELLE

W We were just entering Thatcher Pass on our way to Friday Harbor one glorious summer day. Two Washington State ferries were in view off our bow at the same time, each cutting a clean wake through the unusually calm water. It was a postcard moment, and I obliged it by grabbing my camera. As I watched the scene through the viewfinder, a horn blast startled me back to reality. Four more quick blasts of the horn put

me into a mild panic. I turned around to see a third ferry, coming up behind us. We were in its channel.

I stupidly waved my hand as if the captain could see—or would care—that I acknowledged his presence. I made a turn to port to make room for him to pass. Tourists huddled on the rail to get a glimpse of the stupid boater who didn't know better than to get in the way of a giant ferry. Again, I waved because I

It's not as close as it looks when taken from a very long camera lens. But if you do get too close, Ferry drivers will let you know with five ominous horn bursts that can be heard for miles. (Photo: Alex Kwanten)



didn't know what else to do. Our day was just starting and already I had my fill of close encounters with the Washington State ferries.

Locals take the ferries for granted. They come and go all day long, every day of the year. Sometimes sounding their horn, sometimes not. Most people experience the ferry system as commuters or tourists. They think of the system in terms of wait times and ticket prices.

Boaters in Puget Sound have a different relationship with the massive green and white vessels. We see them from the water as we navigate near docks and across navigation channels. We hope to never hear the dreaded five blasts from the horn, alerting us and everyone around that we are in danger of being run down by a 460-foot ship. The Washington State ferries are a fixture of our waterways, and they have always played an important role in our commerce, transportation, politics, and tourism.

FERRY HISTORY 101

The current ferry system in Washington is the distant relative of the old Mosquito Fleet, which was made up of privately-owned steam vessels operating under one banner and plying the waters of Puget Sound and Lake Washington. In the mid to late 1800s, there were over 40 established steamship routes on Puget Sound, including the main route from Tacoma to Victoria.

The Mosquito Fleet used several docks and wharfs in Seattle, including Colman Dock, which is still the downtown hub for ferries. Passengers could book passage to and from most waterfront communities, and several very long routes made it possible to avoid arduous overland travel in the days before the automobile. One such route ran from Seattle to Hood Canal, a full day trip with stops in Kingston, Port Gamble, Seabeck, and Hoodport, among others.

The proliferation of the automobile was the death knell for the Mosquito Fleet. A few ships converted to auto ferries, but as roads and highways connected waterfront towns, the need for anything other than cross-Sound routes diminished. Shipping contracts with the postal service and other entities dried up, and while many boats held on well past their serviceable dates, the Mosquito Fleet slowly disappeared for good in the 1950s.

It was during the Mosquito Fleet years, however, that the modern ferry system began to take shape. Where there were once dozens of privately owned and operated vessels in the Mosquito Fleet, in the 1930s they were consolidated into two lines: The Puget Sound Navigation Company (known popularly as the Black Ball Line) and the Kitsap County Transportation Company.

In 1935 a labor strike took down the KCTC operation, and their vessels and routes were either abandoned or acquired by the Black Ball Line. A 1951 dispute with the state of Washington over raising fares led to the state purchasing the Black Ball Line, and the Department of Transportation has been operating the ferry system ever since. Interestingly, the state planned for this to be a temporary fix while a series of cross-sound bridges were designed and built. Those bridges obviously never came to be. Instead, a fleet of 22 ships connects waterfront communities from the South Sound to the San Juans and Canada.

Below: The ancient days of the Mosquito Fleet, Washington's original ferries. The mighty *T.J. Potter* (left) is moored alongside the *Emma Hayward* (right) at King Street Wharf in Seattle on June 6, 1891.





Top Left, Clockwise: Thousands of commuters use the Washington State Ferry System every day, primarily to go to Seattle via Colman Dock (Photo: Roy Luck); Bikes commuting on the ferry from Bainbridge Island (Photo: Polly Peterson); Headed for Colman Dock (Photo: WSDOT/Keith Anderson); You won't get your sweet four-wheeled ride to the San Juans without the ferries (Photo: Alex Kwanten).

A MULTIFACETED SYSTEM

Roughly 25 million riders use the ferry system each year, and it serves a wide variety of customers from daily commuters to tourists to commercial traffic. The routes are technically part of the state road and highway system. For example, the Edmonds to Kingston route is really just a section of State Route 104. For that reason alone, it is crucial that the system function predictably and reliably. The center bay or “tunnel” of each boat is normally filled with trucks and buses carrying goods and people back and forth. On the San Juan Island routes, this is an absolute necessity. There is really no other way to get goods to the islands. Even on Central Sound routes, however, a ferry saves fuel and time compared to a long drive around the southern end of Puget Sound.

Below: Tourists and commuters alike, heading back to Seattle From Bainbridge Island (Photo: David Johnson/iStock).



Daily commuters make up the vast majority of ferry riders, with the Edmonds to Kingston and Bainbridge Island to Seattle routes far outpacing all other routes in terms of ridership. Eastbound weekday morning sailings tend to be quiet affairs, with walk-on passengers drinking coffee, reading the paper, or getting a jump on their workday.

Of course, tourists and locals on vacation make up a large percentage of riders in the summer months and on holidays. It isn't uncommon for wait times for cars to reach three hours on summer weekends. Anytime you are sailing near a ferry in the summer you can expect to be in the background of a number of snapshots.

The ferry system serves other functions beyond carrying cars and passengers back and forth. Each vessel in the system is equipped with weather monitoring equipment. For boaters, this is a very valuable service. The ferry system's vessel tracking system provides real-time wind speeds. We use this to monitor weather systems and to make decisions about route plotting, anchoring, and even whether or not to leave the marina.

Many of the vessels are also equipped with instruments to monitor water temperatures and other data. Starting in 2014 with the Port Townsend to Coupeville route, ferries have been used to gather and report data on water circulation in hopes of better understanding currents, oxygenation, and salinity. This all began

as a partnership with the University of Washington and has since expanded. Using vessels for more than their express purpose increases their value to our region and waterways immensely.

You have likely heard about ferry crews assisting in rescues on the water as well. Crews will respond to reports of vessels in distress or man overboard calls. Crewmembers are trained in rescue techniques and regularly have drills to practice for just such an emergency.

I am one of those Puget Sounders who rides a ferry on a regular basis. Three to four times a week I am either on the Mukilteo to Clinton or the Edmonds to Kingston routes. I have seen a lot, and most of what I have seen from the captains and crew is quite impressive.

For example, a few years back on the Mukilteo to Clinton run, we left the mainland in a 40-knot southerly. Waves had been stacking up all morning in the long fetch from Seattle all the way to Possession Sound. Huge, rolling waves would have been right on the beam as we crossed, so the captain left the dock and turned south as soon as possible, taking the waves on the bow. Green water washed over the car deck. The windshield of my car took salt spray, even halfway back in the tunnel.

When the captain was ready, an announcement was made for everyone onboard to either stay in their vehicles

or sit down. Then, having found a nice long wave, the captain executed a turn to starboard on the face of that wave, and we surfed our way down to the Whidbey Island terminal. It was as impressive a move as I have witnessed on any boat, let alone one that weighs in at over 4,000 tons.

FERRIES AND BOATERS

For boaters, coexisting with the ferries is an important part of cruising Puget Sound and the San Juan Islands. Almost any trip north or south will mean crossing a ferry route. Many marinas are co-located with ferry landings, and the ferries use many of the same channels we do when getting from point to point. Because of that, it is important that we all learn to see the waterways from the perspective of a ferry captain and crew.

The first and most important thing to keep in mind is that these are commercial vessels that are protected by U.S. Coast Guard and Homeland Security rules. Generally speaking, stay as far away from any ferry you encounter as possible, whether that ferry is docked or underway. Make it very clear from your heading that you are not on a collision course, and remember that ferries generally have the right of way over recreational boats, especially in narrow channels and near docks.

While we tend to view ferries as part of the scenery, the captains and crew are quite attentive to us. On a summer weekend or during an active fishing season, a huge part of the crew's job is watching out for us, trying to determine our intent and anticipate what sort of trouble we might cause them. The captain relies on the crew for a lot of input, in part because the view from the wheelhouse has numerous blind spots. A small craft too close to the side of a ferry is virtually invisible to the captain.

Like most large ships in Puget Sound, the ferries are deceptively fast, and a vessel that looks a long way off can be on top of you before you know it. They are deep-drafted (up to 18 feet) and have limited maneuverability, especially at low speeds. A ferry approaching a dock will be coasting for up to a quarter mile. Give them space. More space than you think you should.

The safety record of the Washington State Ferries is remarkably good, especially considering there are up to 500 crossings a day in the system. The few collisions on record are usually the result of a pleasure boater failing to yield right of way or simply not paying attention.

A video of a pleasure boat being hit by



In some locales, there's really no way to stay entirely out of proximity to ferries, such as this situation in Friday Harbor. (Photo: Ruth Hartnup)

a ferry near Vashon Island made its way around the internet a couple of years ago. It is clear from the video that no one was at the helm of the pleasure boat when it happened, and the boat's name—*Nap Tyme*—might give a clue as to what happened. The video highlights just how limited the large ferries are in their ability to avoid collisions. The lesson is, of course, to follow the rules and regulations at all times but also to never cut in front of a ferry underway.

It's also advisable to avoid cutting in right behind a ferry. While you aren't at risk of being hit in that scenario, the propwash of these giants creates a mess of whitewater, whirlpools, and waves. More than once we have seen small craft speed behind a ferry leaving the dock only to get tossed around and spun sideways once they get between the wakes.

Because we keep our boat in Everett, pretty much anywhere we want to go means

crossing at least one ferry lane. We are more or less guaranteed to have an encounter with a vessel either leaving or arriving at the Mukilteo dock. Over time I have learned to estimate how long a ferry will remain at the dock so I can judge my chances of crossing the lane before they are underway, but they still often surprise me. Ferries may leave at any time, regardless of their scheduled sailing time. Medical or police emergencies, for example, often necessitate a boat leaving the dock mostly empty.

Incidentally, this is when you see how fast they can be. Most larger ferries make crossings at between 14 and 18 knots, but when they need to do so, they can open it up and travel much faster than their nominal speed. Be aware! It is also worth noting that captains use their props to help hold the boat on the dock, so while they are loading and unloading there will be significant prop wash behind the vessel.

Below: The modern ferry system takes shape, the *Vashon* is seen here at the partially constructed Columbia Beach Terminal (now the terminal at Clinton and much modified) in 1957 (photo: WSDOT)..





Left: An inter-Island traffic jam, the San Juan Enterprise transport ship, *Orca Star*, and the *M/V Hyak*. (Photo: Jasperdo/Flickr)



Right: Ferries are huge vessels, but at dusk and in the dark, it pays to be wary and monitor VHF channels 13 and 14. (Photo: Alex Kwanten)

Should you need to contact a ferry, know that they do not monitor VHF channel 16. I won't get into the arguments about this here, but just know that while some mates might have handheld radios that monitor 16, the bridge does not. To hail or be hailed by a ferry captain, monitor VHF channels 13 or 14. Whenever we are approaching a dock or a ferry in transit we switch over. If you are in doubt of what you should do, contact the ferry. If you can't see what vessel it is, you may use a generic call. For example, "Ferry leaving Kingston, this is pleasure boat *Nap Tyme*."

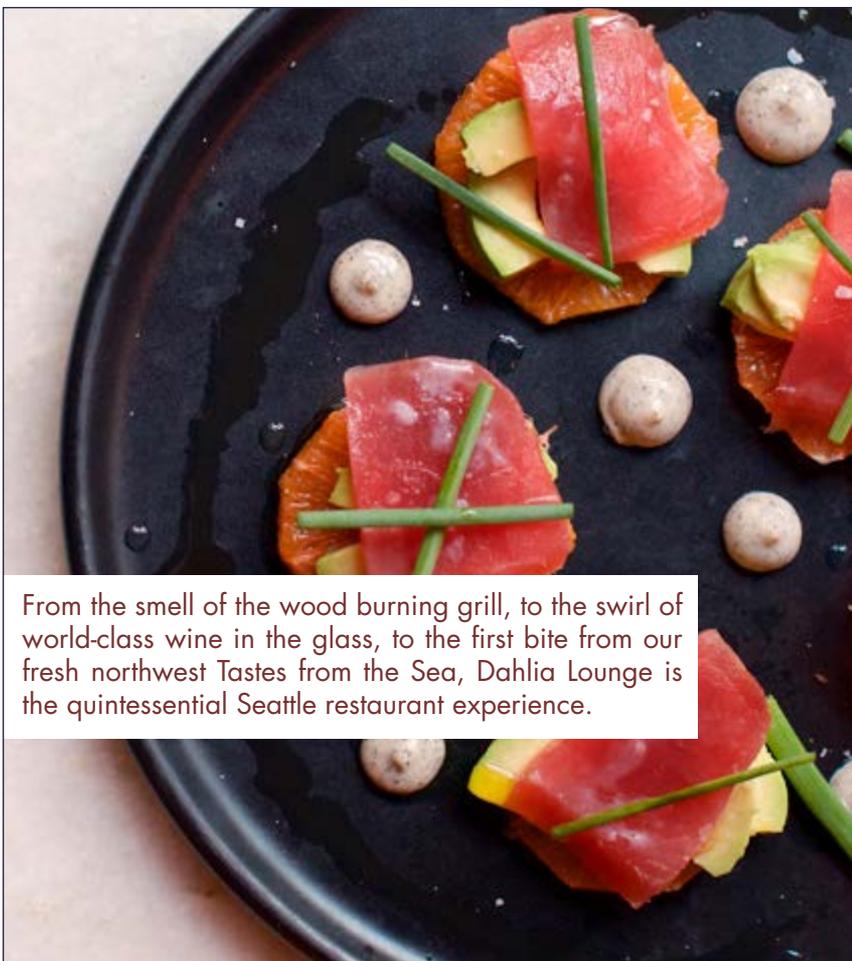
In my experience they are quick to respond with information about their intentions or what they recommend you do to avoid interfering with their operation. A captain may also hail you to give you instructions or warnings. This is not terribly common, but it does happen. Don't forget to monitor 13 and 14 when you are near docks or ferries underway.

Somewhere, there is a photographer with the quintessential Puget Sound image: an orca beaching in the foreground, framed by a white and green ferry against

a backdrop of a snowcapped mountain range. The ferries are a part of our boating ecosystem and our relationship with them from the water is unique and special. Give them room and appreciate the role they play in our community. **NWY**



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



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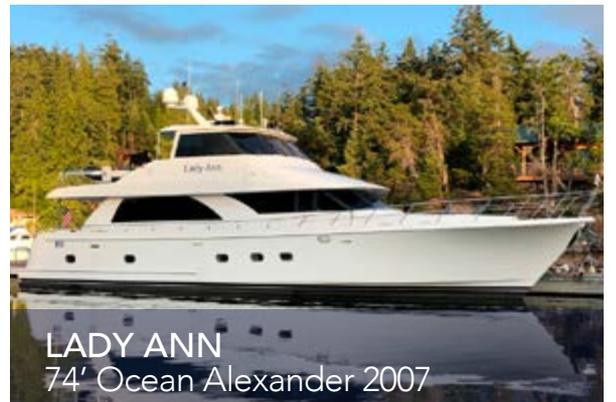
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The Dynamic Duo: Aaron Wenholz and Nico Jensen.



LONGSHIP LONGSHOT

Longship Marine consignment and supply store re-opened at a new location in Poulsbo, Washington. One of the last of its kind, the dream of a boating couple has grown into a pillar of our maritime community.

Words and Photos: **Norris Comer**

T There is no denying magic exists in marine consignment stores. Often this power is felt as a surprise within an unassuming old building as at home on a small town's sea salty waterfront as a barnacle on the tide. You open an ancient, creaking door to an old bell's trill and behold the magnificent piles of treasure chest loot a century in the making.

A porthole, its origin a mystery and brass luster seasoned, sits before you with a \$70 sales tag. The rack of used anchors catches your eye. Sure, more than one has a bent fluke, but one looks just fine with a price that gives you a singular kind of thrill; the rush of a bargain only your eye could've possibly identified. You become the ace trophy hunter on safari; a perfectly serviceable tiller for \$20,

a *Chapman's Guide to Piloting and Seamanship* only two editions behind the times, and two old but clean five-gallon jerry jugs for \$10 apiece that you realize you just need for the dinghy.

This, my friends, is paradise. These mom-and-pop establishments are the beloved independent neighborhood bookstores of the sea; the diner down Main Street that defines

a whole town. And they are an increasingly rare breed. With the recent closing of Latitude Marine in LaConner, Washington, and the general retreat of maritime-related businesses from the Seattle area ranging from the end of Jensen Boatyard on Lake Union to the Boats Afloat Show's migration to Everett, more than a few Cascadian maritime professionals I interact with believe that we are seeing the End Times.

Puget Sound, and perhaps the United States as a country or even Earth as a planet, belongs to multinational corporations. It belongs to office jockeys. It belongs to the M.B.A.-staffed, LinkedIn-influencing, tech-managing conglomerates who see boats as a status boosting Instagram photo opp. Who see waterfront and think condos.

But one couple, a former nurse and sailboat rigger living on one of their two wooden boats in Poulsbo, is making a glorious stand. Defying the long odds, Aaron Wenholz and Nico Jensen have re-opened Longship Marine in an all-or-nothing gamble to save the business and help carry Poulsbo's waterfront into the future.

