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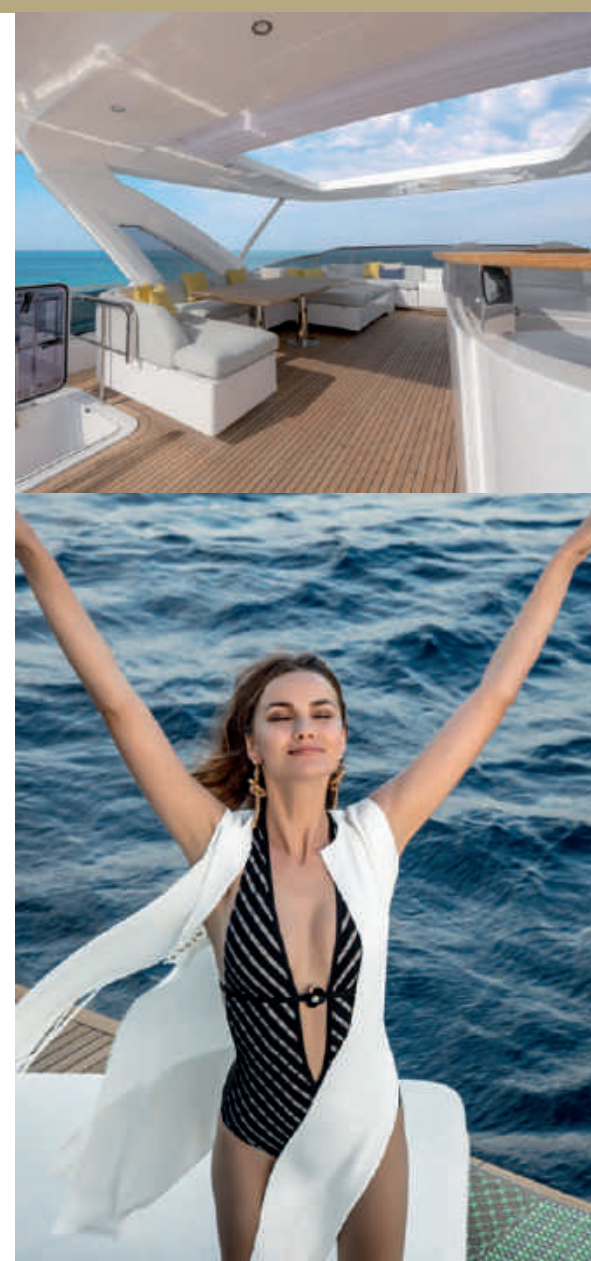
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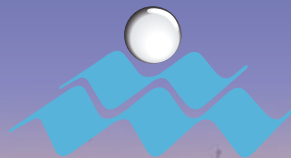
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northwest Yachting

On the Cover

Pacific Northwest shipbuilders played a vital role in WWII. This vintage WWII poster celebrates the launching of the escort carrier CVE-55 USS Alazon Bay (later renamed the USS Casablanca) from Kaiser shipyards in Vancouver, Washington on September 5, 1943. Festivities included the ship's christening by Eleanor Roosevelt.



Features

62 80 Years Ago, the Pacific Northwest Joined the Arsenal of Democracy

By Peter Marsh

The Pacific Northwest played many important roles in WWII. The fisherman supplying canned salmon to the troops, the hydroelectric dams on the Columbia powering aluminum smelters, the dozens of military bases and shipyards; all worked together to help win the war.

66 A Man and His Sextant: The Adventure of Bert ter Hart and His Single-Handed Sail Around the World

By Schelleen Rathkopf

Canadian citizen Bert ter Hart just completed a solo sail around the world using only celestial navigation. Only eight other sailors can stake claim to this feat, and Bert ter Hart is the very first North American. He departed Victoria, B.C. on October 27, 2019, and returned 275 days later on July 18, 2020.

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66 SYMBOL PH 2001 \$649,000



62 TOLLYCRAFT 1993 \$515,000



61 COOPER QUEENSHIP 1991 \$299,000



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A letter from Managing Editor Schelleen Rathkopf

From the Helm



Seattle's Elliott Bay Marina played host to a couple of superyachts last month, including the 375' *Oceanic Bravo Eugenia* and the 154' *Ocean Dreamwalker III*. Thanks to EBM's Anne Bryson, we got to have a closer peak. (Top Photo: *Dreamwalker III* by Anne Bryson. Bottom Photos: Seattle's Elliott Bay Marina and *Bravo Eugenia*. Photos by Arden Rathkopf.)

Embracing the Chaos

If there is one thing I've learned, it's that chaos leads to a reordering of things. Think about it for a second. If things always go as planned, your hand is never really forced to try something new or find a more interesting or creative way to do things. Chances are that I won't need to go that far out on the limb to say that 2020 may go down as the most chaotic year – EVER. In the 33-year history of *Northwest Yachting*, 2020 has been embroiled with chaos. With COVID-19, a complete office flood, a new editor, a new creative director, and the start of a magazine makeover - "chaos" is the perfect descriptor for us!

Big thanks to all of you who called, wrote in, texted, and sent messages by way of carrier pigeons to express your thoughts about the layout changes in the August issue. This spirited response showed that *Northwest Yachting* readers are engaged, loyal, opinionated, and **super passionate** about the magazine. We knew we were ready for a refresh and are 100% confident that Lou Maxon is our guy. We didn't want to set out to create a new look in stone, designing in the secret back rooms of our humble little office on 15th Avenue NW in Ballard. We wanted to start tweaking it over a couple of months in hopes that we would receive reader input and were we ever relieved to hear from you. Well, we listened. We're going to continue fine tuning into the fall, with the hope that improvements make the magazine more inviting, interesting, readable, and

much more "purrrr-daye," as my great-great-great Aunt Edna liked to say.

For starters, in this month's issue, you'll find a story by Peter Marsh on page 62 titled, "80 Years Since the Pacific Northwest Joined the Arsenal of Democracy." This is a fascinating look back to WWII and the significant role that boat builders in Vancouver, Washington, and Portland, Oregon, played in the war effort. You'll also read about adventurer Bert ter Hart on page 66, who recently became the first North American to sail around the world using only celestial navigation. On page 56, you'll meet Advik Eswaran, a 15-year-old kid from the Puget Sound area who has developed a terrific new app called *SoundRouter*, which is designed to help determine travel times to destinations in the San Juan Islands and surrounding waters. The app factors in tidal current tables and charts to make it easier for boaters to make plans based on what the tides are doing.

The chaos of 2020 is revealing that Puget Sound area boaters are resilient and zealous about the time spent on the water. The famous designer Donna Karan once said, "It's all about finding the calm in the chaos." It's no wonder that her famed quote often appears with a boating or water scene in the backdrop. See you out there on the waterways!