THE SAGA

I stand outside Longship Marine on an unassuming Tuesday in August, one of a handful of boaters pacing hungrily outside the doors before business hours. The historic multistory building stands proudly over the Poulsbo waterfront, a cathedral to boating a stone's throw away from the Sons of Norway lodge.

Once I'm inside, Wenholz and Jensen are kind enough to tell me their story before the crowd picks up. Wenholz, who ran Longship at its former location, paints a nerve-wracking scene. The first wave of morning customers spreads out throughout the store as he talks.

"Our previous building sold last March, and we got a 30-day notice to vacate," Wenholz begins. The development was a potential killer blow to the store.

"We were really considering closing the store when we couldn't find anywhere to move to," adds Jensen. "Aaron had a couple of great job offers at the time to go into other areas of the marine industry that would pay better than working for yourself. But he really wanted to continue with it."

The pair looked far and wide for a possible new location, their choice to continue with the business hanging in the balance. Ultimately, the dream opportunity was a few doors down. "Turns out the owners of our old building also own this current building," says Wenholz. "It's been vacant for years and years, and we pushed them

to sell it to us. I think part of it was that they felt bad about the whole situation. Of course, it's business, but it was very hard on us."

While the business currently utilizes the bottom floor for the store, the upstairs contains a large open space known as the Old Grieg Hall Performance and Event Center. After a thorough renovation, the upstairs would be a perfect venue, boating education classroom, and space for marine tenants like a sailmaker. But as the couple's eyes lit up with possibilities, the weight of what needed to be done hit the floor.

"We went from 'oh, we get to go cruising for a month while the owners do the upgrades,' to 'oh, now we have to do all these repairs ourselves on the building and come up with a chunk of the money because we *are* the owners,'" recalls Jensen. "When we went to move, we were overwhelmed. We needed to stay open as much as we could make ends meet, so we moved the whole store in eight days."

"We move out March 22 and took possession April 15," said Wenholz. He shakes his head with a rueful smirk. "We didn't have any money." A few personal loans in combination with throwing every dollar they had at the project was just enough. They were able to give the building needed upgrades per city requirements.

"We did most of the work ourselves except for the technical stuff like fire suppression," says Wenholz. He was a general contractor for 12 years before his sailboat rigging career. "I found it pretty enjoyable except for the small amounts of money coming in and lots going out," said

Wenholz of the work on the new location. "I'm good with my hands and I'm good with people."

To the couple's surprise, they would not charge into the unknown alone. Riding to their aid was The People, summoned through the mysterious power of dock talk. It is common knowledge that word travels farther over water.

"People just started coming from the community to help us move," says Jensen. "We didn't ask anybody to sign up or tell them when to show up, they just kept coming. It was perfectly orchestrated with trucks and trailers. It wasn't fun or easy work either; there were very heavy brass and bronze items."

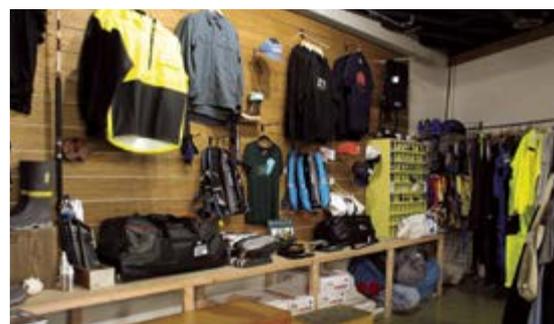
With the blessing of The People, Longship as it is now started to take form. "People were coming by during the whole setup, chomping at the bit and saying things like, 'Why is it taking so long? Can I help?'" recalls Jensen. "When we opened the doors, our deepest fear was that it was going to be crickets. But it's been busier than ever before."

Wenholz glances at the store filling up with a typically strong weekday showing. "We pushed through it and we're open again. It's fantastic," he says with the hint of a grin.

THE DYNAMIC DUO

When talking to the couple about their callings to the Pacific Northwest boating world, the feeling that the two were destined to open this new chapter of Longship Marine deepens. Nico Jensen went to Bastyr University where she studied

Clockwise from left: Jensen has spearheaded the more open, modern, and organized layout of the store; Both new gear and apparel are available at Longship; Treasure hunters will still be delighted by the chase.





Clockwise from left: The do-it-yourself table at Longship Marine is usually busy, here with local commercial fisherman Ian; Specialized parts, many built in eras of higher quality, are a Longship specialty; The Longship duo know their woods, and the bargain planks and trim available at the store, like the purple heart wood at right, is impressive.

botanical medicine and afterwards worked in nursing and emergency medicine. She moved onto the Kitsap Peninsula for a job.

“Aaron had an ad posted on Craigslist for a boat he had for sale,” says Jensen. “I went to take a look at it. I was interested in living aboard and buying my first boat, but that one was too rough. But we stayed in touch after that.” She started a nautical antiques store in the Georgetown Trailer Park Mall called Rio’s Lode Star. “I sold more of the stuff Aaron had trouble moving around here that people from Seattle seemed to eat up.”

Aaron Wenzholz’s background includes his nearly four-year role as the travelling rigger for Northwest Rigging. “I would go past Poulsbo quite a bit,” he remembers. “There was this new consignment store [Longship Marine] and I was spending quite a lot of time there. The lady who owned it kind of latched onto me.”

Eventually, the previous owner offered to sell him Longship Marine. After a soul-searching boat cruise to Alaska and back during the summer of 2012, he agreed. He officially took over Longship on November 1, 2012. Eventually, Wenzholz managed to poach Jensen from Rio’s Lode Star, he with

four and a half years solo running Longship and she with three years at her own business. The two are the spitting image of a Pacific Northwest liveaboard couple, each individually called to life on the Salish Sea before even knowing each other.

“I had my own Matthews 40-foot wood boat for three and a half years. Then Aaron and I went to cohabitate, and we purchased a 1930 tugboat together,” Jensen says. It ended up being completely rotten inside. “We hauled it out in Port Townsend to do the bottom and realized what rough shape it was. It was a liability that we couldn’t even give away at that point. I think there were plenty of people in the yard looking at us sideways thinking ‘Oh these guys are going to skip. They’re going to leave this boat and run.’”

“I’m a boat nut,” adds Wenzholz. “We’ve got two boats, one is that 1930 tug that Nico and I bought together to live on. It was one of those learning experiences. We pretty much rebuilt the entire boat.”

“We were overwhelmed for a couple of days, but then met a shipwright who took us under his wing—Bob Cunningham,” says Jensen. “He said the only thing holding the boat together is habit.” The two

worked for three and a half months in the winter, replacing planks and sistering ribs. Only one more above-water plank remains to be replaced before the tug is ready for 25 or more years of active boating life.

“We were really fortunate to have Bob Cunningham help us,” Jensen grows reflective. “He died about a year and a half ago. We got to see the last boat he was working on and get the last bit of mentorship out of him.” Besides the tug that they’re planning to sell soon, they’ve been living off the hook during the summer months on their larger wooden boat. Subleasing their end-tie slip saves them a few needed bucks. The two are virtually inseparable from Poulsbo.

“I call Poulsbo home and I love it,” says Wenzholz. “It’s kind of a vortex that sucks you in and a year can go by and you haven’t even left. It’s like a lake out there, very easy to anchor. It’s tucked away with good, real people. I’ve enjoyed it a lot; feel sort of stuck but in a good way. It [Poulsbo] keeps me grounded.”

THE LONGSHIP WAY

We’re politely interrupted by a customer, a friendly boater wearing a plaid shirt. Wenzholz helps the man at the do-it-yourself table, a marine supply store feature that’s increasingly rare.

“Our do-it-yourself table gets covered pretty quickly, but we try to have an open table where people can create things like their own battery cables,” says Wenzholz. “There’s a guy over there right now rebuilding his water pump; taking parts off getting ready for the new one. I use it all the time, but if someone needs it, they are welcome to use it.”

We start talking about the boating industry at-large. What are we losing when we get rid of do-it-yourself tables, boatyards, and other such resources?

“The problem with taking the do-it-yourself element out of boating is that there’s not enough tradespeople to support all of that,” says Wenzholz. “So there’s not a lot of yards where you can do your own work. There’s also not enough tradesmen to do all the work that’s necessary and the boats are just languishing, not because the customer isn’t capable, but because he keeps trying to get an electrician, but they flake out on him, they’re too busy if they’re good, or they don’t exist. We’re lacking in the boat trades for sure; we need more people in the marine industries.”

Another unique service that’s under the Longship Marine umbrella is the resurrection and sale of derelict boats. A sort of Humane Society for good old wooden boats, Wenzholz and Jensen take on boat projects that nobody else wants to touch, then sell

Left: Longship’s upstairs expansion area is being readied to accommodate their aspirations.

Right: The entrance is just across a parking lot from the Poulsbo Marina. You can’t miss it!



or donate them to a good forever home.

"It's important to find a right owner for the boat," adds Jensen. "Abandoned and deteriorating boats are costing the state a lot of money. Environmentally, it's caustic. That's why we're passionate about this, but it's got to be the right person to handle a wooden boat. Everyone underestimates that. We're not going to sell a boat to someone who's going to let the wooden boat go downhill."

Wenholz agrees, "I feel like it's a positive thing for the boating community. It's not something I really planned on, but these people we sell boats to are now customers here." He chuckles, "It wasn't my secret goal to create a bunch of customers, but it's fun for me, good for the environment, and good for boats. We don't need all these new plastic boats out there. There are some good old boats out there that are much better in my opinion."

Longship Marine may have defied the odds to be reborn, but where many would be tempted to rest on their laurels, Wenholz and Jensen are still hungry for what can be.

"We are interested in expanding into boating education and instruction," says Wenholz. "We bought this building that has that large upstairs, and we're going to create that into an event space."

Jensen gives me a walking tour of the upstairs. While empty and cavernous now, I begin to see the space through the Wenholz-Jensen lens. "We want to be more of a marine hub where people can get a bunch of services done," explains Jensen. "People can get swaging done, receive on-boat consultations, and more. We want to make custom lazy jacks for boats and some other minor mechanical things."

She goes on to explain how boating education is a key piece of Longship's future. "There are so many awesome teachers out there. We think we know them all and then we go to a diesel maintenance class and we say 'Oh my gosh! You're brilliant!' There's 14 marinas in Kitsap County, so there's plenty of boaters to come to a captain or U.S. Coast Guard classes." We return downstairs.

"Kitsap Peninsula doesn't have much, just a West Marine and a little chandlery on Bainbridge," says Wenholz. "But there's a lot of boats out here and it's a boating community. Poulsbo is all about boats. It was created on fishing and the marine industries. It'd be a shame to see that heritage go the other way."

CONCLUSION

On my way out, I chat with Michael Snoozy, the outside salesman for Fisheries Supply who has worked with Longship Marine for many years. Thanks to

the partnership with Fisheries and other marine suppliers, Longship Marine offers products both new and old. Fisheries used to deliver inventory two days a week, but now they're up to five. The partnership with Fisheries Supply is critical, allowing Longship to compete with Amazon's next-day shipping while still maintaining the in-person customer connection.

I ask Snoozy about what Longship's reopening means to him. His eyes light up. "If I can help them grow, I'm definitely going to help them bring in new products. The steady flow of people here is amazing. I don't know how they control it all. It's incredible."

I look about the store. A customer haggles his used boat wares to Wenholz. Jensen organizes the shelves of boating-related books while answering questions from an older couple. "They're good people," Snoozy nods, turning his attention back to the inventory.

As an aspiring sea salt still getting the green out of his horns, the marine consignment and supply store magic of Longship Marine holds a familiar warmth for me. It's the warmth of returning to a home after a long absence combined with the joy of discovery, I'm at once both a weathered explorer and child proud with a shiny rock he found in the creek. I feel united with a culture I didn't realize I missed, these champions of self-improvement, community-mindedness, nautical heritage, and resurrection. Weighty themes for a marine consignment store.



Hardworking Michael Snoozy is the outside salesman for Fisheries Supply, a partner of Longship Marine.

I urge every boater to visit the all-new Longship Marine in Poulsbo. Its very survival and continued growth will depend on our dollars, representing not just the hope of a hardworking couple but of an entire cultural identity. Unless we take a stand for the do-it-yourself tables, the in-person consultations, the resurrection of good old boats, and the reuse of boat products, it will all go away. What we'll have remaining are Amazon.com and the Walmarts of the sea. Good old boats will rot at their moorings, and gear, once used to appreciate the ocean, will be garbage polluting it.

The End Times.

NWY



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

The steady stream of customers both buying and selling their wares has contributed to a busy, promising start for the newly reopened store. Longship Marine is a fixture of Poulsbo's boat-friendly waterfront.



By Schelleen Rathkopf

On September 7, 2019, Jeanne Socrates arrived in Victoria after a record-setting, nearly year-long solo sail around the world.

A At 77 years old, most people are reminiscing about past personal feats while dusting off the frame capturing the story. But not Jeanne Socrates. This British yachswoman now has three world records to claim as her own; the oldest woman to sail solo non-stop and unassisted around the world, the first woman to sail solo non-stop around the world from North America

and now she is the oldest person to sail solo around the world non-stop.

Let that sink in. Seventy-seven years old. Solo. On a sailboat. Around the world.

Her journey on *S/V Nereida* began in Victoria, British Columbia, on October 3, 2018, and came full circle as she crossed the finish line there on September 7, 2019. I caught up with Jeanne Socrates a week after her finish and asked her

THE STORY OF JEANNE SOCRATES





Below: From the deck of *S/V Nereida*, Captain Socrates regales fans with tales of the open ocean at the Royal Victoria Yacht club in early September, 2019. (Photo: Rosie Zurbigg, Royal Victoria Yacht Club).

Socrates took up yachting in 1994 following her early retirement from teaching. She and her husband acquired *Nereida* in Sweden in 1997 and sailed her back to England but she didn't stay dormant long. For years they enjoyed cruising the waters of Europe, the Caribbean, Dominican Republic, USA, Cuba and more, until her husband's fight with cancer took his life in 2003. Following her husband's death, Socrates continued, but on her own this time.

Up until now, the oldest person to claim the world record was Minoru Saito, a Japanese yachtsman who has circumnavigated the globe eight times.

TRYING AGAIN

After 339 days at sea on this successful attempt, she was elated by the warm welcome she received in Victoria. "It was so exciting and there was a lot of attention from so many supporters," she explained. "I had left Victoria intent on getting this solo record done. After recovering from my injuries and getting the boat ready, I knew it was the right time to get away."

To get away and sail around the world with a team of sailors is a challenge. But to go at it alone, one must truly confront the Mt. Everest of this sport.

Socrates blogged daily about her adventure at svnereida.com where she chronicled her journey in great detail. Included are all the essential nuggets that

comprise a well-kept captain's log including weather and water notes, route, navigation and compass notes, total distance travelled, etc. But Socrates also included the personal side of the journey and included notes about the instrument repairs she tended to, the whales she spotted, the visiting birds who landed on her lifelines, the scrumptious meals she prepared and then devoured, the cocktail or glass of wine she enjoyed at sunset, or the warm cup of tea she drank to warm up the body and the soul. After a while, one feels totally immersed in her daily life at sea, making her adventure that much more interesting and compelling to follow.

For example, on her birthday (Day 319 / August 17, 2019) she blogs, "Warm enough to have a quick deck shower and hair wash in the sunshine - a birthday present to myself to add to the extra mango juice I just found stored away. Thought I had just two cartons left but found three!"

On another entry (Day 312 August 10, 2019) she notes, "Enjoying pancakes with Nutella and raspberry sauce - usual good combination! Before that, I mended my favorite can-opener. Fortunately, despite it falling apart unexpectedly, I managed to prevent any of the bits falling down into the sink plug-hole (a near thing!) so was able to put it back together, along with plenty of Kroil to ease the rusted/jammed parts. So now it's working fine."

many questions about her experience, especially what drives her to sail solo around the world.

"I have always been in awe of Ellen MacArthur," Socrates explains, in reference to a fellow UK solo distance yachtwoman who broke the world record for the fastest solo circumnavigation in 2005. "Seeing other women going around the world, I knew it was my challenge."



Left: Visitors come calling on *Nereida* along the Pacific coast. **Right:** August 17th - Captain Socrates celebrates her birthday with cake. (Photos ©Jeanne Socrates).

CAPTAIN'S LOG, DAY 207

DAY 207, APRIL 27 TO 28, 1050 HOURS

[Jordan Series Drogue, JSD, is brought in; underway to Tasmania]

"Problem getting JSD back on board. Wind a bit too strong and seas a bit too big and close. Leader line all came in fine but line with cones on is proving difficult. Resting for an hour or so and then having another go.... JSD line just jumped under life-raft and threatened to set it off. Had to get quickly to stern and move shackle and deployment line fixed to boat up and away from the deck and onto the cradle itself ... don't want the life-raft to suddenly inflate unwanted."



Above: Finally arriving back in Victoria, Jeanne Socrates drew global attention and dozens of fans who've followed her adventure. (photo: Rosie Zurbigg, Royal Victoria Yacht Club) **Right:** Fans of a different sort came calling on *Nereida* along the Pacific coast. (Photo ©Jeanne Socrates).