Schelleen Rathkopf

CORRECTION: In the Racing Sheet column that published in the August issue of *Northwest Yachting*, the photo credit for the Salish 200 sailboat race should have been given to photographer Sean Trew. *Northwest Yachting* values its photographers, and regrets the photo credit error.

northwest Yachting

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The Latest on the Northwest Boating Scene

Nautical News

BY RANDY WOODS

Canada Steps Up Efforts to Ensure Orca Whale Safety

As the height of the summer boating season approached this year, Transport Canada, the country's federal transportation agency, released a set of safety guidelines to reduce potential incident of contact between boaters and the Southern Resident killer whale population, particularly around the Gulf Islands. While Canadian waters are closed to U.S. boaters at the time of publication, the following recommendations apply to any waters with an orca population.

Here are "six easy things" the agency recommended to maintain safety around the orca populations in the Salish Sea and other regions of the Pacific Northwest:

1. Stay 400 meters away from whales. This distance – about two average container ships long – applies to all parts of southern British Columbia coastal waters between Campbell River and Ucluelet. Outside of this area, Canadian Marine Mammal Regulations require a 200-meter approach distance between all orcas.



2. Stay out of Interim Sanctuary Zones from June 1 to Nov. 30, 2020.

These zones are where Southern Resident orcas are known to feed around Swiftsure Bank, the east coast of Saturna Island, and southwest of North Pender Island.

3. No Fishing. There are area-based fishery closures in the Strait of Juan de Fuca and the southern Gulf Islands for recreational and commercial salmon fishing through the summer and fall. Fish harvesters are also encouraged to stop fishing within 1,000 meters of orca whales.

4. Do not disturb. Within 1,000 meters of orcas, boaters should slow down to less than 7 knots. If whales are within 400 meters, boaters should also turn shift engines into neutral and let the marine mammals pass. If safe to do so, turn off echo-sounders and fish-finders as well.

5. Report injured whales and reckless boater behavior.

Anyone who witnesses boats behaving recklessly or endangering whales, or if an injured whale is spotted, contact Fisheries and Oceans Canada by phone at 1-800-465-4336 or email at DFO.ORR-MPO.ONS@dfo-mpo.gc.ca.

6. Maintain physical distancing measures on the dock, at the marina, on your boat and with fellow boaters. Also, avoid floating boat parties and tight groupings while anchored.

For more information, please visit:

tc.gc.ca/en/campaigns/working-together/protecting-endangered-whales.html and pac.dfo-mpo.gc.ca/whales-baleines/srkw-measures-mesures-ers-eng.html.

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The Latest on the Northwest Boating Scene

Nautical News

BY RANDY WOODS

Port of Seattle Cancels Downtown Cruise Ship Terminal RFP Due to COVID-19

Three months after the Port of Seattle had put its project on hold to build a new \$200 million cruise ship terminal in downtown Seattle, citing concerns over the growing coronavirus crisis, the port decided in late July to cancel its formal request for proposal (RFP) process for the construction project as the Alaska cruise season has already been closed indefinitely.

The RFP decision was made after Executive Director Stephen Metruck met to discuss the issue with the five elected members of the Port of Seattle Commission. "Our current focus remains on public health," Metruck said. "We continue to work with public health partners and cruise stakeholders to determine the enhanced procedures that will make our cruise passenger terminals and facilities safe for the community, passengers, and crew in 2021."

Previous experience with the cruise industry suggested a need for a fourth Seattle berth at Terminal 46 to meet growing demand for traffic.

Prior to the COVID-19 pandemic, the port had forecasted a record year for 2020, with 233 cruise vessels scheduled to sail from Seattle and an estimated 1.3 million revenue passengers that would generate nearly \$900 million in activity for the region.

However, with the cancellation of the Alaska season, the port decided to put such plans on hold. Metruck added that the port and Northwest Seaport Alliance will continue with prior projects to make Terminal 46 more sustainable and durable for long-term general maritime use. These activities will involve the installation of stormwater treatment infrastructure and the rehabilitation of the dock while vessel berthing and maritime support will continue on the terminal.

The port said it will prepare a recommendation for the Cruise Terminal Project when there is greater certainty about demand for cruise services.

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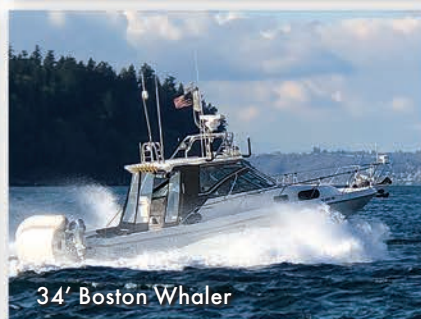
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The Latest on the Northwest Boating Scene

Nautical News

BY RANDY WOODS

Cleanup Proposed at Former Seattle Oil Terminal

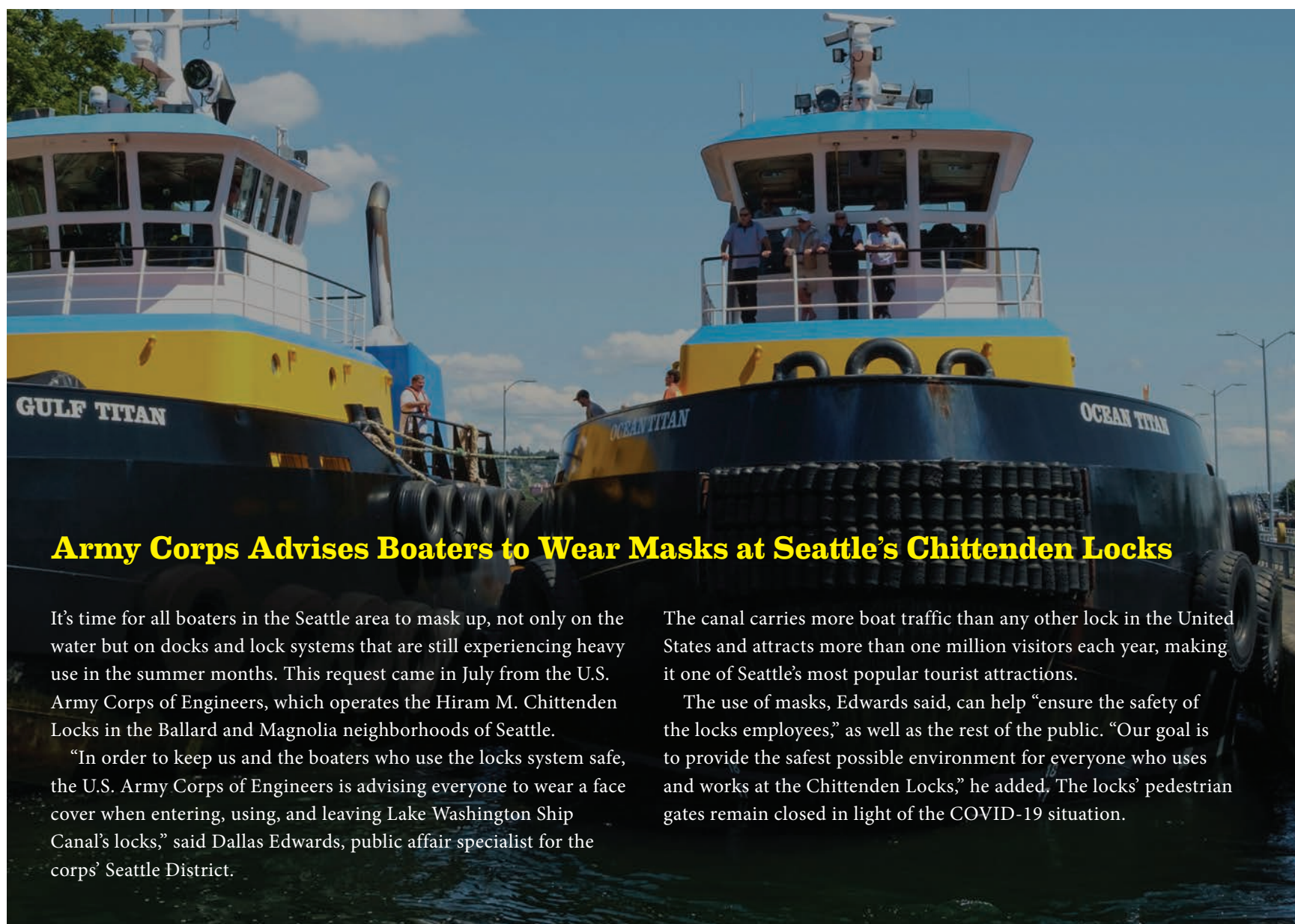
Plans are being finalized to clean up the former Time Oil bulk fuel terminal at Salmon Bay in Seattle. The company proposing the work, TOC Seattle Terminal LLC, is planning on removing and reconditioning the contaminated soil and groundwater at the site under a proposed legal agreement with the Washington Department of Ecology.

Ecology's agreement with TOC Seattle addresses the portion of the 11-acre site where redevelopment will occur. The company also said it will deposit \$1.5 million into a state account for future use by Ecology to perform additional cleanup work, as needed, in Salmon Bay or on-land areas.

The original terminal and tank farm were operated from the 1940s until 2001, when parts of the property were leased at various

times for industrial and commercial purposes. Past activity resulted in releases of petroleum hydrocarbons, chlorinated solvents, wood preservatives, and metals into the soil and groundwater on the property and into Salmon Bay sediments. While several partial cleanups between 1991 and 2017 removed some contamination, TOC Seattle said its current plan will provide the necessary final cleanup action necessary before the site can be redeveloped.

The draft cleanup plan would use several methods to complete the work, including contaminated soil excavation, in-situ treatment to encapsulate contaminated soils, protective capping over parts of the property, and treatment of contaminated groundwater.



Army Corps Advises Boaters to Wear Masks at Seattle's Chittenden Locks

It's time for all boaters in the Seattle area to mask up, not only on the water but on docks and lock systems that are still experiencing heavy use in the summer months. This request came in July from the U.S. Army Corps of Engineers, which operates the Hiram M. Chittenden Locks in the Ballard and Magnolia neighborhoods of Seattle.

"In order to keep us and the boaters who use the locks system safe, the U.S. Army Corps of Engineers is advising everyone to wear a face cover when entering, using, and leaving Lake Washington Ship Canal's locks," said Dallas Edwards, public affair specialist for the corps' Seattle District.

The canal carries more boat traffic than any other lock in the United States and attracts more than one million visitors each year, making it one of Seattle's most popular tourist attractions.

The use of masks, Edwards said, can help "ensure the safety of the locks employees," as well as the rest of the public. "Our goal is to provide the safest possible environment for everyone who uses and works at the Chittenden Locks," he added. The locks' pedestrian gates remain closed in light of the COVID-19 situation.

The Latest on the Northwest Boating Scene

Nautical News

BY RANDY WOODS



In Memoriam: Sailor, Author Larry Pardey Dies at 81

After struggling with the effects of a recent stroke, Parkinson's disease, and Parkinsonian dementia, noted circumnavigational sailor and author Larry Pardey passed away on July 27 in New Zealand. He was 81.

The Canadian-born Pardey and his wife Lin became famous after they sailed their homebuilt 24-foot Lyle Hess sailboat, *Seraffyn*, around the world. They later wrote about their experiences in their 1976 book *Cruising in Seraffyn*. More than a decade later, the couple constructed a larger Lyle Hess sailboat and continued their worldwide sailing adventures, covering more than 200,000 miles in their journeys.

Other popular books written by the Pardeys include *Details of Classic Boat Construction*, *Self-Sufficient Sailor*, and *The Capable Cruiser*. When they weren't cruising the globe or writing books for much of the last half century, Larry and Lin were based on Kawau Island, off the coast of New Zealand's North Island.

In recent years, Larry battled with Parkinson's and had been confined to an assisted living facility in New Zealand since suffering a stroke in 2019. "He is now at peace," Lin wrote recently on their Facebook page. "His memory will always be with me not only because he was a wonderful partner, lover, and husband, but also because if anyone can be said to have gained the most from the generous help he was always ready to offer, it was me."

When Lin asked his close friend, Mike Anderson of Anderson Boatworks, how Larry's life with motorless wooden boats sea could be best summed up, Anderson declared, "We were put on this earth to help each other."

With the Covid-19 pandemic still preventing international travel, Lin Pardey said a "celebration" of her husband's life is being planned for the end of October this year. She noted that those who wish to help keep Larry's memory alive can make a donation to help maintain the Larry Pardey Memorial Observatory, a Kawau Island-based, four-telescope facility, which he created to teach children about the wonders of the night sky.

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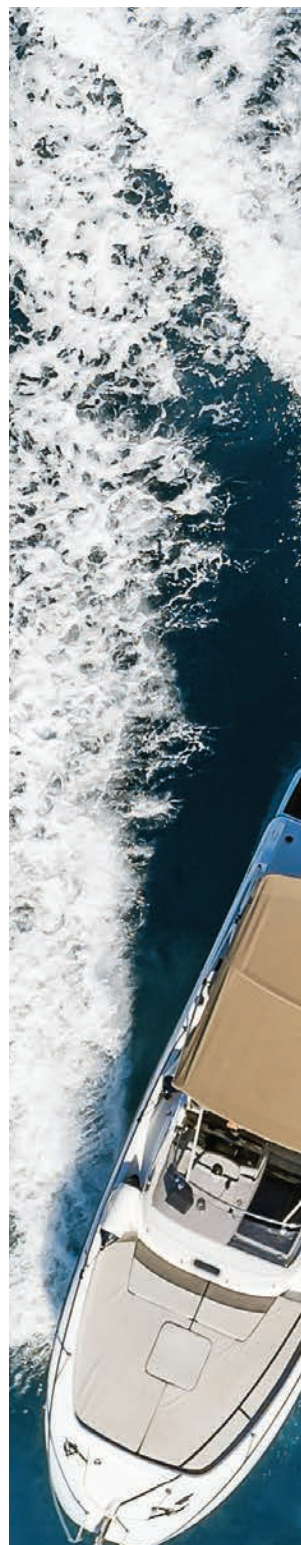
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Jeff Brown Yachts Opens New Seattle Office