CAPTAIN'S LOG, DAY 292

DAY 292, JULY 2, 1330 HOURS

"Just back down after a rough, stormy session on deck ... Wind came back - with a vengeance! Easily got up to over 25kt in no time. Started furling in some genoa and was very glad to have first reef tied in. But with such strong wind, soon had to ease the mainsheet a lot because we were far too heeled over - made working on deck very difficult but soon after managing that, tied in second reef and furled in more genoa. Seas got up quickly in the strong wind and are still pretty rough just now.

Have repaired a couple of small tears on mainsail where access was easy since where stowed on boom near cockpit; re-did lashing at top of pole holding down, and stopping from turning, the antenna and radar mount; with difficulty, due to corrosion of parts, changed over propane tanks for galley cooker supply (two attempts, since flow stopped very soon after finally managed to connect up first tank, so maybe it was empty); stowed spinnaker pole. All the time, keeping us safe from drifting onto the reef not so far away to W."

Another critical instrument repair job now complete.

I asked Socrates if there was a question she gets asked over and over again about her solo sea adventures. With some laughter she answers, "Do you do a lot of fishing out there?" She explains that her food sources come from a collection of tins as fishing takes a lot of effort.

"To put out a fishing line is one thing. But then what happens when there is a fish on the other end? You need to reel a big fish in. Then, get it to the boat and on to the deck. You need to then kill it. Scale it. Clean it. Cut it into fillets. Package it. Refrigerate it. And eventually, prepare and then cook it," she adds. "No, I don't fish much in the ocean."

DAY 232

When asked about her most memorable day on this journey, Socrates very quickly answered that it was Day 232 (May 22, 2019) when she finally rounded the fifth great cape of the Southern Ocean. The five great capes include South Cape (New Zealand), South East Cape (Australia), Cape Leeuwin (Australia), Cape Agulhas (South Africa), and Cape Horn (Chile). "It was Party Time!" she writes as she hugs the shoreline of Stewart Island, New Zealand, and started her journey north.

Her log for that day: "*Gusty conditions under the occasional cloud in shower. A lovely rainbow shone as we were rounding the Cape - an omen of good luck? I could do with some! Enjoying a 'special' breakfast of dried fruit, nuts and seeds with delicious mango juice to start with. Thinking ahead to the warmer climates coming up soon, further N. Will celebrate later with a rum punch, mango juice and orange juice with some dark spiced rum. I've a little rum still left from my earlier four 'Dark and Stormy' Great Cape celebratory drinks!*

Totally enjoyed the day, celebrating the 'Fifth Great Cape Rounding.' Feels really good and the weather is cooperating fantastically well! Found some delicious olive and sun-dried tomato tapenade (from Saltspring Island) to spread on crackers, opened a small tin of anchovy-stuffed green olives and had them with cashews to go with a long (weak!) G&T as sunset approached, and a glass of red wine with my meal later. Even managed to raise a toast to 'The Fifth Cape' with friends by satphone!"

CAPTAIN'S LOG, DAY 1

DAY 1, OCTOBER 3, 2018

"A wonderful send off and start! I crossed my 'start line' off Ogden Pt at 11.42 a.m. PDT (local time) under full sail in bright sunshine, with friends' boats close by. There had been big last hugs all round as the tow lines were released and I took off alone under sail. So lovely to be underway at last, after several months of intensive work on board. Waves and 'thumbs-up' all around as my escort of tiny Victoria Harbour ferry boats and Harbor Patrol boats left and I continued on towards Race Rocks, the distinctive horizontal black-and-white stripes of the light-house beckoning.

Sunset was beautiful over Cape Flattery, with clearing skies which later gave a beautiful starry night sky. We cleared the Strait entrance around 1 a.m., in dying wind, and eventually turned to the south once the shipping lanes were cleared.

With lots of traffic around, I'm using the autopilot now, instead of 'Fred', the wind-steering Hydrovane, to keep a constant course in the still-very-light winds (2-5kt) astern - too many ships are passing close by so I don't want to wander around and confuse them as to my intentions! That uses battery power so I started up the little generator. The red temperature light came on after a few minutes and it stopped. Trying it again a short while later, the same result. Has the seawater pump impellor gone already? It was changed very recently. I'll have to investigate and use the main engine for charging in the mean time. That's the beauty of wind-steering - no battery use!

Wind now is ~2 kt. We're going to be just a bit (!) slow until it picks up. Seems I'll get a chance to fly the red and white spinnaker soon, but just went to look at the generator problem. The intake seacock was closed for some unknown reason, and strainer was empty of water so no cooling water was getting to seawater pump. Have opened it and filled the strainer but now need to work on getting the water into the genset. At least it's a minor problem, not an insoluble-at-sea major one-I hope! Might need to change the impellor anyway since it's been running dry a bit. I'll have a small nap for now and then work on it again. Must get that cooling water flowing. Angled the solar panels-[it] makes a big difference-now getting power into system despite the AP power use. That's good.

Sponsored by Global Marine Networks/RedPort, she enjoyed unlimited free wi-fi and use of an Iridium satellite phone which allowed her to stay in touch with her family, friends, and the new friends she made along the way.

Going at it solo presents its own challenges and some of her biggest hurdles were repairing her failed auto pilot, avoiding large storms, and handling big seas. Sail repairs, instrument repairs, and paying close attention to navigation are a necessary part of the adventure.

"I often quote a sailing instructor from when I was starting out learning to sail: If you're thinking of reefing, do it! If you're thinking about letting out a reef, go have a cup of tea!" It's better to have a reef tied in that turns out not to be needed, than to struggle to get one in when you've left it too late. "The toughest part is overcoming the issues - whether in big seas or calm ones. I have to fix stuff and keep going. And this takes time and effort."

SAILING FOR A CAUSE

While sailing around the world, Socrates worked to build awareness and raise funds to help support the life-saving efforts of RNLI (Lifeboats) in Britain. As a non-profit, the agency is committed to helping people who are in distress on the water. Whether it's a swimmer, surfer, a mariner on a small boat or big ship, whether it is night or day, summer or winter, RNLI's intensive training and equipment saves lives.

Jeanne Socrates has had an extraordinary life. As her email signature is anchored with the reminder, "Life is precious, make the most of it," my speculation is that this amazing life is by her own design. It will be thrilling to see her story unfold possibly on the big screen someday, but most assuredly in the book that will be coming. Evidently, she has been approached by four publishers already who are eager to help her share her story.

"It looks like I need to find an agent," she adds at the close of our phone call.

NWY



Schelleen Rathkopf is a native Seattleite who grew up cruising and racing in the Puget Sound waters. She is producer of Whidbey Island Race Week (now Point Roberts Race Week) and SHE, a new all women regatta in Seattle. PointRobertsRaceWeek.com

A THOROUGH LOGBOOK

Jeanne Socrates is nothing if not a comprehensive diarist. A trip through her blog will reveal a huge level of detail about her sail, because she keeps excellent records. Below is an entry from her favorite day of the journey, May 22, 2019.

Captains log entry / Day 232 / May 22, 2019

1900GMT (= 7 a.m. NZT, 12 hrs on) - end of Day 232. We made 89 n.ml. DMG, over the 24hr period, measured in a straight line between the two 1900GMT positions.

Total distance covered from Victoria, B.C., to end of Day 232 (by daily DMGs): **19,924 n.ml.**

Distances (at 1900GMT): S.Cape, NZ: 77 n.ml. to SW; nearest South Island, NZ, coastline (The Brothers Pt): 10 n.ml. to N; Bluff: 43 n.ml. to WNW; Dunedin: 82 n.ml. to NE; Hobart (Tasmania, Aus): **960 n.ml. to NW**

Position & weather report for 1900 GMT, posted to www.winlink.org and www.shiptrak.org (using my US callsign KC2IOV):

TIME: 2019/05/23 19:00GMT LATITUDE: 46-49.78S LONGITUDE: 169-17.07E

COURSE: 065T SPEED: 4.2kt

WIND_SPEED: 15kt WIND_DIR: NW SWELL_DIR: W SWELL_HT: 2.5m CLOUDS: 60%

BARO: 1018hPa TREND: 0 AIR_TEMP: 15.0C SEA_TEMP: 14.0C

COMMENT: SE of S. Island, NZ., at E entrance Foveaux Strait



Boatstruck

FALLING IN LOVE WITH HERRESHOFF DESIGNS

BY SEANNA BROWDER

"Rozinante is a splendid name for a boat whose owner has an appreciation of romance, for I am sorry to say romance is a rare thing today."

— From *The Compleat Cruiser*,
by L. Francis Herreshoff

L Looking towards retirement, Dr. Jim Gallarda envisioned sailing towards the horizon once he tied up his distinguished career as a research scientist focused on infectious diseases. After years of traveling the world, going to disease hotspots, and grappling with epidemics, Dr. Gallarda was ready to respond to the call from the sea.

"How could you not want to be out on



The Rozinante model wins fans on both coasts with its ability to smoothly cut through seas in both fair and stormy weather. The boat was designed by L. Francis Herreshoff to explore the sheltered waters of inlets and bays, which makes it an ideal daysailer for the Salish Sea. (Photo: Benjamin N. Mendlowitz/OffCenterHarbor)

the water?" he asks, looking out onto the view of sailboats and cruise ships from his home in the Magnolia neighborhood of Seattle. The Salish Sea and a job as a Gates Foundation program director brought the Gallarda family to the area six years ago. He had dabbled in sailing when they lived in Illinois and Massachusetts, but it was when he and his wife, Bobbie, moved to Seattle that he became serious about sailing.

All he needed was a boat. Not any boat. The right boat. In between his travel and work commitments, he scoured the Pacific Northwest for his sailboat. It took years to find her. Once he thought he found the right boat up in Vancouver, British Columbia, but it turned out to be a false promise. He decided it had to be a wooden boat, because "I am a bit of a romantic."

Then one day on Lake Union, he spied the *Dulcinea*, a 28-foot ketch. Her lines were elegant, sleek, and simple. Best of all, she was for sale. "Once you see it, the lines are so beautiful. They are sheerlines, like sheer beauty. You've heard of love-struck—well, I was boatstruck." He started talking to the owner and found out not only was it a beautiful boat, but the *Dulcinea* is also a Rozinante, an iconic model designed by L. Francis Herreshoff.

A SAILBOAT CHARACTER

Herreshoff was an eccentric curmudgeon based in Marblehead, Massachusetts, who designed more than 75 sailboats before he died in 1972 at the age of 82. Most of his sailboat designs were long, narrow, and fast, and they were known for "sheer" beauty. He focused on wooden boats, as Herreshoff considered fiberglass to be "frozen snot."

He was not a fan of modern, fancy yachts either. He said, "A beautiful sailboat is ageless, she will still be in style long after the abortions of the present are forgotten, for every curve of her shape is for some specific reason and not some crazy whim of her designer to create a ridiculous controversy." While he was recognized as a genius among the East Coast sailing set, he was eccentric

enough not to gain wide commercial appeal. However, his reputation grew through the years and there is a quite a cult built around the man some consider a patron saint of American yacht design.

This past summer, there was a gathering of Herreshoff's local following at the Center for Wooden Boats (CWB) on the shore of South Lake Union in Seattle. They came to hear Herreshoff biographer Robert C. Taylor, who has published two massive volumes on the man. Taylor is to Herreshoff what author Robert Caro is to President Lyndon B. Johnson; both authors are experts and have written volumes on their famous subjects.

Taylor first became enamored of Herreshoff's work when he was just 11 years old and an avid reader of *Rudder Magazine for Yachtsmen*, in which Herreshoff contributed stories and build-your-own-boat designs. The magazine was published from 1891 until June of 1977. Taylor would eagerly await each issue, wondering what Herreshoff would reveal in that issue. When Taylor was in prep school, he and a friend went to Marblehead and knocked on the door of The Castle, Herreshoff's home that was made from stone, complete with turrets and a view of the harbor.

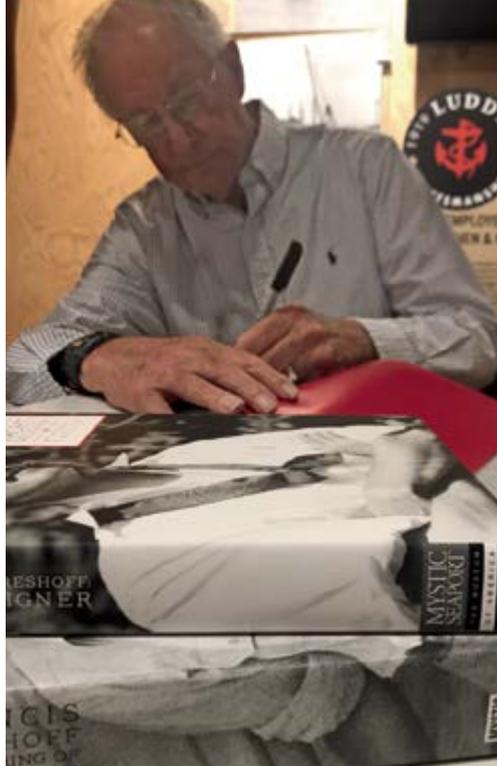
"We just had to sit at his feet. If you wanted to know anything about boats, he was the man to go to. He was a guru of boat design," Taylor said. It was bold of Taylor and his friend just to knock on the door, however, the man did not believe in phones. He was a character, Taylor admits.

PRESERVING THE LEGACY

The two became lifelong friends and now, Taylor is maintaining Herreshoff's

Below: The *Dulcinea* catches the eye as it rests in its berth at Elliott Bay Marina. The Rozinante's elegant lines stand out among the many boats in the marina. Attractive lines are an attribute of a Herreshoff-designed boat.





Left to Right: Dr. Jim Gallarda at the helm of the *Dulcinea*, the culmination of years of combing the Pacific Northwest for his perfect boat; Roger C. Taylor recently released the second volume of his comprehensive biography of L. Francis Herreshoff, and spoke this summer at the Center for Wooden Boats about Herreshoff's designs and his love for the Rozinante.

legacy. One of the driving forces in Herreshoff's life was to measure up to his father Nathanael's work. Taylor said the son was inspired by his father but never copied his work. A famous sailboat architect, Nathanael Herreshoff's ship designs dominated the America's Cup for almost three decades, while son L. Francis Herreshoff never won the sought-after trophy.

After failing to snag at least one America's Cup, the younger Herreshoff turned to designing cruising yachts, such as the 72-foot oceangoing yacht *Ticondoroga*, and writing articles and DIY boat plans for *Rudder*. The Rozinante was one of these plans and Herreshoff designed the 28-foot yawl for daysailing and light cruising. It was the most popular design the magazine ever published.

The model exemplified Herreshoff's philosophy perfectly. In the book *Sensible*

Cruising Designs, there is printed a conversation between Herreshoff and the *Rudder* editor. It's like watching one of those old black and white movies where the dialogue is fast and witty:

"Do you think yachts and boats used to be more sensible?" asks the editor.

"Yes, I do," Herreshoff answers. "In years gone by, most boats, from the fisherman's dory to the square-rigged steam yacht, had character, grace, and perfection."

He also says in the same piece that if a regular guy wants to sail, boats need to be more affordable. Not one to shy away from expressing his opinion, Herreshoff says "... under present conditions about all he can be is some sort of a gigolo yacht jockey if he wants to go sailing." Mind you, this was back in 1942. Imagine what he would say if he saw the luxury yachts of today.

Taylor has sailed 14 boats of Herreshoff's design and he says the Rozinante is his favorite. "It's a wonderful little boat. A boat you can take in rough water. A long, narrow boat that can take the seas with speed," Taylor said in his talk at the CWB.

THE ROZINANTE TORCH

Of course, Dr. Gallarda was in the audience that night and when he heard Taylor praise the Rozinante, he beamed with pride. He knew from the moment he saw her that *Dulcinea* was special. Being a researcher, he investigated her past. He went home and checked his library, finding *Sensible Cruising Designs*, a compilation of Herreshoff's work in *Rudder*, already in his collection. Discovering he already possessed a work of Herreshoff was a sign that he and *Dulcinea* were meant to be.

He told his wife and first mate Bobbie that he finally had found "The One." She wasn't

wild about the idea. "I was at the point of our lives where I wanted to simplify," she says and shrugs her shoulders. "It makes him happy," Bobbie replied when asked how she is enjoying the Wooden Boat Festival.

Dr. Gallarda started digging up more about Rozinante design. The first mention of the Rozinante was in *The Compleat Cruiser*, a fictional book written by Herreshoff. The book was a way for Herreshoff to express his opinions about boating—it should be simple and delightful, economical, and easy. Inspired by the story of the man with the impossible dream,

Herreshoff named the design Rozinante, after Don Quixote's steed. In the book, the dinghy behind the sailboat was Sancho Panza. When Gallarda read the *Compleat Cruiser*, he saw the humor in his own situation. "I'm the crazy old man, Don Quixote, chasing after the impossible, only my windmills are wooden boats." *Dulcinea* is the name of Don Quixote's love in Cervantes' novel and Gallarda also found that fitting since sailing is his new passion.