California-based Jeff Brown Yachts has opened a new sales office in Seattle, at Chandler’s Cove on Lake Union. The new space is located within the Seaview Boatyard at 901 Fairview Ave. N. “Our staff is made up of passionate boaters, with impressive marine industry resumes, and intimate knowledge of West Coast waters — whether it be adventure cruising, competitive sailing, or day boating with family and friends,” said Jeff Brown. Jeff Brown offers premium boating brands, such as Axopar, BRABUS, Pardo Yachts and Sirena Yachts, as well as high-quality motor and sail brokerage listings. The company also operates California sales and marina facilities in San Diego, Newport Beach, and Sausalito. “Our roster of innovative and award-winning brands offers up the best in power and grace in high-performance sports weekenders and long-range luxury expedition yachts,” said Ben Oaksmith, Seattle area sales agent. For more information, visit, JeffBrownYachts.com, or call (206) 949-2270.



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What's Happening

51' Beneteau Oceanis 51.1 '20.....SOLD

45' Beneteau 45 '14..... Sale Pending

41' Beneteau Oceanis 41.1 '20.....SOLD

41' Hunter 41DS '07SOLD

41' Beneteau Oceanis 41.1 '20.Sale Pending

40' Hunter Marlow 40 '13..... Sale Pending

38' Beneteau Oceanis 38.1 '21.Arriving Sold

37' Beneteau 37 '12 Sale Pending

36' Beneteau 36 Ctr Ckpt '98 .. Sale Pending

35' Beneteau 35 '83..... Sale Pending

30' Beneteau 30.1 '20..... Sale Pending

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U.S. Coast Guard Cutter Mellon Completes Final Patrol

After 52 years of service protecting the nation's coastal waters, the U.S. Coast Guard Cutter *Mellon* (WHEC 717) returned to its Seattle homeport on July 7 after completing its final patrol before its decommissioning, scheduled for Aug. 20, 2020.

The 150-person crew of the ship left Seattle April 17 to conduct missions in the Aleutian Islands and Bering Sea. During the final patrol, the crew conducted 38 law-enforcement boardings, four search-and-rescue cases, and enforced federal regulations governing Alaska's \$13.9 billion commercial fishing industry.

The *Mellon*, named after Andrew W. Mellon, the 49th U.S. Secretary of the Treasury, is one of the last remaining 378-foot "high-endurance cutters" built for extended offshore patrols. The ship was designed to perform missions such as search-and-rescue, defense operations, law enforcement, and environmental protection. The cutter patrolled wide areas in the North Pacific, from the Gulf of Alaska and the Aleutian Islands into the Bering Sea, including some Cold War operations just 150 miles from the coast of the Soviet Union.

The cutter's keel was laid on July 25, 1966, and the ship was launched Feb. 11, 1967, at a cost of \$14.5 million. The *Mellon* first saw service in the Vietnam War and was later homeported in Honolulu. In 1974, the *Mellon* helped rescue crew members of the Italian supertanker *Giovanna Lolli-Ghetti*, which exploded, caught fire and eventually sank off the coast of Hawaii.

Awards that the *Mellon* and its crew members received include the Meritorious Unit Commendation for operations conducted between June 1975 and February 1976. The award was given for the ship's response to four search-and-rescue cases and for investigating and disproving allegations of violations of the Unimak Island Crab Sanctuary. Gunnery operations on the *Mellon* earned the unit the Commandant's Gunnery Award in October 1999.

After being transferred to Seattle in 1981, the *Mellon* took part in two notable rescue efforts in 1982. The first involved the rescue of 510 passengers from the burning luxury liner *Prindsendam* off the coast of Alaska. The second rescue effort saved four crash survivors from a Coast Guard C-130 aircraft on Attu Island.



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52' 2007 North Pacific 52.....\$479,500

86' 2020 Bloomfield Cat	\$3.6M
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52' 2020 Shuttleworth Cat	\$2.2M
52' 2007 North Pacific 52	\$479,500
42' 1987 Sabre 42	\$145,000
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40' Pacific Trawler 2003	\$210,000
40' 1987 Ponderosa	\$89,000
38' 1984 Fu Hwa 38 Trawler	\$64,995
35' 1988 Rosborough RF-35	SOLD
35' 1977 Camper Nicholson	\$19,995
34' 2001 Jeanneau 34.2	SOLD
30' 1986 Catalina	SOLD
32' 1986 Bayliner 3270	\$29,975
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28' Sea Ray 280 2002	\$35,000
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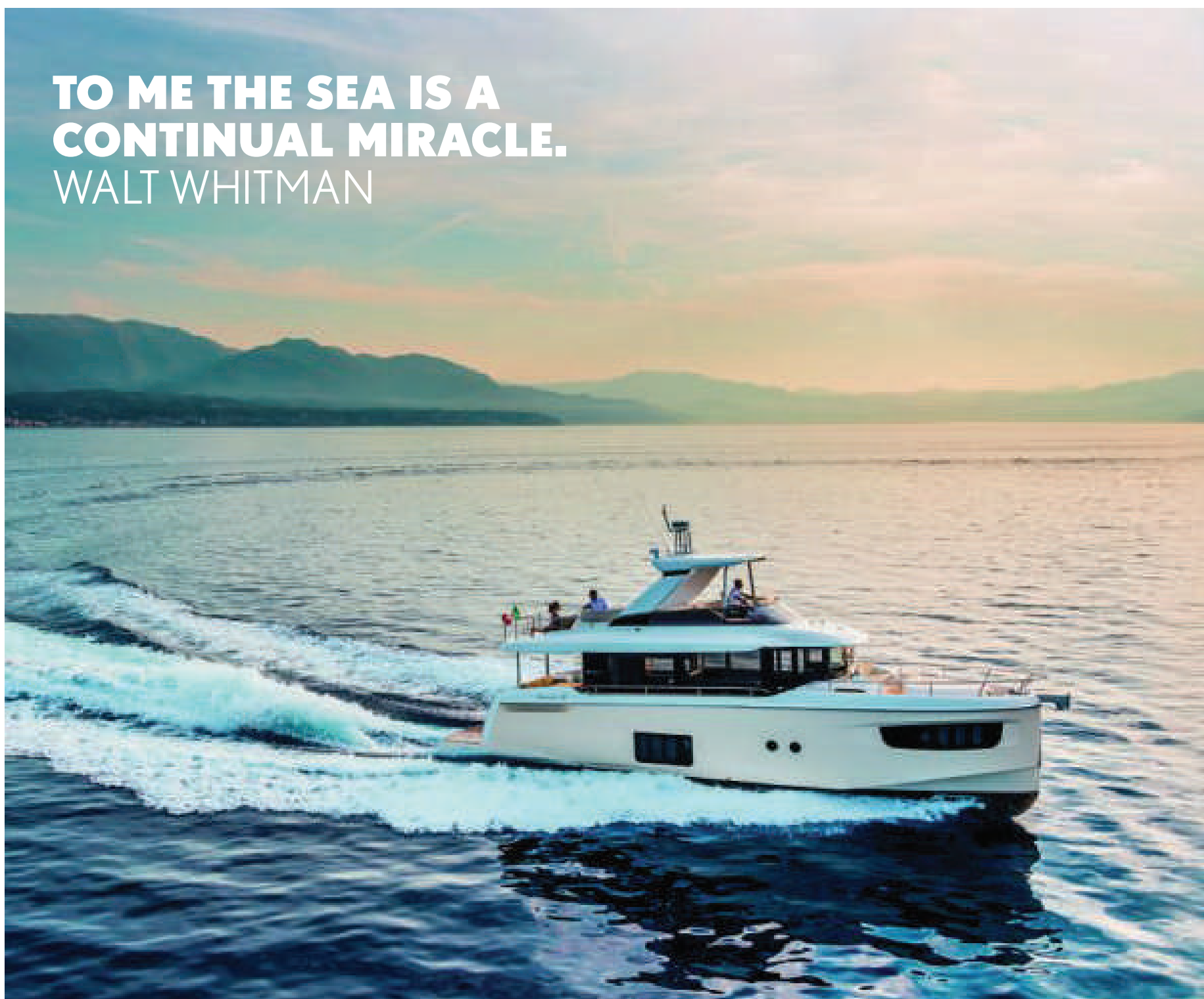