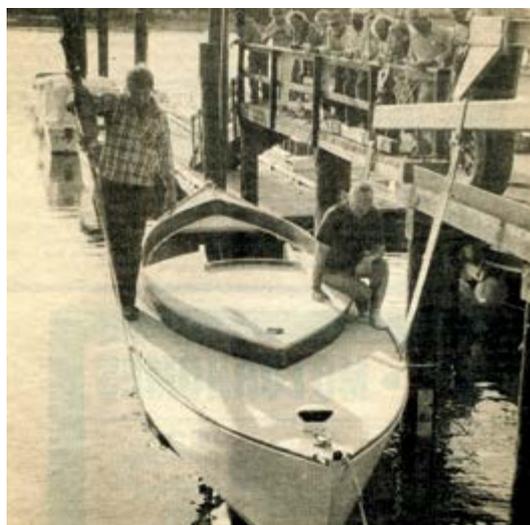
EASTERN ROOTS, LOCAL BUILD

The sailboat *Dulcinea* has her own fascinating story. She was built in 1983 on Lopez Island by Hank Chamberlin for Fred (Ted) Kennedy. Kennedy had wanted a Rozinante since he first read about her design in the *Rudder* years ago. He was so intrigued by the clean lines and aesthetic beauty of the design that, as a youth, he built a model of her, according to a news clipping from *The Journal of the San Juan Islands*. Chamberlin was a second generation boatbuilder and the craftsmanship shines in *Dulcinea* today. Originally christened *Intrepid* by Kennedy, the boat was given the name *Dulcinea* by her second owner, Darryl Carver.

When Carver showed the boat at the Lake Union Wood Boat Festival, he described her as: "Delightful to sail, she is quiet, responsive and forgiving, yet has clocked 7.5 knots by GPS on a broad reach in 15 knots of wind." When Carver sold the boat to Dr. Gallarda two years ago, the new boat owner knew structural work had to be done on the boat. What doesn't need work after 30 plus years? He took it to the Shipwrights Co-op in Port Townsend. There shipwright Paul Rust plied his craft and restored the vessel.

Dr. Gallarda decided he wanted to do the rigging himself and he took a class from Brion Toss, a world-renowned rigger in Port

The *Dulcinea* was launched in 1983 to much fanfare. Pictured are shipwright Hank Chamberlain and the original owner Fred (Ted) Kennedy. (*Island Times*)



This is one of Herreshoff's sketches of the Rozinante model from *Sensible Cruising Designs*. His designs were for the DIY boatbuilder.

Townsend. He would go to Port Townsend to work on the boat when he had a weekend free. Working on the boat 14 hours a day was relaxing for Dr. Gallarda. One day when he was struggling with the rigging, a gentleman came up to him and said, "I think my brother built that boat." It turned out to be Hank Chamberlain's brother, who told Dr. Gallarda that, unfortunately, his brother had passed away a couple of years ago.

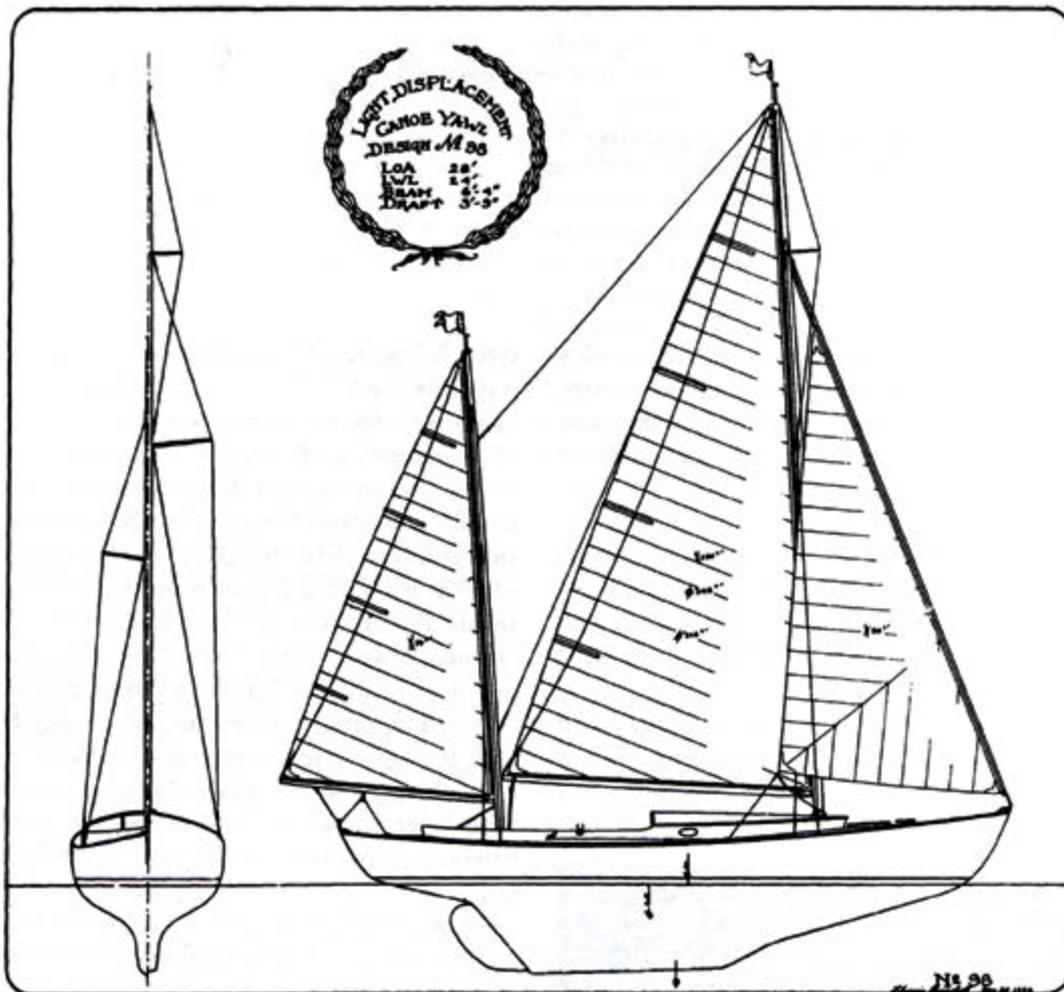
THE HORIZON AWAITS

At the beginning of this year, Dr. Gallarda retired from the Gates Foundation. Now, he goes down to the Elliott Bay Marina almost daily to sail or work on the boat. He does have a mighty sweet workshop in his garage where he can build items for the boat. The latest project is re-doing the cabin below deck. He ripped out the sparse interior and now is building two berths and a tiny galley for below deck. Even with the remodeled cabin, the boat is still spartan.

One of Herreshoff's idiosyncratic beliefs was that boating should not be a luxury sport. In *Sensible Cruising Designs*, he states, "There will be many who will want more head room than Rozinante's proportions would allow, and to them, I will say that most of the sailormen I have known sat down where they ate, and much preferred to lie down when they slept. ...if you like eating better than sailing, you should stay home and have a barbecue in the backyard. Then you can turn in and sleep off your gastronomical jag."

Herreshoff had no problem transforming his strident opinions into boat design. The action was on the deck, so down below should not be cozy or comforting. He promoted the use of a bucket and cedar chips, rather than putting in a proper head. There was no time or need for such a thing if you were truly into the moment of sailing. Dr. Gallarda finds Herreshoff's quirks charming, which is a good thing since he is 6'2" and has to duck every time he goes into the cabin. Cramped quarters was a none too subtle attempt to get sailors out in the elements. However, Gallarda did draw the line at the bucket with the cedar chips. The new cabin will have a more suitable head.

Herreshoff mostly designed these boats for wandering about the local inlets and bays of New England. This aligns exactly with Dr. Gallarda's intent for the *Dulcinea*.



He and Bobbie hope to tour the inlets and tucked-away marinas of the Salish Sea. He could also join the vibrant racing scene around Puget Sound as the sailboat is way more than a putt-putt boat.

But that is not where Dr. Gallarda is headed. "I'm not interested in racing. I am all about going slow and being present. This boat really puts me in the moment whether I am working on her or sailing," Dr. Gallarda

says. "It's just the sky, the water and the sail." Herreshoff would approve. **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!

Left to Right: Dr. Gallarda was the lucky recipient of photos taken while the *Dulcinea* was being built on Lopez Island in 1983; Hank Chamberlain, the shipwright, at work on the sailboat.



RACING SHEET



Fall Racing: Pink to PITCH

Words: Doug Hansen // Photos: Jan Anderson

Traditionally one of the last summer regattas on the Pacific Northwest calendar, Bellingham Yacht Club's Pacific International Ton Championship (PITCH) is a final excuse for shorts and t-shirt sailing before the cold winds of fall take hold. This year's regatta drew boats from throughout the Salish Sea to Bellingham Yacht Club on Labor Day weekend for tight racing around the buoys and no shortage of partying as the host club has long put on one of the best social programs around.

On the water, light wind was the name of the game but with enough to race. All fleets got off a full schedule of eight races over the two-day event. In the Martin 242 class, local Mike Merrick took

home the win with an impressive six-point lead over second place. In the hotly contested PHRF 1 class, it was the familiar name of Steward Burnell and his team onboard *Tantivy* who took home the win over a stacked fleet of with crews all pushing hard. It is difficult to say whether it's the racing or the party that keeps this event going, but the tireless support of regatta organizers and volunteers both are not to be missed. PITCH should be a permanent mark on the calendar for any keel boat team.

Contrasting with the racing-is-what-matters attitude of PITCH, the established Pink Boat Regatta is all about fun and fundraising. It is a focal point in the Seattle sailing fundraising world. Thanks to the tireless work of dozens of

volunteers, every year is more outstanding than the last. The regatta continues to grow and attract a nearly fanatical group of supporters all in pink and looking to have a good time while doing some good.

The event hosted three separate events; Bellingham on August 24, Seattle September 7, and Tacoma on September 14. The goal was for as many groups to partake as possible, and over 60 teams took part in this year's series of events to raise funds for the Breast Cancer Research Foundation.

The Seattle event was hosted at Elliott Bay Marina and the stage was set for a very cool event with a large range of teams, all decked out in pink, participating. The racecourse was familiar

to anyone racing the Thursday night series and took racers back and forth along the north side of the bay. Light wind made for a challenging start, but soon enough a gentle breeze was filling around the headlands and was just enough for most boats to keep moving along under sail. Scoring for the event is unique, with boats sailing a timed race and counting the number of buoys they get around before the limit has expired.

The truly special feature is the ability of any boat on the course to win through bribery. For every \$100 raised, a boat is given an additional point on their score for the day. While the TP52's handily won the race on the water in Seattle, it was Margaret Pommert and her team onboard the J/105 *Pink Puff* that took the overall win with 107 points. In Bellingham, it was Stephanie Campbell along with her *Wild Rumpus* team that set the bar with 76.3 points, and in Tacoma, Connie Paterson lead Team Aleshanee to victory with 109. As the time limits ticked down, the festivities were just getting started on land as each event had music, drinks, food, and a silent auction to keep the party going.

The end of September saw a shift in focus back to Bellingham Bay on the weekend of Septem-



Top: The PHRF 1 class close together, with *Vitesse* ahead of *Dash* and *Tantivy*. **Bottom left:** The PHRF1 class spreads out with *Vitesse* still leading *Tantivy* and *Hraven* close by. They finished 1-2-3. **Bottom right:** The Tacoma Women's Sailing Association aboard *Aleshanee* at the the Pink Boat Regatta event in Tacoma.

Results: 2019 Laser Pacific Coast Championships

Listed are selected results from the 2019 Laser Pacific Coast Championships.

Laser

Pos	Sail	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	208391	Ian Elliott	Royal Victoria Yacht Club	1	2	1	[4]	1	1	1	1	8
2	216254	Matthew Stranaghan	West Vancouver Yacht Club	2	6	4	[12]	3	2	2	3	22
3	203653	Tony Martin	Jericho Sailing Centre	3	1	2	2	7	5	[11]	9	29T
4	200129	Max Doane	Port Madison YC/Seattle YC	4	3	3	1	5	6	[7]	7	29T
5	170802	Charles Fulmer	Seattle Laser Fleet	8	7	[16]	6	2	3	3	2	31
6	194288	David Fagen	Cowichan Bay Sailing Association	5	5	8	[10]	4	4	4	4	34
7	210692	Jay Leon	Seattle Yacht Club / Corinthian Yacht Club	9	4	5	[14]	8	9	6	10	51
8	209072	Mark Ross	Corinthian Yacht Club Seattle	10	8	17	[20]	9	7	8	5	64
9	189805	Liam Quinlan	Jericho Sailing Centre	13	11	13	[17]	11	10	9	6	73
10	208764	Douglas Seeman	Willamette Sailing Club	7	14	7	13	13	11	10	[15]	75

Laser Radial

Pos	Sail	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	213897	Maura Dewey	Royal Vancouver Yacht Club	3	1	1	3	2	[4]	2		12
2	175948	Allan Clark	Royal Vancouver Yacht Club	4	[42/BFD]		4	2	1	2	1	14
3	208049	Hanne Weaver	Seattle Yacht Club, Royal Vancouver Yacht Club	1	2	[10]	5	3	1	3		15
4	197054	Cameron Holland	Royal Vancouver Yacht Club	6	[15]	6	4	8	3	9		36
5	216339	Luke Vincent	Royal Victoria Yacht Club	7	9	[17]	6	6	6	6		40
6	214652	Fraser Buck	Royal Vancouver Yacht Club	5	4	[21]	14	7	9	4		43
7	18	Erik Anderson	Sail Sand Point / Corinthian Yacht Club	8	7	[18]	9	13	11	7		55
8	200138	Ethyn Ko	Royal Vancouver Yacht Club	13	3	7	8	15	[18]	11		57
9	182002	Benjamin Humer	Hollyburn Sailing Club	[42/OCS]	8	9	11	12	7	13		60
10	198045	Peter Woytkowiak	Jericho Sailing Centre	15	12	[42/DNF]	10	9	8	8		62

ber 20 and 21 as Bellingham Yacht Club hosted the 2019 Laser Pacific Coast Championships in conjunction with the Dale Jepson One Design regatta. Over the past few years the event has hosted a few national and international events including the 2018 505 Pacific Coast Championships. This year saw a very solid turn out of 63 lasers separated into a radial and full rig fleet accompanied by 16 505s and half a dozen FJs making it a true multi-fleet regatta.

A traditionally windy venue that holds the possibility of the magical trifecta of wind, sun, and flat water, unfortunately that was not what Mother Nature had in store for racers. The extremely wet weather made for some hardship conditions on and off the water, but the show must go on. A group of sailors already in wetsuits are not likely scared off by a bit of moisture.

In the Laser fleets, racing got underway Saturday with the full rigged boats getting four races while the radial fleet sailed three. Matthew Stranaghan and Ian Elliott ended the day in a tie for first in the full rigged class. Maura Dewey got off to a commanding lead after several competitors were taken out of the hunt in race three when black flag starting rules were in effect. Day two gave both fleets four more races. Maura Dewey held onto her lead beating out fellow Canadian Allan Clark by only two points while in the full rigged fleet. Ian Elliot held onto a commanding four-point lead to take home the hardware.

Next month we roll full speed into the fall racing series and get things going with some keel boat racing out of Edmonds for Foul Weather Bluff Race, then carry on to Corinthian Yacht Club of Seattle's Puget Sound Sailing Championships. There is a lot of racing to be had before we hang up the rain gear and pull on the ski boots, so be sure to check back in the next issue.

NWY

Results: PITCH Regatta 2019

Listed are selected results from the 2019 PITCH Regatta held over Labor Day Weekend 2019.

Martin 242

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	69053	Boomer	165	Mike Merrick	Bellingham & Seattle	1	2	1	1	2	2	1	1	11
2	203	Crazy I's	165	Chris White	Orcas Island Yacht Club	3	1	2	5/DNF	1	1	2	2	17
3	267	Treachery	165	Ken Machtley	Orcas Island Yacht Club	2	3	4	4	3	4	5	4	29
4	163	Purple Martin	165	Betsy Wareham	Orcas Island Yacht Club	4	5	5	3	4	3	3	3	30
5	51	Rumpus Raid on Area 51	0	Stephanie Campbell	Ayc	5	4	3	2	5	5	4	5	33

PHRF 1

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	248	Tantivy	69	Stuart Burnell	Corinthian Yacht Club Seattle	2	1	1	2	1	1	1	1	10
2	240	Vitesse	81	David Steffen	Bellingham YC, Corin. B'ham	1	4	2	1	2	3	2	2	17
3	51847	Hravn	69	Todd Koetje	Bellingham Yacht Club	3	2	3	3	3	2	5	3	24
4	34	Dash	93	Stephanie Arnold	Corin. Tac./Bellingham YC	4	5/TLE	4	5	5	4	3	4	34
5	69378	Outlaw	72	Jonathan Knowles	Bellingham Yacht Club	5	3	5	4	4	5	4	5	35
6	3909	Absolutely	18	Charlie Macaulay	Corinthian Yacht Club Seattle	7/DNC	7/DNC	7/DNC	6/DNC	6/DNC	6/DNC	6/DNC	6/DNC	51

PHRF 2

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	69182	Flying Circus	135	Eric Yaremko	Bellingham Yacht Club	1	1	1	1	1	1	1	1	8
2	29807	Blackfoot	153	Mick Corcoran	Bellingham Yacht Club	2	2	3/RET-BF	2	3	2	2	2	18
3	84	Off Constantly	156	Jeff Hulme	Anacortes Yacht Club	3	3	2	3	2	3	3	3	22

PHRF 1

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	4	5	6	7	8	Total
1	450	AVALON	183	Greg Siewert	Anacortes Yacht Club	1	1	1	1	1	1	1	1	8
2	79171	DuFrie	192	Tim Divine	Sloop Tavern Yacht Club	3	2	2	3	2	2	2	3	19
3	3242	Aquavit	285	David Sinson	CYC Seattle, Sloop Tavern YC	2	3	3	2	3	3	3	2	21
4	NA	Kamoon	162	Mike Taft	Corinthian Tacoma	5/DNC	4/DNC	5/DNC	4/DNC	4/DNC	4/DNC	4/DNC	4/DNC	34



Neah Bay, Washington

By Norris Comer



For astronomers studying the cosmos, the term singularity defines the point where a property is thought to be infinite. For example, according to classical theory, the center of a black hole is a singularity because the density is thought to be infinite, hence making the laws of physics as we know them to cease to operate. Neah Bay, a dot on the map of the Makah Indian Reservation on the Olympic Peninsula, is similarly a singularity. The infinite variable in question? I'm still not quite sure, but it's there. Perhaps it is the indomitable spirit of the Makah people.