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ABSOLUTE NAVETTA 52

“Reaching for the Absolute” is the essence of the brand philosophy of the internationally renowned Italian company, Absolute Yachts. Manufacturing luxury yachts ranging from 47 to 73 feet is what they do, and Absolute founders, Marcello Bè and Sergio Maggi, are recognized as Italian modern pioneers in the creation of boats. The Navetta 52 represents the elegance and functionality that epitomizes this brand, and no doubt, is the reason that it was crowned Adriatic

Boat of the Year in the 51- to 60-foot motoryacht category at the Internautica International Boat Show. She also the debut yacht at the Dusseldorf Boat Show earlier this year.

The word absolute is defined as a clear and effective action devoid of waste and the Navetta 52 fits this definition to a T. Each one of her three decks has a clutter-free quality that would please even the most discerning space organizers.



Specs & Info

Year 2020

LOA 52'2"

Beam 15'03"

Draft 4'1"

Tankage (Fuel/Fresh/Black)

2000 gals / 600 gals / 39.89 gals

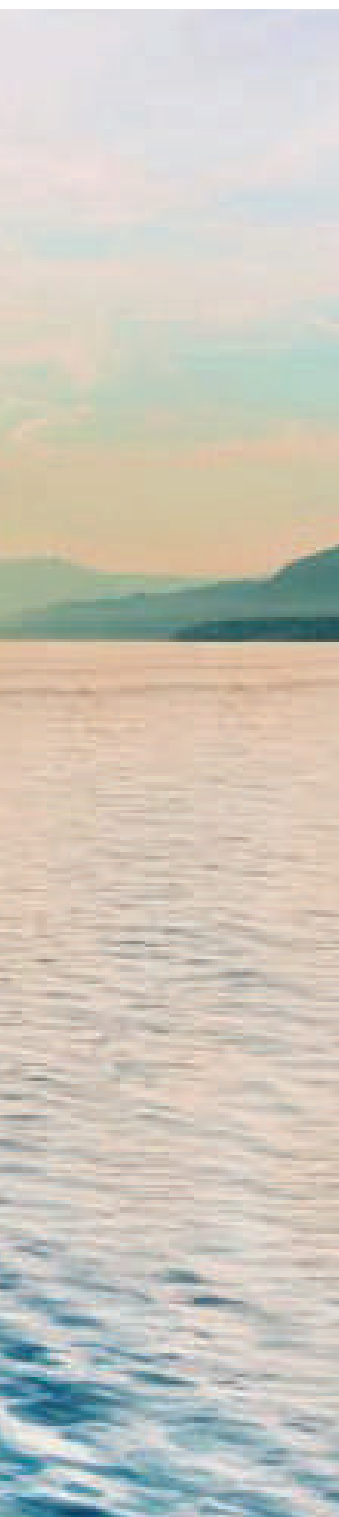
SeaNet Yachts

Roderick Roy

2470 Westlake Ave N, Suite 105; Seattle

(206) 257-0832

www.SeaNetYachts.com



The main deck includes a spacious galley and helm, with an open floor plan that includes comfortable seating whether you're anchored or underway. The lower deck features three roomy cabins and two en suites, with one en suite connected to a full beam master. The second en suite serves the two other cabins, one with a queen and two twins in the other cabin. The large windows in the cabins give a sense of openness and provide an ample view of the wonders and delights happening outdoors.

The upper deck includes an additional helm with lots of comfy seating areas to enjoy whatever is in store. Every elegant detail of the Navetta 52 bodes well for the

owner who wants a yacht experience that is modern, clean and clutter free. With a fuel tank capacity of 2,000 gallons, your adventures on the Navetta 52 can be far and wide!

The Navetta 52 features generous outdoor living spaces. The main deck features a wonderful lounge area on the bow, where several people can comfortably sit or lie down, shaded or not. The aft swim deck is also spacious and would be the perfect place to relax and dangle your feet in the water. All combined, this yacht is designed for someone who has discriminating taste and who wants to be as comfortable on the water as they are in their own home.

Arrivals

Jasper Marine

Sunset Coast, British Columbia, Canada

250-826-6114

info@jaspermarine.ca

www.jaspermarine.ca

Specs & Info

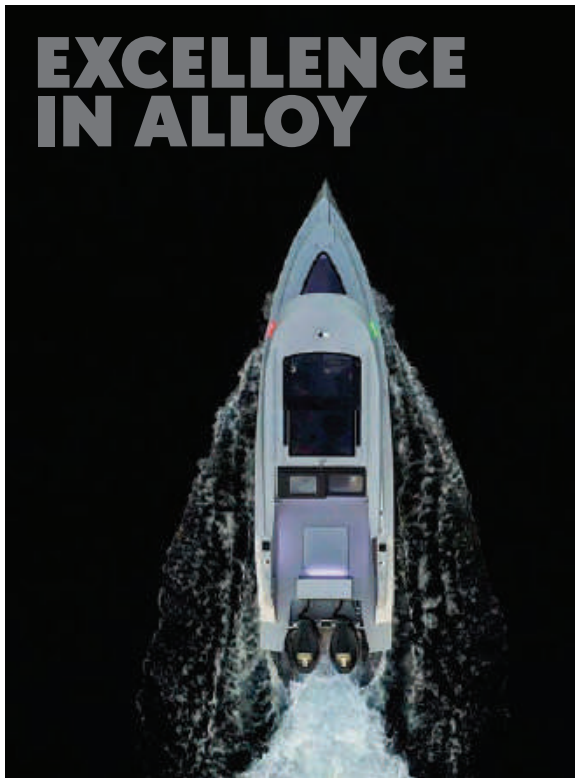
Year 2020

LOA 29'5"

Beam 9'6"

Tankage (Fuel/Fresh/Black)

130 gals / 15 gals / 15 gals



JASPER MARINE FREEDOM 28

Jasper Marine is named after its founder Jasper Vermeulen, who is from the Sunshine Coast in British Columbia. From the time he was a kid, he was surrounded by boats, and as a certified A-level welder, he set out to create his own build.

The Freedom 28 brings together all the qualities that make Jasper Marine's sturdy marine grade aluminum hulls stand out. Extreme durability, functionality, unlimited customizability, and the ability to land on beaches and rocky shorelines make this boat amazing. Add to this a well-finished, free-board space that provides comfort, curb appeal, and usability, and you have the perfect boat.

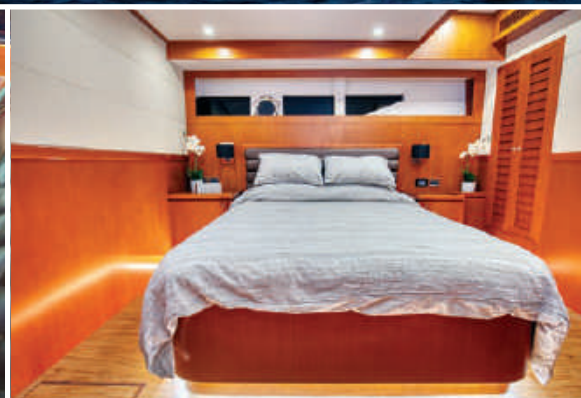
The modern and sleek Freedom 28 performance stats are impressive. With a cruising speed at 40 knots, and a top speed of 55 knots, you'll get where you need to go comfortably— whether you're heading out for a long weekend or chasing a school of fish. With a military grade welded aluminum hull, she delivers debris

impact resistance, and with her twin 300 hp Mercury Verado V8 outboard engines, you can travel 250 nautical miles at 40 knots before you need to refuel. She comfortably sleeps four, seats up to six, and has headroom in the main cabin for the tallest among us at 6'5! The Freedom 28 also has ample storage throughout and is trailerable.

Customization is encouraged, and options include the additions of a bow thruster, joystick steering and trolling control, twin 400 hp engines, aft deck or cabin table, radar, FLIR thermal night vision, custom aluminum trailer and so much more. If you've been searching for a rugged, tasteful, and dependable boat for fishing and cruising, check out Jasper Marine as there is a lot of goodness coming from the Sunshine Coast.

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SEPTEMBER 18-20
IN SEATTLE**



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our Open House on
September 18-20**

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Finally a boat BY Northwest boaters FOR Northwest boaters. Designed by renowned naval architect Howard Apollonio and overseen by Vic Parcels and his Northwest-based team. We started from scratch with brand-new tooling, building these boats with state of the art, all vacuum-infused deck and hull. This first boat came out great, and is fully deserving of Howard's signature.

The new Apollonian 52 has a 16' 8" beam, great walk-arounds, with a massive interior, three huge staterooms, three heads, a day head in the pilothouse, and an engine room to be marvelled at. Finally, a new boat to replace your Meridian, Navigator, or Carver, but all-new from the keel up.

Come see the new Apollonian 52 Pilothouse in its first public showing at our Open House September 18-20 at Crow's Nest

Yachts on Seattle's South Lake Union. Another boat will be here by the end of the year, and five more boats will be available for next cruising season!

OPEN HOUSE - SEPTEMBER 18-20

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Seattle, WA 98109
(206) 625-1580

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Vic Parcels
(206) 229-3134
vparcells@apoyachts.com

WWW.APOYACHTS.COM

Broker's Best

2012 50' DEVLIN SEDAN

This 50' Devlin Sedan, with an air height of just under 13 feet, is a perfect yacht for cruising in style. Named *Moon River*, this 2012 beauty was built by Sam Delvin with Meranti and sapele wood plus Dynel, all epoxied together. Devlin has built more than 400 boats over 30 years with this method, with the final product being in one continuous piece with no fasteners to loosen or deteriorate. The end result creates a timeless, classic marine exterior with wide walk-around decks and a deep, safe cockpit with good access. The boat provides 360-degree visibility from helm to the galley and includes many redundant systems for cruising safety.

With a range of 1,035 miles and displacement of 33,000 pounds, this Devlin sedan has a large forward cabin with low-maintenance finishes, a V-berth, and hanging lockers, plus two head compartments – one with a separate shower stall. The galley has lots of counter space, a garbage compactor, and a three-burner propane stove, with three propane bottles stored in a custom flush side-deck, overboard-vented storage compartment. A high/low dinette table can also be converted into another berth. The sedan also has ample large drawers and storage cabinets throughout, as well as large cockpit bins and considerable below-deck storage. For parties, the cabin is ready to rock with a four-speaker stereo system.

For electronics and navigation, *Moon River* has a Furuno Z-touch chartplotter and radar units for both pilot and copilot, with AIS, depth and speed instruments integrated with the plotter. The helm also has two VHF radios with an exterior speaker and an auto foghorn. For added visibility, there is a night-vision unit and a rear-view camera. For docking east, the helm also has a yacht controller joystick, wireless remote-docking system controls, and both bow and stern thrusters for excellent maneuverability. Powered by two John Deere 6068 AFM75 HD inboard diesel direct-drive engines, each rated at 330-horsepower, this yacht maxes out at 20 knots, but is most comfortable in the range of 7 to 18 knots and is fuel efficient at all speeds.



Specs and Info

LOA: 50' · Beam: 14' · Draft: 3'6"
Tankage (Fuel/Fresh/Black)
400 gals./ 200 gals./ 60 gals.

NW Yachtnet Seattle

Lake Union Waterfront Office Seattle, WA
Michael Locatelli CPYB
(206) 459-0880 cell
nwychtnet.com/our-crew

Specs and Info

LOA: 52'6" · Beam: 15'4" · Draft: 5'
Tankage (Fuel/Fresh/Black)
900 gals./ 400 gals./ gals. 50

Bristol Yachts Northwest

Oak Harbor, WA; Curt Adams
(360) 679-6779; Curtis.Adams6@frontier.com
yachtworld.com/bristol/bristol_0.html



2007 52' NORTH PACIFIC

This 52-foot fiberglass-hulled stunner, super-clean and well-maintained over its 13-year life on the water, has a very accommodating layout with 6'4" of headroom. Tall or small mariners will be comfortable cruising in this yacht. In June 2018, the boat was hauled out, bead-blasted, and given a new epoxy barrier coat above and below the waterline and anti-fouling paint. Her single diesel engine provides fuel economy, while her bow and stern thrusters provide easy maneuvering.