Mankind's ongoing story of Neah Bay has deep roots. The culture known today as Makah started in Canada thousands of years ago, with the first of the Makah people conquering and settling parts of the Olympic Peninsula as part of a cultural expansion. To this day, it's not inconceivable to compare their historic relationship to the Quinault—another regional tribal power—to the rival Grecian city state powers of Sparta and Athens.

Before Neah Bay was even named such, the Spanish settled in the bay in 1792 under commander Salvador Fidalgo, naming their new home Nuñez Gaona. This is considered the first European settlement in Washington, however, they departed after a relatively short occupation. Neah Bay as we know it was actually two Makah villages, di·ya· on the west end of Neah Bay and bi?id?a on the east. The east village was devastated by smallpox in 1852, and its residents moved to di·ya·. The new community became Neah Bay and the hub of the Makah Reservation. The modern Reservation is about 28,000 acres, compared to the 700,000 acres the Makah believe to be their ancestral territory.

Today, the Makah face many of the same problems that tribal peoples across North America

endure. New generations confront the daunting task of embracing the past and tribal life with the allure and challenges of mainstream America. Still the culture lives on, celebrated publicly every August during Makah Days and in day-to-day life on the sea and within their close-knit community.

For visitors by land and sea, Neah Bay beckons. The town has a large, well-endowed marina that

is a favorite for anglers chasing everything from salmon and halibut to ling cod and rockfish. Boaters of all kinds will find safe harbor here. Note that Neah Bay is a dry town, so you'll not find a sea salty bar to lurk in. The staggering natural beauty, fresh seafood, and insight into the Makah story are all a core part of the experience.

NWY

Makah Museum

For many, the Makah Cultural and Research Center is the big draw and soul of Neah Bay. A cultural colossus, the Makah Museum serves as both an enlightening experience for visitors and a permanent tribute to the Makah. Not only does the excellent museum contain mandatory information for Pacific Northwest residents, but the ongoing research within is vital to discovering and preserving knowledge about the largely mysterious past of the Makah people.

Located about half a mile from the marina on Bayview Ave., across the street from the U.S. Coast Guard station, it's safe to say that you haven't been to Neah Bay unless you've visited the Makah Museum. It's open seven days a week from 1000 to 1700 hours and adult tickets are \$6. You can learn more at makahmuseum.com.



Flattering Flattery

Neah Bay is the gateway to Cape Flattery, the most northwestern point of the contiguous United States. A striking geologic feature in its own right, an incredible view can be had from Cape Flattery a mere 15-minute drive away. A modest .75-mile trail leads visitors from the parking area to the dramatic, westward facing cliffs and viewpoints. Kessiso Rocks and Jones Rocks are populated with marine life such as seals, sea lions, and sea otters. Orcas are often sighted preying upon them, a life-and-death nature documentary on perpetual repeat.

Tatoosh Island, named after a Makah chieftain, with its decommissioned lighthouse can be seen from Cape Flattery as well. Technically a cluster of small islands, they were collectively added to the National Register of Historic Places in 1972. Although the lighthouse was announced as the National Trust for Historic Preservation's newest National Treasure in 2017, there is no funding available to address emergency repairs recommended by the U.S. Coast Guard.

To get out there, you'll need motor transport from the marina. I'd recommend reaching out to the Big Salmon Resort (bigsalmonresort.com) or asking the folks at the Makah Tribal Marina for ideas. They're pretty dialed in and should have ideas. Biking to Cape Flattery may not be impossible, but the terrain is rather up and down and the roads winding.



Resupply on the Rez

Although not a tourism attraction per se, Neah Bay is an excellent point of resupply for weary cruisers exiting the Pacific or steeling themselves on their westward transits out of Puget Sound or a hop across the Strait of Juan de Fuca to Canada. In addition to fuel and restaurants, Washburn General Store has just about everything one would need; including groceries, hardware, basic gear, and Makah recreation passes. It's located across the street from the marina near the post office and Makah Community Gym.

If you want some seafood for dinner aboard, the Take Home Fish Company is a short walk west from the marina on Portage Street. Essentially an add-on to a house, this place is where you can get the good stuff straight out of the water. The Makah Tribal Mini Mart is on the walk as well. Your dollars do a lot of good in this community, so fill up.

Slamming Salmon

Neah Bay's identity has been intertwined with the sea's bounty since time immemorial. Cultures have come and gone ashore, but the quarry remains: salmon, ling cod, halibut, rockfish, sea bass, greenling, and Dungeness crab. The many commercial and recreational fishing vessels in the Makah Tribal Marina is a testament to this natural rhythm that supports entire livelihoods.

If you're planning to hit the waters of Neah Bay, remember that you need a tribal fishing license if you're within Makah Reservation waters in addition to a Washington State fishing license (Marine Area 4). You can also charter one of the local outfits and benefit from their professional expertise. The Big Salmon Fishing Resort is a prominent resource on the water with tourist information, charter boat services, tackle shop, lodging, and more (bigsalmonresort.net). Another great resource for information, charters, and locations to purchase permits is makah.com (also host of marina information).



Beach Bumming

A complement to a visit to Cape Flattery, if you figure out a car transportation scheme, is time on one of the nearby excellent beaches. These of pristine beaches are gems, all within a handful of miles of Neah Bay. From north to south, there's Hobuck Beach and Shi Shi Beach, each with their own unique flavors.

Hobuck Beach hugs the edges of Makah Bay and is under tribal jurisdiction. Overnight camping, RV-ing, and cabins are available from private entities like the Hobuck Beach Resort and Hide Away RV Park. The emphasis on these beaches is multi-use and accessibility.

The 2.3-mile long Shi Shi Beach is the one for the nature addicts. Located beyond a two-mile, tribe-managed trail, the beach is part of Olympic National Park. If driving, you'll park on reservation land, so have that Makah Recreation Pass ready (\$10 at Washburn General Store). Additionally, overnight parking is available at a lot (\$10 per day, self-pay behind the porch). A hike to Shi Shi and back can easily eat up a whole day, or with a National Park backcountry pass, you can camp overnight for an excellent beach experience. The sunset over the Pacific with the campfire crackling is what Cascadian dreams are made of.



GASTRONOMY

The relatively modest foodie scene of Neah Bay is one of the town's big draws, but not because you'll find trendy, fine cuisine from all over the world. No, Neah Bay's foodie scene is a genuine expression of the people who live there with a practical eye to the visitors. There's a cluster of establishments near the Makah Tribal Marina with a local ingredients and mom-and-pop comfort food emphasis: Pat's Place, Linda's Woodfired Kitchen, and Warm House Restaurant. All three are great choices with cozy, family friendly settings. Across the street is the Cedar Shack Espresso and Ice Cream, offering hot caffeinated beverages for frigid foggy days and ice cream for hot sunny ones.



I opted for lunch at Calvin's Crab House and it was one of the best life decisions I've made in a while. Essentially a waterfront build-out of a private residence (presumably Calvin's), this combination bakery, coffee shop, and seafood house is crammed during prime eating hours with locals.

The seafood is as fresh as it gets, although they were "fresh out" of crab and their clam chowder when I was there. A salmon and chips basket (\$12, silvers were running) and fresh-baked chocolate chip and banana-pumpkin bread for dessert (\$3) while chatting with friendly locals about life in Neah Bay as a fog bank rolled in was perfect.

Marinas

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Contact/Comms: Monitors VHF channels 16 and 66. You can contact the Port of Neah Bay harbormaster via phone at (360) 645-3015 or email at josh.buckingham@makah.com. More info is available at makah.com.

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U.S. Coast Guard Auxiliary (part II)

FEATURING **RICHARD MARTINSON**, COAST GUARD COMMANDER (RETIRED)

Semper Paratus.

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



Richard Martinson
(CG Cmdr. Ret.)

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

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

This month we continue with the second part of our interview with US Coast Guard Auxiliarist Richard Martinson (USCG Cmdr. Ret.) who covers the opportunities available to Auxiliarists and boating classes offered by the Auxiliary.

N *NWY: Last month we talked about the primary public safety and education roles of the Auxiliary. Does active duty USCG use the Auxiliary for more than inspections and teaching classes?*

Definitely. Auxiliarists and their boats have also been used to supplement the USCG's search and rescue boats. As an example; in 1982, the first Trident submarine arrived in Washington, at the Bangor submarine base on Hood Canal which was a big deal. Normally, all submarine activities are classified, so you're never supposed to know when they are coming and going. But in this one case, the Navy wanted to put on a show and let the public see what the Navy spent all their tax money on.

Many people came out to see it—an estimated 10,000 people were on the water - but that also included groups protesting nuclear weapons. The Navy became very concerned about this, because the submarine is going to pass through Admiralty Inlet and Hood Canal, some very narrow waterways.

The Navy feared that protesters were going to try and block the submarine by getting in front of it. A Trident submarine is huge with five stories underwater when surfaced, almost 600 feet long, and it can take a mile for them to stop. If some protesters decide to try and block it somehow, it's going to plow right through anyone in its path and hurt or possibly kill someone in doing so.

So, they came to the USCG and said, 'You're the law enforcement body on the water, we need some help.' And so, under the name "Operation Welcome", it became the biggest security escort mission that the Navy and USCG were involved in since WWII. I was part of the four-person planning team for the operation.

Sixty-five miles of coastline had to be protected. It takes lots of boats to do that, so we stripped the Thirteenth Coast Guard District of every single small boat they had, except the motor lifeboats. This was all taking place during what's known as SAR (search and rescue) season in August, and, all of a sudden, we're taking nearly every boat and search and rescue asset.

The question then was what can we use to replace those boats? The other three had no idea what we were going to do, so I brought up the Auxiliary. After that, for two and a half weeks, every search and rescue station you saw on the

Washington and Oregon coast, Straits of Juan de Fuca, Puget Sound and Columbia River was filled with Auxiliarists and their boats, which made for a tremendous use of that asset.

That would be harder to do these days, because the requirements and regulations are stricter for civilian boats to be used like that, enhanced law enforcement efforts being the primary issue, but they can still be used to support search and rescue missions.

NWY: Other than the vessel inspections and the educational classes, what ways do Auxiliary members assist the USCG?

Auxiliary members can assist in a number of different ways, as long as it's not a mission involving military actions or law enforcement. In the 1990s, the USCG opened up all kinds of other roles.

There are Auxiliarists who cook on USCG cutters when they're in port, who stand watch at communication centers, and go out on safety patrols. Our district has a color guard, and they are available for any number of things—like boating events, parades, funerals, and some USCG activities. They'll call up this group and they'll come and perform that ceremonial function. But really many positions in the USCG could be filled by an Auxiliary member.

NWY: Do Auxiliarists need training to qualify for certain positions?

U.S. COAST GUARD AUXILIARY BY THE NUMBERS

The U.S. Coast Guard Auxiliary is made up of thousands of volunteers who supports the mission of the US Coast Guard in a variety of ways:

500,000

COMPLETED MISSIONS (A YEAR)

\$\$\$

SAVES TAXPAYERS HUNDREDS OF MILLIONS OF DOLLARS A YEAR



HELPS SAVE 500 LIVES A YEAR



4.5

MILLION HOURS OF VOLUNTEER HOURS A YEAR COLLECTIVELY



TEACHES CLASSES TO 500,00 STUDENTS A YEAR

Yes, Auxiliarists can fill a lot of roles, but those positions still have qualifications, which could even involve going to a formal course called a C-School. So, if an Auxiliarist would like to do something special, they can go to a C-School and learn about it. Let's say you want to learn to be a USCG cook. You could go to a C-School and learn how to be a cook. Some Auxiliarists go to a public relations C-School and can qualify to be a public information officer.

An Auxiliarist could even qualify to be a crewman on a cutter. There have been times when Auxiliarists have gone all the way down to Antarctica as crew members on an ice breaker. It's possible if you get in all the requirements. And if you've got the time, because, remember, you're not being paid for any of this, but things like that have happened more than once. Sometimes there are shorter missions, like on the large patrol class cutters here in Puget Sound. These are 87-foot boats, stationed locally that go on week long patrols.

If an Auxiliarist qualifies so that he or she will be a useful member of the crew, they could go on one of those patrols. They might just call you up and ask if you're available because a regular crew member is gone. People who are retired generally are the ones who have time for that.

NWY: How long would it take for an Auxiliary member to get to the point where they were qualified to serve on a USCG cutter or other patrol boat?

There will be a set of standards set up for Auxiliarists, which would mirror the standards for active duty USCG. If you go aboard, whether it's in port or at sea, and you perform activities like handling the small boat or get training in something like

firefighting or communications, once you've achieved that successfully, you'll earn your qualification in that task. Sometimes there will be a short, written exam just to make sure you've got everything learned.

On a cutter as an active duty member, if you fully qualify, there is a pin, the USCG has what's called a Cutterman Pin, which means you qualify as a USCG crewmember, and you get to wear the pin on your uniform. If you're in the Auxiliary, there is a nearly identical pin, but it has the Auxiliary 'A' on it.

But the requirements are fairly extensive to get to that point. It's a pretty comprehensive thing you would go through, both in the classroom and underway, and you would have to complete a Quality Examination. So, anyone who qualifies for something like being on a cutter is someone who is fully trained and committed.

And of course, an Auxiliarist spending a long period of time underway tends to be a little less common, but these 87-footers that do week long patrols provide a great opportunity. That's not so bad, and if something came up where the Auxiliarist needed to get off, they could pull in somewhere and let them off.

NWY: Could you describe what classes are offered by the Auxil-

ary? Are they designed for entry level boaters?

We get some entry-level people, but it's often people who may go out on the water often, but don't have any formal training and may be missing some of the fundamentals. The Boating Skills and Seamanship covers everything from trailering your boat to basic engine maintenance and upkeep and, of course, seamanship skills. Then they'll get into specifics, a couple of classes will be devoted entirely to navigation, where you'll get everything you need to know about navigation, whether you're going up and down the Coast, Puget Sound, up to Alaska, or something more adventurous.

The classes cover weather, knot tying, navigation and rules of the road. There's an entire class on the rules of the road. Most people don't know that the book with the official rules of the road for boating is about an inch thick. A lot of it is explanations, because there are a lot of rules, but the course is cut down to the most fundamental ones that you need to know.

For example, what do you care that a submarine has a flashing amber light when it's on the surface? You're never going to see a submarine at night on the surface. However, if you were in the USCG like I was, I had to know what it meant, because they would test me on it (laughs).

Now, the Weekend Navigator course focuses heavily on the use of electronic equipment, like GPS, radar, electronic charts, and more. They go over it in detail. Linda Lewis, the Auxiliarist who teaches the course has a lot of experience cruising in the Inside Passage, so she draws heavily on that and uses real life examples of how she's used these instruments. Most of

our instructors, like Chuck Olson in the Basic Skills and Seamanship course, are pretty experienced people, and they can give you background on how they've used various things.

NWY: Are the classes taught mainly by Auxiliary members?

For the most part, in order to teach, you are technically supposed to have been trained to be an instructor, so there's a qualification that goes into becoming an instructor. So then, when you come to the class, you'll get an actual qualified instructor. Our flotilla is a little bit bigger, so we can pick and choose as to who will teach and are able to use the best qualified for a particular subject.

As an example, Auxiliarist Jim Neff, who teaches the engine portion of our classes, is a merchant marine chief engineer; a licensed guy with a lot of experience. He's retired now, but when you ask him a question, he knows what you're talking about. He can answer pretty much any question you throw at him when it comes to engines and engine rooms.

I teach the Rules of the Road portion, and occasionally we'll have an active duty USCG member with a particular skill or ability to come in and teach. Sometimes, someone who's not in the USCG or the Auxiliary will come in. Our flotilla has invited meteorologists from NOAA to come in and teach the weather section. Not everyone who comes in to teach is a maritime professional, but is a subject-matter expert.

If you'd like to learn more about the Coast Guard Auxiliary, call (425) 218-6195 or visit edmondscoastguardaux.com

“Most people don't know that the book with the official rules of the road for boating is about an inch thick.”

”

NWY

Kevin's Catch

By Kevin Klein



Continued from Page 57

Fresh silvers can provide good fun when river fishing this month. Twitching jigs has become the preferred method for many anglers. Simply put, this means casting out and retrieving a jig while twitching it up and down. It's fun and productive! Also, chum salmon are usually willing biters and hard fighters in the streams. Don't forget Chinook salmon fishing on the Columbia River. October is the time places like the Hanford Reach turn on. Fraser River in B.C. can be good for sturgeon

in the fall and provide something different as well. If you don't have a river boat or have never fished the big rivers, booking a guide is a great way to spend the day and learn the ropes.

So that's a wrap for opportunities in October and a look in the rearview at an awesome 2019 summer season. Next month we'll dive downrigger into one of my favorite subjects, blackmouth!

NWY

Kevin's Pick:

OKI FLASHERS FROM GIBBS DELTA

I just love the Oki "Big Shooter" 11-inch flashers from Gibbs Delta Tackle for salmon fishing this time of year. Their Phantom series in Moonjelly UV colors has glow crush backing to really stand out in deep water and low light conditions. Whether trolling in the saltwater for coho or making tight circles below one of the dams on the Columbia, the more UV and glow attractant you can deploy the better. And these flashers have got the flash. The Herring Aid pattern is my favorite. Check out the full lineup and all the tackle to fill your fish box at gibbsdeltatackle.com.



Oki's "Big Shooter" flashers really stand out in deep water.

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“Don’t worry, ma. I speak duck!”

Pearl, Northwest Yachting’s owner/publisher Michelle Zeasman Gibbon’s beloved Jack Russel terrier, has an inexplicable bond with a pair of ducks who frequent Elliott Bay Marina. They paddle up to say hello when they see Pearl on the swim step of *Northwest*, her family’s Bayliner.

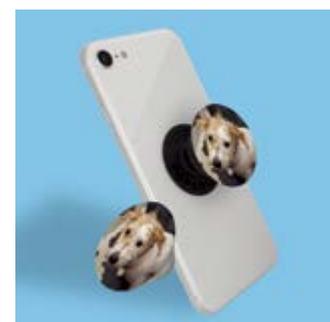
The idea behind Pets on Boats is simple: take a cute or funny photo of your pet aboard your favorite boat, write a caption, and send it to us with a bio of the pet at editorial@nwyachting.com. Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue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

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



Pearl’s Pick: Custom Phone Grips

You’ve probably seen these pop-style phone grips before, designed to suction right to your phone for easier grasping whether aboard or taking a selfie. These customizable models are perfect for immortalizing your furry first mate. Starts at \$15 at popsockets.com.



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Continued from Page 49

Breathe Easy

Bamboo Activated Charcoal Bag

The outside can be full of pollen and pollutants, but the air inside can be even more odorous. In the confines of a boat, the odor can be more obvious. Most traditional air fresheners use chemicals to cover up odors, which just adds to the problem. The activated charcoal pouches from Breathe Green use charcoal made from bamboo to absorb dust, mold, pollen, pollutants, chemicals, and odors from the air. Just put the bags in any area of your boat and they'll absorb the smell of oil, gas, paint, mildew from bilges, fish guts, or cooking odors from the galley.

The activated charcoal can even be used to absorb moisture out of the air. The pouches have a range of 90 feet and can last for up to two years. The charcoal bags are fragrance and chemical free, non-toxic, and are made from natural bamboo, making them safe for kids or pets. Head over to getbreathegreenco.com and check out their air fresheners if your boat isn't quite as fresh as it could be. Pouches start at \$8 each.



Short Take

Arm Candy

Halloween Sea Bags

If you've got a few trick-or-treaters on your crew, then we've got the perfect nautical-themed candy bags for you. Based in Maine, Sea Bags creates totes from real sails that find a second life as sturdy marine bags. Used sails are collected from all over the country, but especially in New England through a network of enthusiastsailors who want to support a local business.

Sea Bags are made right on the water, with other materials made in the U.S. Each sail is cleaned thoroughly and sewn into shape with thread and rope made in New England factories. Every bag is unique, with its own stitching pattern and placement of details like grommet holes. The Halloween-themed bags feature either the green face of Frankenstein's Monster or an alternating orange and white tote with 'Trick' and 'Treat' on either side. And of course there are totes perfect for all year round. You can head over to seabags.com and check out what they've got to offer. Halloween totes sell for about \$45.



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THE BONNIE BOAT SAILING PODCAST

Podcast Preview // The Bonnie Sailing Boat

The Bonnie Boat Sailing Podcast is hosted by husband and wife team Chris and Ryan Smith, who purchased a 1967 Pearson Ariel named *Firefly* back in 2013. The Smiths' first goal was to release weekly, short-form episodes about sailing, chronicling the refit and journey down the intercoastal water way from Virginia to the Florida Keys and back. According to the Smiths, the podcast eventually became a great "excuse to pick the brains of seasoned sailors and an attempt to distill the experience of others for the benefit of you the listener, as well as my own."

Typical episodes range between 20 minutes to over an hour, and include conversations with other sailing couples and families, sailing authors and podcasters, and sailors about epic sailing exploits. If you're looking for a podcast that covers just about every topic in sailing and has something for both veterans and complete novices, head over to thebonnieboat.com and check out the full catalog of episodes.

App: Yachting Weather

Free for iOS and Android



The Yachting Weather App provides users with precise weather predictions, covering all crucial information including storm risks, precipitation, and wind speed and direction. The predictions are based on your GEO location, but weather predictions for anywhere in the world are available. The app uses a high spatial resolution of 0.15° by 0.25°, which is comparable to 12x12 nautical miles.

The typical weather app uses a spatial resolution of about 0.5° by 1°, which is comparable to 60x60 nm. Yachting Weather's higher resolution provides users with a more exact ideal of the weather coming their way. Beyond the basics, the app provides information on wave height, direction, and frequency, air pressure, temperature, and humidity. The app is downloaded for free, but upgraded versions bring predictions from up to five days out with more frequent updates.

Download the Yachting Weather App free for Android and iOS. In-app purchases available.

App: Convert Any Unit

Free for iOS



There can be a surprising number of quick calculations and unit conversions necessary when out on the water. Tracking time, reading charts, and switching back and forth from the metric system can all come up in a hurry, so why not take advantage of an app that can quickly convert between units? The Convert Any Unit Lite app is a tool that can accurately anticipate what units you are looking to convert and saves valuable time.

With over 6,400 units in the app, the conversion your looking for is sure to be a few clicks away. The app comes with a built-in calculator and units representing weight, currency, acceleration, speed, time, distance, fuel economy, pressure, and just about any other measurement you could think of.

Download the Convert Any Unit Lite app today, free for iOS. Not available for Android, but there are many comparable apps available.

App: Chimani National Parks

Free for iOS and Android

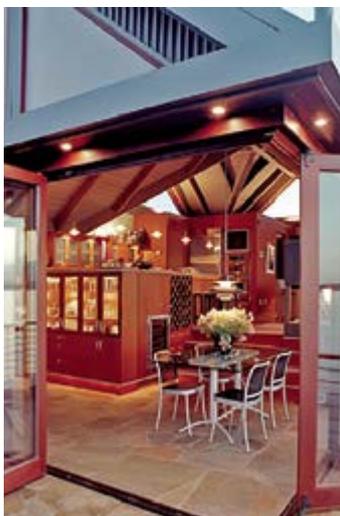


The Chimani National Parks app is a great resource for serious campers, with guides to all 419 U.S. national parks, plus other parks, national monuments, historic sites, battlefields, and nature preserves. Much of the information in the app is written by local expert travel writers who are familiar with the parks.

Select a park or other site, and a selection about the history of the area will appear, along with photos of the site. An interactive map displays points of interest, trails, amenities, so that you can navigate once you're in the park. A gamified badge system lets you keep track of every park you've visited and earn points for registering a visit.

With a subscription to Chimani, even more features are unlocked, like 64 detailed guides to parks in the U.S. and Canada, offline support, and discounts at national parks. The Chimani National Park app is free to download for Android and iOS, with in-app purchases.

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Business Notes

Continued from Page 33



Bayliner Founder J. Orin Edson Passes Away

By Evin Moore

J. Orin Edson, founder of Bayliner Boats, passed away in Seattle on August 27, at the age of 87. Edson, a National Marine Manufacturer Association (NMMA) Hall of Fame inductee, will be most remembered for helping to father the boating boom of the 1980s and as a philanthropist in his later years.

His start in the marine industry was humble. Edson was newly married, fresh out of the U.S. Army after serving in the Korean War and attending the University of

Washington. He set up a spot in an empty dirt lot in Seattle to sell off some used boating gear. He sold it faster than expected, and then quickly sold the boats of a few friends. Edson realized he might be able to turn his weekend stall into a full-time career, dropped out of college, and hit the ground running.

His first full-time foray into the boating business was purchasing unfinished wooden boats, painting them, and outfitting them with outboards from dealers in the area.

Department of Corrections

FAMILY FEROCITY

It was with great consternation that Schelleen Rathkopf, *Northwest Yachting's* Advertising and Marketing Coordinator, realized that we failed to publish the proper photo credit for her son's excellent visual contribution for the article *Goodbye Oak Harbor, Hello Point Roberts* in the September 2019 issue. The photos in question are on pages 24 and 49.

"I'm in the doghouse," says Rathkopf. Hopefully this printed correction can patch up the brewing unrest in that household. The proper changes have been made to the digital edition.

BARKENTINE BLUNDER

From U.S. Coast Guard Captain (retired) and Master Mariner (retired) Peter Joseph, "Your definition of a barkentine [September 2019 Tallships of the Pacific Northwest feature page 68] is incorrect. To be a barkentine, both the main and mizzen have to be fore and aft rigged. Your graphic is correct but your definition is for a Bark/Barque."

Is that right, Peter Joseph? How do you know?! "I have sailed the *Eagle*, the Coast Guard Academy training vessel, across the Atlantic three times and spent a lot of time aloft furling and setting square sails on the main. No harnesses or life preservers back then, just your belly button and foot ropes."

Touché, Peter Joseph. Touché. Thanks for keeping us honest and all the best to you. Corrections have been made to the digital edition.

SEWARD SLIP-UP

The original title photo printed in the September 2019 article *Ports of Call: Seward, Alaska* isn't technically of Seward. The location depicted, Halibut Cove, is closer to Homer. Managing editor and article author Norris Comer was smoked out by the record wildfires this year and was unable to take ace snaps of Seward proper while up there, so we leaned on some contributor imagery that was mislabeled by our source. A picture of Aialik Glacier, a Seward-adjacent natural wonder, has been swapped into digital editions. Our bad!

Though Edson sold Bayliner to Brunswick Corp. in 1986, the brand he founded built pleasure boats for appreciative fans for decades. This one is from 1999.

Without a storefront or boat line to sell, his success was uncertain, but hard work and innovations like opening on Sundays when the competition was closed got Edson to the point where he became a force in the local market. Eventually he had a Mercury engine franchise and boat lines to sell. His company, Advance Outboard Marine, opened six stores in the Seattle area, then three in Texas, and one in Miami.

His experience in retail gave Edson an accurate perception of what customers were looking for in a boat. Edson contracted with a local boatbuilder to create two low-cost runabout models. Eventually, they took the boat building in-house and named the business Bayliner Boats. At a time when there was an emphasis on customizable boats, Bayliner went in the opposite direction, offering

boats that came in one color, one layout, and one engine type, greatly reducing the production cost of their boats. Edson knew reducing unnecessary costs was the path to success for Bayliner, and he looked for opportunities to control more steps of the production process.

When Chrysler was selling their marine engine division, Edson jumped on the opportunity. It was a risky \$17 million move, but it got Edson an 850,000-square-foot factory and the ability to control the quality of both the boat and the engine. This all made way for Bayliner's signature product; a boat, outboard, and trailer all sold in one at a price affordable for the middle class. They even allowed a financing scheme where



J. Orin Edson.

boat owners could, with minimal money down, pay off the boat for \$99 a month, conceivably for years or even decades.

This innovation turned Bayliner into one of the most successful businesses in the marine industry, with

three-quarters of a billion dollars in sales each year and a thousand boats built a week in 24 factories across the country.

In 1986, Edson sold the Bayliner brand to Brunswick Corp. for \$425 million. While most would have considered that a fitting end to an impressive career, Edson couldn't keep away from the boat business and purchased a majority ownership of superyacht builder Westport Yachts in 1992. He applied his innovations to Westport, and by the time he sold his shares in

2014, Westport was considered the most active superyacht builder in North America.

By this time, Edson had a personal net worth estimated at \$1.3 billion, and in his later years, he and his wife Charlene focused on philanthropic activities, giving \$65 million to Arizona State University's nursing program and for research on dementia. The Edsons also founded the Northwest Organization for Animal Help, an animal shelter in Everett, Washington.

Edson is survived by his wife Charlene, sons Jack and Mark, grandsons John and Alex, sister Carol, and brother Walt. A private service in Washington will be held for family members. A Celebration of Life event is planned for a future date at the time of this writing, but until then the family requests privacy. *BY*

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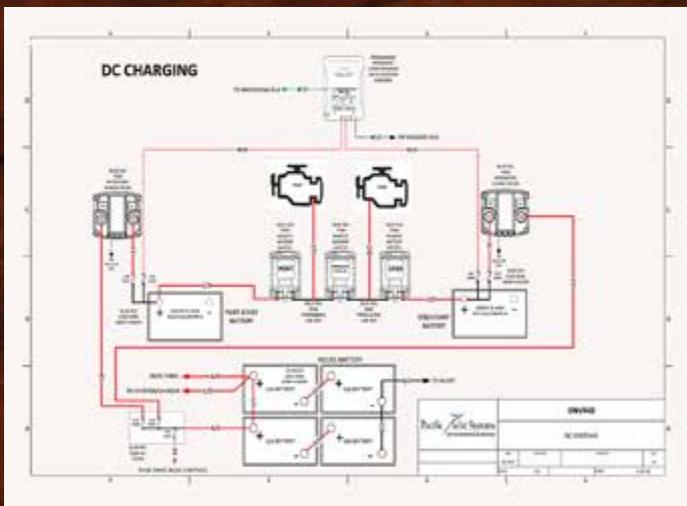
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Business Notes



Blackfin Returns via Irwin Yachts

By Randy Woods

Seattle-based yacht brokerage Irwin Yacht Sales has become the new Northwest dealer for Blackfin Boats, builders of high-end center-console and dual-console sportfishing boats. Last month, Irwin debuted three Blackfin models at the Seattle Boats Afloat Show: the 212 Center Console, the 242 Center Console and the 272 Dual Console. All boats, Irwin said, feature the latest Garmin electronics and digital electronic control systems.

"These boats add a new element to meet our clients' needs," said Matt Maynard, owner of Irwin Yacht Sales. He went on to speak of the many clients who want a tow-behind vessel capable of making longer runs from their anchored yacht, go fishing, or make day trips to spots beyond what an inflatable can do.

"They have also been asking for a boat that can be kept just for day use that has a head, but is also capable of fishing, towing water sports, and for all-day family use," concluded Maynard.

Blackfin, headquartered in Florida, underwent a complete overhaul in 2018 with brand-new sportfishing designs. The retooling includes several specific options designed for use in the Pacific Northwest, such as hard tops and specialized canvas packages to protect boaters from the elements, as well as heater-capable options and various power packages.

Irwin Yacht Sales, which sells about 100 brokerage boats per year, is also the West Coast representative for Outer Reef Yachts, builder of semi-custom motor yachts. **BN**

Skewes, Suessmann join Ullman Sails West Coast

By Randy Woods

Sailmaker Ullman Sails has added Chuck Skewes and Sabine Suessmann to the ownership teams at its San Diego, California, and Pacific Northwest operations. Previously, Skewes and Suessmann were owners and operators of Ullman Sails Puerto Vallarta in Mexico.

Skewes, who has been with Ullman Sails for more than 30 years, has joined the ownership team of what the company calls "a large portion of Ullman Sails West Coast," with Suessmann joining "the other half" of the team.

Hailing from Vashon Island, Washington, Skewes has also been an avid professional sailor for more than 45 years, winning several international races, including the

International Masters, the Transpac, and the Puerto Vallarta. "It's great to be able to ensure a top-quality experience for all West Coast sailors from Canada to Mexico," Skewes said of his new role.

Suessmann, with more than 20 years of international experience in marketing and administration, has been a racer since 2011 and will be leading the process of implementing systems between the three Ullman sail-making operations - known as lofts - in Puerto Vallarta, San Diego, and Anacortes, Washington.

Ullman Sails has been manufacturing sails for nearly 52 years, with 75 lofts operating worldwide in 25 countries. **BN**

66' De Vries Lentsch Motor Yacht



Northern Europe and the Pacific Northwest share a subtle but strong cultural bond. Chalk it up to immigration and a similar nautical and geographical heritage, I suppose. Whatever the reason, many Dutch-built boats fit right into our neck of the woods, and the 66' De Vries Lentsch Motor Yacht is a great example. A 1965 build, *Fransus* combines a rugged steel hull, gorgeous old-world woodwork on deck, and the technology of today to make a consummate long-distance luxury cruiser.

The Dutch yacht builder De Vries Lentsch Yachts B.V. traces its origin all the way back to 1878 when De Vries Lentsch started as the builder and designer of wooden rowing boats for the Port of Amsterdam. The company has been a piece of the global nautical tapestry ever since; building lifeboats during an industry

boom after the sinking of the *Titanic*, participating in the Feadship organization after WWII, and ultimately splitting off to its current incarnation, De Vries Lentsch Yacht Designers & Naval Architects, making everything from sailing and motor yachts to high-speed salvage, pilot, and patrol boats.