In the bow is the guest stateroom, with a double berth, two hanging lockers and storage, plus air conditioning. Amidships is the guest head with a fresh-water Jabsco Designer-style electric macerating toilet and an enclosed shower. Just aft of the guest head is the spiral staircase to the pilothouse. Aft of the stairs is the combined office space and master stateroom, with a queen-size bed and abundant storage. The master stateroom includes a built-in Splendid washer-dryer unit and a head similar to the design of the guest head. Through a door inside the master stateroom is access to the engine room, containing the Cummins QSC 8.3-540HO FWC, 540-horsepower inboard, the fuel manifolds, the Kabola heating manifolds, the 22-gallon water heater, the compressor for the built-in freezer and the 8-kilowatt Northern Lights generator.

In the pilothouse, a fixed chart/dining table and an L-shaped settee can be found. Down four steps from the pilothouse are the salon, galley, and dining areas. The galley is equipped with a propane stove top (updated in 2018), a combined convection/microwave oven and a full-size Kenmore refrigerator. The salon includes two seating areas, one settee on the starboard side plus a U-shaped settee with folding dinner table to port. Along the forward bulkhead, across from the galley is the entertainment center, with a Sharp smart TV, Bose sound bar, and a DVD player. Aft of the salon is the cockpit and lazarette, which can be covered with a new canvas enclosure to keep out the weather. The cockpit and swim step are covered with low-maintenance polymer "teak-style" decking.

The pilothouse contains a full range of Raymarine equipment, including E-120 multifunction displays, ST8002 autopilot, wind instrumentation, a DSM-300 depth sounder, a 45STV satellite antenna, a 4-kilowatt, 48" open-array radar and an aft-facing camera. The flybridge includes a steering helm, helm seat, dining area, full Bimini cover, built-in BBQ, propane tanks, and a dinghy with davit. The semi-displacement hull is very stable and performs very well in rough water. The deep keel and extended skeg provides excellent protection for the shaft, propeller, and rudder.

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The heavy-duty stainless steel walls are also condensation-proof to keep your hands dry while you enjoy your cold drink. The Yeti Colster is dishwasher safe and comes in stainless steel, seafoam green, navy blue and peak purple colors, selling for just \$24.99 each. **For more information, please visit Fisheries Supply.**



Vesper Reinvents VHF Tech

Vesper Marine has created an intuitive touchscreen VHF radio called Cortex, which is engineered to withstand the harsh marine environment. Initiate direct calls to other vessels by simply tapping the vessel on your Cortex handset, or quickly hail another vessel when every second counts. Cortex is ergonomically designed for one-handed operation through its unique click-wheel feature. As the first VHF to be equipped with high-speed SOTDMA AIS transponder technology, Cortex makes your boat visible to others. A built-in heading sensor tells other vessels your direction, helping them more accurately predict potential collisions. Equipped with a large, 4-inch, intuitive display, the Cortex is submersible for 30 minutes and its touchscreen works perfectly with either gloves or wet hands. [Cortex is available now at Fisheries Supply for \\$1,849. For more information, visit Vesper Marine.](#)



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The Sharrow Propeller Model MX-1 recently won of the Innovation Award at the 2020 Miami International Boat Show and is specifically designed for high-performance sterndrives and outboard motors. The revolutionary new props are custom-designed and machine-tooled for each vessel, which explains the cost of \$4,500 for an aluminum MX-1 or \$9,000 for stainless steel. Each can be delivered in 9 to 12 weeks, so better order them now at sharrowmarine.com.



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The award-winning Edisto Oyster Knife, made with Claro walnut wood and Afzelia burl trim, is well-known for its functionality and craftsmanship. Complete with brass pins, this 7-inch-long knife, with a 2-inch cutting surface, took years to perfect by famed knife-maker Chris Williams and may be the best oyster blade you'll ever own. The tip of the Edisto blade is more pointed and the blade itself is much thicker and robust than ordinary oyster knives, perfect for prying into the backs of the clumps and digging into the small hinges. The blade flares out at the middle, making it easier to spread the oyster wide as you open it. Retailing at \$425, this knife comes shipped with its own leather sheath at no additional cost. **For more details, visit the Williams Knife Co. website.**

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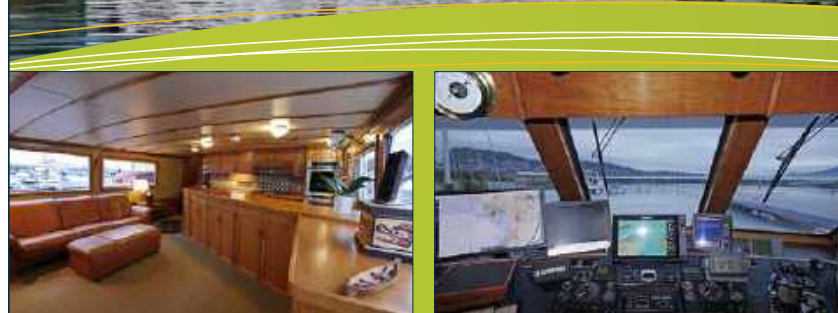
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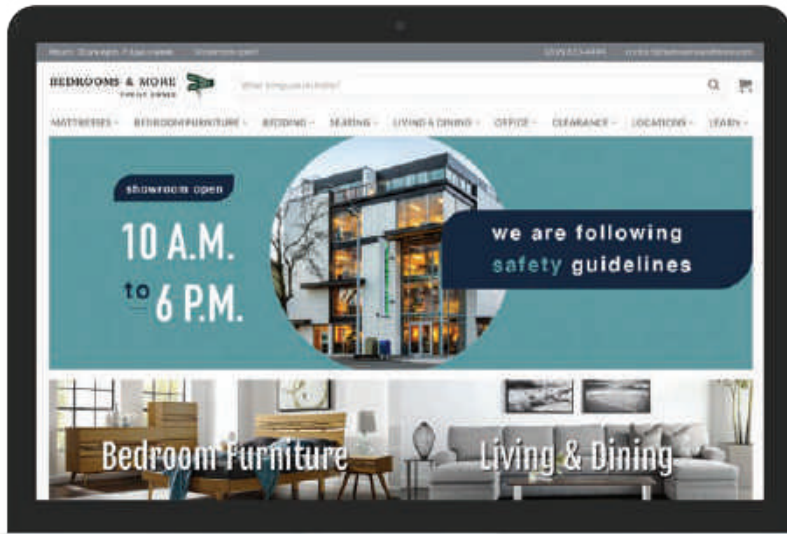
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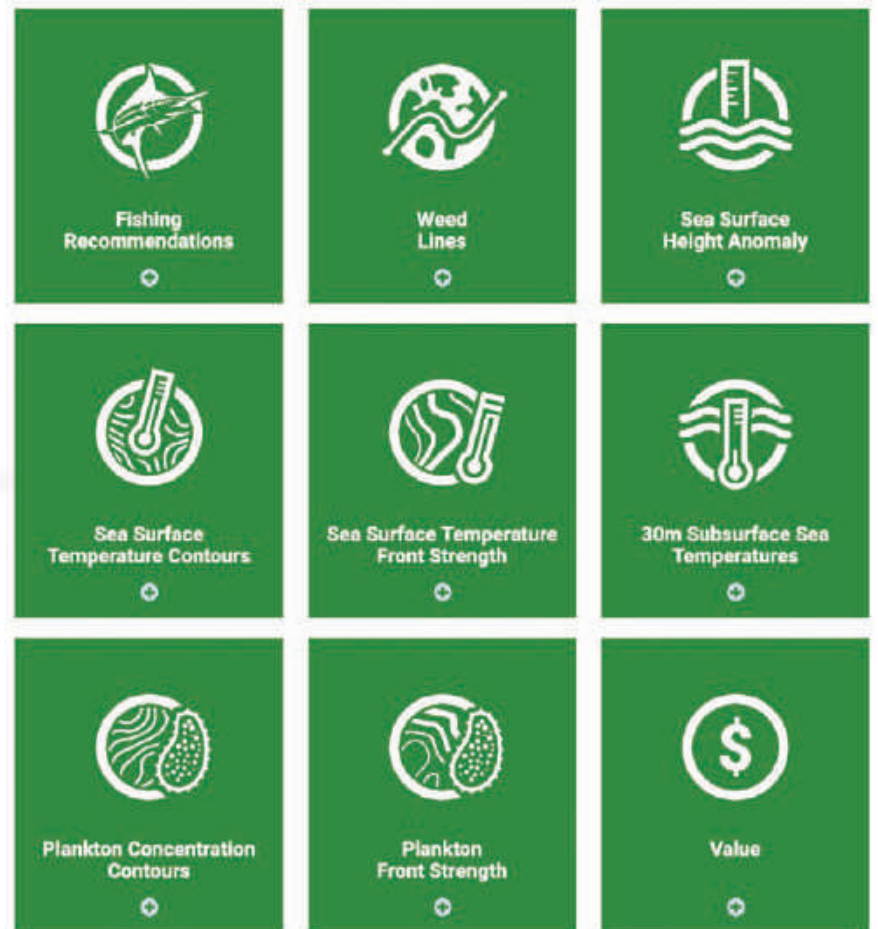
Floating Off to Sleep