Remarkably, De Vries has maintained a largely consistent aesthetic—lots of canoe sterns, swept back angles, elegant lines, and classy woodwork (where possible)—of traditional Dutch good looks while also embracing the fruits of whatever decade they

find themselves in. What they do is not nostalgic. It's effective.

Fransus has lived a pampered life in a boathouse and cruising our local waters with the same diligent owner for the last 25 years. The 2012 twin John Deere 200-horsepower engines give her a maximum speed of 14 knots with a fuel-efficient cruising

speed of 9 knots (at a reported 9 gallons per hour). Coupled with the 2,000 gallons of fuel, this classy yacht and its accommodations for eight will go just about anywhere one could desire. If interested, contact local dealer Irwin Yacht Sales. Price listed at \$485,000.

Specs

LOA: 66' • Beam: 16' 4" • Draft: 5' 3"

Displacement: Not Listed

Tankage (Fuel/Fresh/Black):
2,000 gals./400 gals./200 gals.

Local Broker:

Irwin Yacht Sales, (206) 632-2900 [Seattle],
(503) 381-5467 [Portland]

Web: irwinyachtsales.com

41' Island Packet SP Cruiser



Motorsailors as a family are the consummate hybrid class, the manifestation of a deep-seated desire from boaters to have it all; sail and power. Many designers and builders have taken on the great motorsailor challenge with varying degrees of success. Some have been so heavily skewed on the spectrum toward the trawler that the sail rig feels more like a token effort, while others are simply sailboats with a boxy trawler-esque cabin. Not so with the Bob Johnson-designed Island Packet SP Cruiser, winner of the National Marine Manufacturers Award for Innovation and *Sail* magazine's best Boat's Award for Innovation years back when it broke onto the scene.

An example of the 41' Island Packet SP Cruiser is the 2007 model *Abby Normal*. With a certified Category A—Ocean rating

and a simple, cruiser-friendly sloop rig, she's got much of the sailing good sense that come with the Island Packet family. Unlike purebred sailboats, the SP Cruiser has that large raised pilothouse for a real trawler experience when under power (110 horsepower on *Abby Normal*). The cockpit and stern feel more trawler-esque as well. A great feature is the horseshoe-shaped lounge forward of the pilothouse, the place to be when it's nice out.

Abby Normal is ultimately an endorsement of the build, thanks to whatever previous owners have accomplished.

The retired duo punched out of work for the last time and lived the boating dream with two cruising summers in Alaska. Reportedly when the wind wasn't blowing, they lived happily as a trawlers at 8 knots, sipping fuel at less than 1.5 gallons per hour. After spending some time back on

the homefront in Elliott Bay, they cruised down to Mexico just the two of them. When it was time, they looped back home via Hawaii. What better testament to a boat is there than a story like that? *Abby Normal* is ready to do it all again, listed at \$299,000 with Marine Servicer.

Specs

LOA: 43' 6" • Beam: 12' 9" • Draft: 3' 8"

Displacement: 23,000 lbs.

Tankage (Fuel/Fresh/Black):
215 gals./130 gals./50 gals.

Local Broker:

Marine Servicer dealer Patrick Harrigan,
(360) 982-8682 [Anacortes]

Web: marinesc.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	23,500	Waterline	47	34' Hatteras	1964	29,900	La Conner	95	37' Cold Water	2008	279,000	Waterline	47
					30' Bayliner	1978	17,500	La Conner	95	34' Luhrs	2002	109,000	Stan Miller	15	37' Hershine	1979	39,500	Waterline	47
					30' Pursuit	1999	68,500	Elliott Bay	25	34' Mainship	2003	119,000	Stan Miller	15	37' Island	2008	229,000	Marine SVC.	39
					30' Willard	1973	39,900	La Conner	95	34' Sea Ray	1999	49,900	Waterline	47	37' Riviera	2003	229,000	Stan Miller	15
					30' Willard	1976	49,000	Stan Miller	15	35' Bayliner	2001	96,500	Stan Miller	15	38' Bayliner	1988	44,900	NW Yachtnet	21
					31' Camano	1992	68,500	Waterline	47	35' Cabo	2003	220,000	Stan Miller	15	38' Bayliner	1986	49,900	NW Yachtnet	21
					31' Camano	1993	89,500	Waterline	47	35' Chris Craft	1958	35,400	Waterline	47	38' Blackman	1996	94,900	Stan Miller	15
					31' Helmsman	2015	229,000	Waterline	47	35' Luhrs	1990	69,900	Stan Miller	15	38' Egg Harbor	1990	89,000	Waterline	47
					31' Ranger Tugs	2015	229,500	Waterline	47	35' Ocean	1989	119,000	Stan Miller	15	38' Grand Banks	1998	239,000	Stan Miller	15
					32' Bayliner	1985	36,800	Waterline	47	35' Skipjack	1991	99,000	Stan Miller	15	38' Helmsman	2012	379,000	Waterline	47
					32' Carver	1990	35,000	La Conner	95	35' Viking	1977	42,500	Waterline	47	38' Helmsman	2017	429,000	Waterline	47
					32' Grand Banks	1987	119,000	NW Explore.	53	36' Albin	1979	34,000	Waterline	47	38' Monk	1947	28,500	NW Yachtnet	21
					32' Grand Banks	1971	48,500	Stan Miller	15	36' Egg Harbor	1978	28,500	Elliott Bay	25	38' Ocean	1989	79,500	Stan Miller	15
					32' Grand Banks	1975	62,500	Stan Miller	15	36' Grand Banks	1972	48,500	La Conner	95	38' Transworld	1988	85,000	Waterline	47
					32' Trojan	1978	28,800	Waterline	47	36' Grand Banks	1969	59,000	NW Yachtnet	21	39' Azimut	2000	215,000	West Yachts	41
					33' Blackfin	1993	145,000	Stan Miller	15	36' Monk	1988	109,000	West Yachts	41	39' Bayliner	1995	109,000	NW Yachtnet	21
					33' Tiara	1989	58,500	Stan Miller	15	36' Riviera	2007	249,500	Emerald Pac.	11	39' Bayliner	1998	139,900	West Yachts	41
					33' Tiara	1991	53,500	Stan Miller	15	36' Tiara	1985	49,900	Waterline	47	39' Carver	1993	59,000	West Yachts	41
					34' Bayliner	1989	27,500	Waterline	47	37' Bayliner	1996	94,500	NW Yachtnet	21	39' Kadey Krogen	2003	375,000	NW Explore.	53
					34' Boston Whaler	2000	139,500	Elliott Bay	25	37' Carver	1995	65,500	La Conner	95	39' Kadey Krogen	2003	375,000	Stan Miller	15
					34' CHB	1977	44,900	La Conner	95	37' Chris Craft	1963	39,900	NW Yachtnet	21	39' Pacemaker	1965	22,500	Waterline	47
														39' Princess	2013	345,000	Stan Miller	15	
														39' Sea Ray	1988	34,500	NW Yachtnet	21	
														40' Davis	1987	79,900	NW Yachtnet	21	
														40' Ocean Alexander	1983	114,900	West Yachts	41	
														40' Tollycraft	1979	89,900	West Yachts	41	
														41' CHB	1979	59,900	NW Yachtnet	21	
														41' Chris Craft	1961	38,500	Waterline	47	
														41' Hershine	1984	75,000	NW Yachtnet	21	
														41' President	1985	75,500	NW Yachtnet	21	
														41' Rough Water	1977	54,900	La Conner	95	
														41' Sea Ray	2012	359,500	Stan Miller	15	
														41' Tiara	2002	192,000	Stan Miller	15	
														42' Carver	1998	115,900	Emerald Pac.	11	
														42' CHB	1984	94,900	La Conner	95	
														42' Grand Banks	1999	279,900	NW Explore.	53	
														42' Grand Banks	1969	72,500	Stan Miller	15	
														42' Grand Banks	1973	79,500	Stan Miller	15	
														42' Grand Banks	1980	198,000	Stan Miller	15	
														42' Shaw	1993	199,000	Stan Miller	15	
														43' Gulfstar	1975	98,000	NW Yachtnet	21	
														43' Mainship	2007	379,000	Stan Miller	15	
														43' Nordhavn	2007	624,900	Stan Miller	15	
														43' Sabre	1995	269,000	Waterline	47	
														44' Hatteras	1970	95,000	NW Yachtnet	21	
														44' Tiara	2016	645,000	Worth13, 67, 107		
														45' CHB	1981	79,900	La Conner	95	
														45' Matthews	1963	149,000	NW Yachtnet	21	
														46' Grand Banks	1990	259,000	NW Explore.	53	
														46' Grand Banks	1995	299,000	NW Explore.	53	
														46' Nielson	1981	249,000	West Yachts	41	





65' 1990 Macgregor.....\$139,500



42' 1987 Sabre 42.....\$145,000



34' 2001 Jeanneau 34.....\$77,000



32' 2000 Nordic Tug 32.....\$130,000



29' 2010 Ranger Tug.....\$145,000



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

65' 1990 Macgregor 65\$139,500

60' 2003 Metalcraft 60\$699,000

45' 1990 Beneteau 45f5\$120,000

43' 2005 Sterling AtlanticSOLD

42' 1987 Sabre 42\$145,000

40' 1987 Ponderosa\$99,995

39' 1997 Bayliner 3988\$129,500

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

34' 1974 Columbia 34\$59,995

34' 2001 Jeanneau 34\$77,000

34' 1955 Monk\$19,995

32' 1991 BHM Trawler\$79,900

32' 2000 Nordic Tugs 32\$130,000

30' 1986 Catalina\$19,995

29' 2010 Ranger Tug\$145,000

26' 1983 Island Packet\$16,500

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
47' Custom	1981	299,000	NW Yachtnet	21	70' Monte Fino	1996	895,000	NW Yachtnet	21
47' Tiara	2006	349,000	Emerald Pac.	11	72' Bertram	1991	595,000	Stan Miller	15
48' Defever	1983	389,000	Chuck Hovey	17	72' Hatteras	1981	399,000	Waterline	47
48' Ocean	1997	199,500	Stan Miller	15	72' Monk	1977	525,000	West Yachts	41
48' Tollycraft	1981	179,000	NW Yachtnet	21	73' Northcoast	1998	889,000	Elliott Bay	25
49' Grand Banks	1994	349,000	Emerald Pac.	11	74' Ocean Alexander	2007	2.435M	Worth 13,67,107	
49' Grand Banks	1993	399,000	NW Explore.	53	76' Alaskan	2008	2,295,000	Worth 13,67,107	
49' Hampton	2000	379,000	Stan Miller	15	76' Tug	1906	130,000	Waterline	47
49' Hyundai	1988	89,900	La Conner	95	78' Custom	1927	625,000	NW Yachtnet	21
49' Meridian	2007	299,999	Emerald Pac.	11					
50' Grand Banks	1970	129,900	NW Yachtnet	21					
50' Kristen	2003	580,000	West Yachts	41					
50' Nordic	1988	237,500	NW Explore.	53					
50' Riviera	2012	739,500	Elliott Bay	25					
51' Monte Fino	1985	119,000	NW Yachtnet	21					
51' Sea Ray	2014	625,000	Emerald Pac.	11					
51' Sea Ray	2000	279,000	Stan Miller	15					
52' Ocean Alexander	2005	339,000	Stan Miller	15					
52' PT Cockpit	1986	119,900	NW Yachtnet	21					
52' Tiara Sovran	2005	450,000	Emerald Pac.	11					
53' Grand Banks	2012	1,695,000	Stan Miller	15					
53' LRC	1974	149,900	Waterline	47					
53' Nordlund	1979	125,000	Waterline	47					
53' Riviera	2012	1,150,000	Stan Miller	15					
53' Vic Franck	1986	346,500	Chuck Hovey	17					
54' Kadey	1991	359,000	Waterline	47					
54' Ocean Alexander	2009	585,000	Worth 13,67,107						
54' Sabre	2009	1,295,000	Worth 13,67,107						
54' WestBay	2005	699,000	Emerald Pac.	11					
55' Fleming	2008	1,588,000	Chuck Hovey	17					
55' Jones-Goodell	1974	159,000	Stan Miller	15					
55' Marquis	2008	595,000	Stan Miller	15					
55' Offshore	1991	529,000	Chuck Hovey	17					
55' Seaton-Neville	1981	379,000	Waterline	47					
56' Ocean	1999	425,000	Stan Miller	15					
57' Bayliner	2000	459,000	West Yachts	41					
57' Nordhavn	1998	995,000	Emerald Pac.	11					
57' Real Ships	2002	865,000	Chuck Hovey	17					
58' Chris Craft	1970	164,900	Worth 13,67,107						
58' Kadey-Krogen	2001	975,000	NW Explore.	53					
58' Sunseeker	1999	368,000	Emerald Pac.	11					
58' Vantare	1989	289,000	Stan Miller	15					
60' Custom	1989	484,000	NW Yachtnet	21					
60' DeFever	1984	394,500	Waterline	47					
60' Riviera	2016	1,649,000	Emerald Pac.	11					
60' Western	1987	395,000	Emerald Pac.	11					
60' Willard	1980	599,000	NW Explore.	53					
61' Tollycraft	1983	449,000	Emerald Pac.	11					
65' Hatteras	1988	325,000	irwinyachts	8					
65' Malahide	1972	795,000	Waterline	47					
67' Bertram	2005	1,100,000	Stan Miller	15					

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



42' CHB EUROPA 1984, single Volvo 310hp, 13'7" beam, huge bridge, AP, Radar, GPS, inverter, gen, Espar furnace, sea kindly, asking **\$79,500**



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



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



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



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



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



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



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



30' BAYLINER ENCOUNTER 1978, T/1996 Chevy 350's with Volvo legs, 20 mph cruise, 8' dinghy, 12V anchor windlass, GPS units, super clean, asking **\$17,500**



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



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



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



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



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



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

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- 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
- 30' Newport MKIII '87,** new diesel, well kept and clean, fun boat.
- 28' Herreshoff Cat-ketch,** '83, recent full int/ext. refinishing. An unusual boat in the NW

POWER

- 110' USN Barge,** '2-story house on 110'x34', good conversion for shop, quarters, crew
- 56' Monk McQueen,** '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!
- 36' Stockland Troller,** '68, Complete refit and conversion to yacht style 2013, new diesel!
- 34' Mainship '80,** single Perkins diesel, large salon, flybridge, in very good shape overall
- 34' CHB Puget Trawler,** '84 one owner, newer Perk. Sabre 6 cyl dsl, very nice in and out
- 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
80' Offshore	2008	2,675,000	Emerald Pac.	11	25' Fisher Potter	1977	\$19,500	Signature	29
83' Monk	1980	389,000	Chuck Hovey	17	29' Island	1991	\$59,900	Marine SVC.	39
86' Nordlund	1998	1,995,000	Emerald Pac.	11	30' Catalina	1986	\$22,500	Signature	29
90' Star	1967	699,000	Chuck Hovey	17	31' Beneteau	2019	\$169,000	Signature	29
92' Ortona	1989	745,000	Worth 13,67,107		32' C&C	1980	\$29,500	West Yachts	41
92' Paragon	2015	4,395,000	Worth 13,67,107		32' Gulf	1988	\$55,000	West Yachts	41
93' Custom	1908	89,500	NW Yachtnet	21	32' Kyrie	1985	\$19,500	Signature	29
103' Cheoy Lee	2011	4,495,000	Chuck Hovey	17	32' Laurin	1965	\$27,000	West Yachts	41
106' Horizon	2005	3,275,000	Chuck Hovey	17	33' Araminta	2000	\$180,000	Waterline	47
110' Cantieri di Pisa	1998	1,775,000	Chuck Hovey	17	33' Ericson	1982	\$24,900	Signature	29
114' Nordlund	2003	5,999,000	Emerald Pac.	11	33' Mason	1986	\$79,500	Waterline	47
115' Crescent	94/15	4,399,000	Chuck Hovey	17	33' Nauticat	1985	\$79,900	Marine SVC.	39
150' Dinner Charter	1983	2,228,694	Waterline	47	33' Nauticat	1985	\$79,900	Marine SVC.	39
150' Ferry	1936	1,699,000	NW Yachtnet	21	33' Wauquiez	1983	\$49,000	West Yachts	41
					34' C&C	1978	\$29,900	Signature	29
					34' Columbia	1972	\$19,900	Marine SVC.	39
					34' Ericson	1990	\$59,900	West Yachts	41
					34' Gemini	2005	\$109,000	Elliott Bay	25
					34' Jeanneau	2019	\$189,965	Marine SVC.	39
					34' KMV	1974	\$24,900	Marine SVC.	39
					35' Beneteau	2017	\$169,900	Signature	29
					35' Cheoy	1966	\$59,000	Stan Miller	15
					35' Nauticat	2000	\$149,500	Marine SVC.	39
					35' Trident	1978	\$59,500	Marine SVC.	39
					36' Bruce Roberts	2001	\$55,500	Waterline	47
					36' Cascade	1972	\$45,000	West Yachts	41
					36' Catalina	1990	\$57,900	NW Yachtnet	21
					36' Colvin	1993	\$79,000	Marine SVC.	39
					36' Hunter	2004	\$92,500	NW Yachtnet	21
					36' Islander	1978	\$37,000	NW Yachtnet	21
					36' Tanton	1981	\$17,000	Marine SVC.	39
					37' Banjer	1970	\$63,000	West Yachts	41
					37' Beneteau	2015	\$182,500	Signature	29
					37' Hunter	1990	\$58,000	West Yachts	41
					37' Nautor	1980	\$84,750	West Yachts	41
					38' Beneteau	2018	\$249,900	Signature	29
					38' Catalina	2000	\$105,000	West Yachts	41
					38' Hans Christian	1980	\$72,000	Marine SVC.	39
					38' Yankee	1972	\$38,900	NW Yachtnet	21
					39' Cal	1980	\$68,000	West Yachts	41
					39' Cal 39	1978	\$29,000	Waterline	47
					39' Hunter	2015	\$159,950	Signature	29
					40' Beneteau	1994	\$85,000	Elliott Bay	25
					40' Beneteau	1997	\$90,000	West Yachts	41
					40' Najad	2007	\$264,950	Signature	29
					40' Nauticat	1985	\$139,000	Marine SVC.	39
					40' Nauticat	1985	\$129,000	Waterline	47
					40' Passport	1984	\$149,900	Marine SVC.	39
					40' Schucker	1977	\$49,999	Marine SVC.	39

SAIL

20' Laser	2008	\$19,500	Marine SVC.	39
20' Pacific	1983	\$32,500	West Yachts	41
20' Schock Harbor	2007	\$21,000	Stan Miller	15
25' Catalina	2008	\$19,900	Stan Miller	15



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LENGTH & TYPE	YR	PRICE	BROKER	PG
41' Beneteau	2019	\$315,932	Signature	29
41' Ericson	1968	\$37,500	West Yachts	41
41' Island	2009	\$274,500	Marine SVC.	39
41' Passport	1989	\$149,000	Marine SVC.	39
42' SK	2004	\$124,500	Marine SVC.	39
43' Beneteau	2005	\$119,500	Elliott Bay	25
43' Luengen	1987	\$76,500	Waterline	47
43' Slocum	1986	\$139,900	West Yachts	41
43' Wauquiez	1987	\$132,500	Marine SVC.	39
44' Bruce Roberts	1993	\$38,500	Marine SVC.	39
44' Bruce Roberts	1980	\$65,000	Marine SVC.	39
44' Cheoy	1980	\$139,900	West Yachts	41
44' Island	2007	\$299,000	Marine SVC.	39
44' Jeanneau	2019	\$399,985	Marine SVC.	39
44' Nauticat	1980	\$185,000	Marine SVC.	39
44' Roberts	1990	\$37,500	West Yachts	41
44' Spencer	1973	\$40,000	Marine SVC.	39
45 Bruce Roberts	1983	\$62,000	Waterline	47
45' Jeanneau	2006	\$199,500	Marine SVC.	39
46' Cal	1973	\$89,900	West Yachts	41
46' Jeanneau	2016	\$339,000	Marine SVC.	39
47' Beneteau	2006	\$225,000	Signature	29
47' Bowman	1997	\$215,000	Marine SVC.	39
47' Vagabond	1983	\$184,000	Marine SVC.	39
48' J/145	2001	\$295,000	Signature	29
49' Jeanneau	2007	\$349,500	Marine SVC.	39
49' Jeanneau	2019	\$499,796	Marine SVC.	39
49' Transpacific	1980	\$99,000	Elliott Bay	25
49' Transpacific	1986	\$169,000	Marine SVC.	39
50' Jeanneau	2011	\$299,999	Marine SVC.	39
51' Skye	1980	\$139,500	Marine SVC.	39
56' Herreshoff	1956	\$215,000	Waterline	47
61' C&C	1972	\$164,000	Marine SVC.	39
65' Bruce Roberts	1997	\$295,000	Waterline	47
83' Custom	1934	\$175,000	Waterline	47

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1981 38' ERICSON SLOOP 4 cyl. Dsl. 750 hrs. 54 gal. fuel. 90 gal. Water. Roller furling, full batten main. S. T. winches, lines lead aft. Electric windless, 200' 5/16 Hi-test chain. Fresh water wash down. 33 lb. claw anchor. New Garmin Radar. Garmin Chart Plotter, AIS, below deck auto pilot. VHF. New AC panel, 2000 w. inverter. Microwave, Force 10 stove/oven, double propane tanks. New freezer/refrigerator. Head with separate shower. 25 gal. holding tank. Dodger, teak floor boards. Berthed John Wayne Marina, Sequim, WA. **\$55,000. Call 360-774-0915/360-774-0912. S884-1910**



PACIFIC SEACRAFT MARIAH 31 - BUILT FOR OCEAN CRUISING - READY TO EXPLORE THE SAN JUANS AND THE WORLD! Custom built in the factory in 1977. Designed by Henry Mohrschladt, at 31' (36" LOA) and 6' 5" of cabin head room, this full keel, deep draft, double-ender has proven herself to be a safe, comfortable and ocean worthy vessel. Westerbeke 4108, new Lukas starter and solenoid, many spare parts, Trimble GPS, Furuno Radar, QUAD CYCLE, North sail main, New Yankee Furling jib, Storm Tri-sail, North Sail Drifter w/sock, Staysail, Genoa, over-sized standing rigging and Norseman fittings, Barlow winches, Harken traveler, 4 anchors, Tigerhorse windlass, 90 gal fuel, 150 gal water, wind generator, solar, self-steering, Sigmar and Red Dot heaters, much more! **\$59,900. Location: Friday Harbor, CA. Contact Sam at 619-971-5065. S906-2002**



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



1989 PACIFIC SEACRAFT CREALOCK 37' CUTTER "ANNA MARIE" Newer AGM batteries, Xantrex 2kw inverter/charger, wind generator, solar panels, watermaker, liferaft, DataMarine instruments, stereo, Alpha Spectra autopilot, Garmin HD radar, Garmin AIS 600 transceiver, Garmin GPSMAP742XS chartplotter, Garmin VHF 200, ICOM M802 SSB HF, Pactor III modem, custom Windows 7 PC, Ubiquity WiFi antenna, Nova Kool refrigerator/freezer, Monitor windvane, GlobalFix EPIRB, 4 anchors, Yanmar 4-cylinder diesel engine, 40 gallons fuel, 80 gallons fresh water, MaxProp feathering propeller, PYI dripless shaft seal, 8 sails, standing and running rigging replaced 2013. **\$115,000. Contact Robert at 904-728-9199. S886-1910**



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



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

CAPE GEORGE 36'

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



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

POWER



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**



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



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**



1981 GRAND BANKS 49 CLASSIC - NEW LUGGERS AND POWER TRAIN IN 1997 Boat Name: MAGGIE B, LOA: 51 ft 0 in Beam: 15 ft 4 in, Displacement: 60000 lbs Fuel Tanks: 2 (500 Gallons) Number of heads: 2, Repowered in 1997 with 410HP Luggers, Twin Luger 6 cylinder L6108 A2 engines approx 3900 hours, Twin Disk transmissions, Dripless shaft seals 2", SS prop shafts, 28" 4 blade bronze props, Northern Lights 5 KW gen ser, 15KW Oman gen set, Onan 15 KW generator, Newer 5KW Northern Lights generator, Magnum 2800 Watt inverter/charger, Magnum remote control panel at lower helm 8. **\$259,000. Contact Terry Conrad, 360-471-1420. P922-1910**

CLASSIFIEDS



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



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



2006 ONE OWNER 31' CAMANO TRAWLER A gem. The Camano is recognized and proven cruising trawler. 200 HP Turbo Volvo allows a cruising speed of 8 - 10 knots while sipping fuel. This boat is clean and ready to go. Located in Port Ludlow, WA. **\$149,900. Contact Roger Harmon, 360-316-9514. P923-1910**



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



1947 CLASSIC EUROPEAN CANAL BOAT 54' LOA Classic steel hulled canal boat built in Antwerp, Belgium. Major refit in late nineties with new bottom plating, new decks and totally rebuilt interior. Equipped with Dickinson Pacific galley range and Newport cabin heater in forward stateroom. Powered by a Gardner 5LW 94HP diesel with low revs and high torque to cruise at 7.5 to 8 knots at 1 gal/hr fuel consumption. Has 24v. engine start bank and 12v. house bank managed by Sure Power Duvac and Heart Interface 2500 watt inverter. Excellent, cozy live-aboard and cruiser. Same owner past 37 years. Berthed Squalicum Harbor, Bellingham. **\$39,500 Contact Steve 206-850-9017. P890-1910**



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



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**



32' NORDIC TUG 2010 Florian is a vessel that shows pride of ownership. Equipped with a reliable Cummins 270 HP diesel, bow/stern thrusters, AGM batteries, Espar diesel furnace, Raymarine plotter/radar/autopilot, VHF with AIS, dinghy with 8 HP Yamaha and davit arms off the stern. Wide open sundeck to enjoy the view at anchor. Recently surveyed, very clean and well maintained. Florian is currently in the San Juan Yachting charter fleet and has bookings already for 2019. Nice chance for charter revenue to help defray the cost of ownership. Ask us how that works! **\$254,000. Please call or email for details. San Juan Yachting - Bellingham Wa. 360-671-0829 email brokerage@sanjuansailing.com. P885-MZ**



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**



Meridian 4112007 Hard to find Meridian 411. Includes 11' Zodiac with Olson davit system. Twin Cummins QSB, 380 diesels, 525 hours. 11.5 kw Onan, 170 hours. Both with quick change oil system. Bow/stern thrusters. 400 fuel, 150 water, holding 50. Dual helms, full heat & a/c. 2 strms, 2 heads w/ Vacuflush. Raymarine radar/plotter, exshade covers for all windows, bridge/aft deck custom marine carpet. Glass window added to bridge at helm. Freezer. Full canvas enclosures bridge/aft deck. Carpet cover protectors, salon, galley. Sound system, Magnum BBQ. Tender w/center consul, newly installed Olson electric davits. Yamaha 40hp, aluminum trailer, full custom cover. **\$329,000. Contact Joe or Pam at 360-366-1007 or 541-846-7665. P909-1911**



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

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CLASSIFIEDS FAQ

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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?

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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. P906-1911**



2005 33' WELDED ALUMINUM CRUISER GO FAST OR SLOW 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 gauge, 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+. **\$5000 off price w/o engine and rigging. Email harlingpoint@gmail.com for pictures and further description. In Victoria. Compare price to plastic fantastics or new aluminum construction. \$49,900. Contact Gerry Porter 250-592-3484. P925-2003**



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. Includes a 65ft. boathouse with loft. **\$75,000. Contact Mike Kerley: 208-420-0427. P926-1910**



1998 58' VIKING SPORTFISH Owner maintained & freshwater kept, Twin 1200HP Man engines (D2842 LE406) 20KW onan generator, 14" Novurania Rib center console tender with 60HP Yamaha outboard. For full details go to: 58vikingsportfish.com. **\$499,950. Located in Damascus, OR. Contact: 503-819-0411. P835-1910**



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**



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**



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'Ak-sano 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**

CLASSIFIEDS

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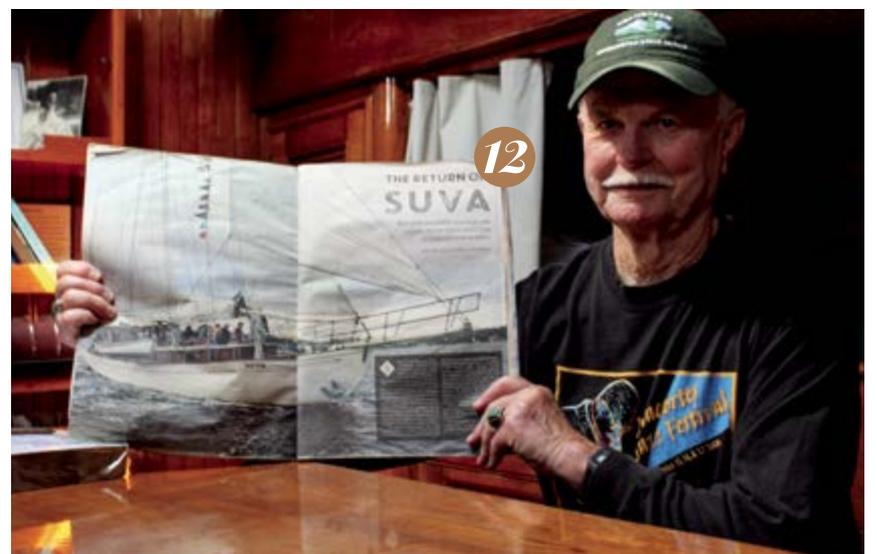
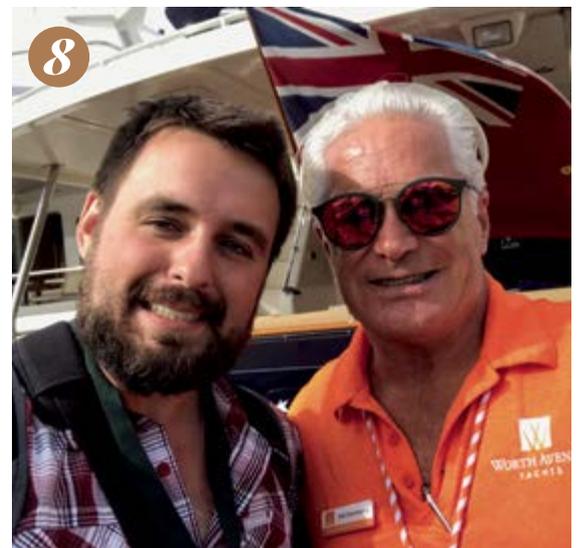
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Out & About

1. **On-Assignment, Ports of Call:** We at *Northwest Yachting* don't just write about Pacific Northwest destinations for boaters and visitors, we live and play here! We take pride in the fact that we insist on living the experience of each featured destination. Pictured is managing editor Norris Comer enjoying a solo campout on Shi Shi Beach as part of his *Ports of Call: Neah Bay* research (for more, see page 82).
2. **Gathering Glasplys:** The dust has settled after the annual Glasply Rendezvous (August 8 to 9 this year), and we finally got some pics! As always, it looks like a great time in Cap Sante Marina. Photos submitted by Carl Rhodes.
3. **Good times for Glasplys:** According to Glasply Event Committee Member Carl Rhodes, "We didn't let a little bit of rain ruin our festivities on Saturday and our mixology contest was enjoyed by all. Several of our attendees went crabbing and caught enough to feed everyone at our Saturday night BBQ dinner, which was excellent."
4. **Earth-toned Rainbow:** It is easy to be drawn to the big tallships and motor yachts of the Port Townsend Wooden Boat Festival, but often the finest craftsmanship can be found in the smaller boats. Take the 12-foot *Sputterbug* here, built by James O'Gorman of Everett, Washington. Can you name all the woods? There's purple heartwood, Alaskan yellow cedar, mahogany, and more. Simply stunning.
5. **Ranger Round-Up:** Ranger Tugs gathered from far and wide for an annual rendezvous at Roche Harbor on San Juan Island in September. Looks like a blast! Photo credit: Jack Riley.
6. **Busy Boats Afloat Send-off:** The Boats Afloat Show had a busy final year at its traditional South Lake Union, Seattle, location on September 12 to 15. It is moving to the Port of Everett next year.
7. **See Ya in Nanaimo:** The fifth annual Nanaimo Boat Show livened up the waterfront September 19 to 22 this year! Photo by Katherine Kjaer.
8. **Orange is the New Yacht Brokerage:** Managing editor Norris Comer got to hang out with Worth Ave Yachts broker Niel Steenkamp at the Boats Afloat Show. Good times!
9. **Selfie with Sanderson:** Rob Sanderson, owner of the Port Townsend Boat Company, and managing editor Norris Comer caught up at the wonderful Port Townsend Wooden Boat Festival. Winners of the *Northwest Yachting's* Northwest Marine Champion Award 2018 for Best New Yacht Brokerage, they do great work and have nifty flat-brims hats Comer approves of.
10. **Worth Working It:** A relatively new brokerage to the Pacific Northwest with big aspirations, Worth Ave Yachts rocked their signature bright orange color at Boats Afloat.
11. **Credible Craftsmen:** The Port Townsend Wooden Boat Festival featured world-class craftsmanship throughout many seminars, including this one by Dale Brotherton about surfacing wood, adze to hand plane.
12. **Sailing with Suva:** Look here! The beautiful *Suva* tall ship of Coupeville, Washington, had a 2016 issue of *Northwest Yachting* aboard. Within was our feature about them. Great work on the vessel, Coupeville Maritime Heritage Foundation. Our community owes y'all big time.

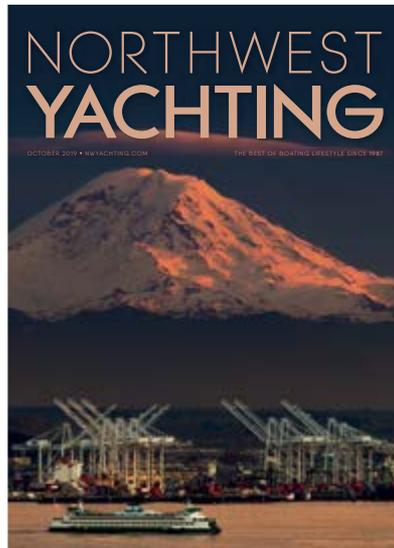




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