Known as the store that's "Saving the World One Home at a Time," Bedrooms & More has been making custom-sized mattresses for boats, yachts, and homes since 1972. Featuring luxury mattress brands, such as Hästens and ViSpring, Bedrooms & More provides individualized support for any bedding need, including custom innerspring and latex mattresses for any kind of budget. Their new showroom in the Wallingford neighborhood of Seattle includes five floors of home furnishings for all needs. Boaters will be able to find a wide assortment of furniture – for your home or home-away-from-home – such as luxury recliners from Stressless (\$1,792 to \$5,195) and Fjords of Norway (\$1,545 to \$2,545), or sleeper sofas and cabinet beds for guest accommodations. For more information, visit bedroomsandmore.com.



Award-Winning CZone Adds Powers to Your Electrical System

BEP Marine, manufacturer of CZone Digital Switching, is now offering its award-winning Contact 6 PLUS System to give you total digital control of your craft's many dashboard applications. The Contact 6 PLUS digital switching platform, the recipient of Boating Industry magazine's 2020 Top Product Award, simplifies installation of new electrical marine components with the CZone Waterproof Keypad and the new Smart Harness. The Contact 6 PLUS system also delivers a robust electrical system with fewer connection points than a conventional installation. CZone's Waterproof Keypads offer controlled circuit backlighting, with dimming control for low light operation. The Contact 6 PLUS system provides an ultra-low current draw state to reduce demand on small electrical systems and is available for \$250. For more information, visit czone.net/en/news/czone-contact-6-plus.



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IN STOCK



BENETEAU ST 35 2020 | SEATTLE
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A column by Evin Moore

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Fun New Apps at Your Fingertips

There's still Indian summer (fingers crossed) and it may be a good time to take that extended cruise north. If that sounds tempting, then this month's podcast might be just what you need. *Currents* is the official podcast of the *Waggoner Guide*, the gold standard for cruising the Northwest from Puget Sound to Ketchikan, Alaska. The show is hosted by Brian Bushlach and Waggoner Editor and Publisher Mark Bunzel, with each episode covering a section of Northwest coastline, advice for technical issues onboard, and thoughts on cruising other locations like the Florida Keys. Episodes provide the background of interesting stops along the coast and include the history, points of interest, and some helpful boating tips for getting around. If you're planning on any Northwest adventures, be sure to check out the podcast at waggonerguide.com.

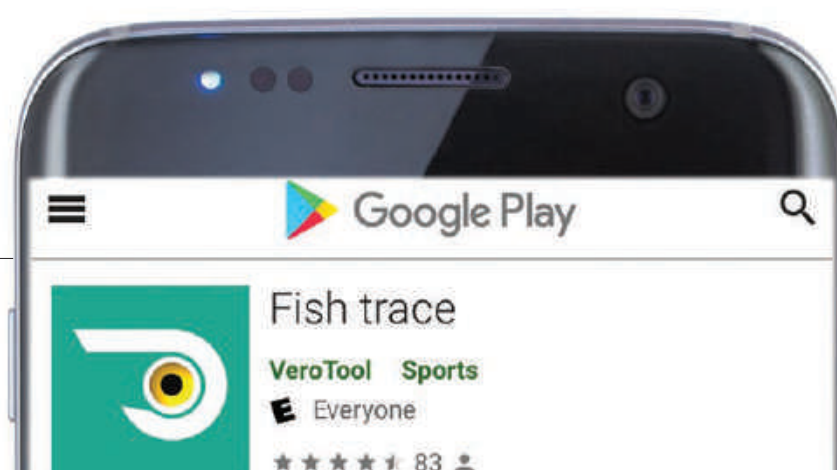
If you plan on staying closer to home, there's still time for some late summer fishing and *Fish Trace* can help you. This app is used to record data about catches and the conditions during the day, allowing you to observe when fish are most active and ready to bite. When you catch a fish, with just the press of a button, the app will automatically record the time, GPS location, and ambient weather conditions. Users can also record the species of fish caught and its measurements, water depth and temperature, technique and equipment used, plus notes and photos. All this data can be stored on the app or exported to a computer with additional data feedback. *Fish Trace* is available for free on Android devices.

While you're social distancing in style, you and the crew might need a few new refreshment ideas, available to you with *Mixel*, a cocktail app. *Mixel*

comes loaded with over 80 classic drink recipes for free and over 2,000 when you upgrade to the premium version. A nice feature for boaters is the app's ability to give you drink suggestions based on the available ingredients; a nice touch when you're onboard with limited choices at hand. Filters also make it easy to search for drinks that fit your taste, and *Mixel* can automatically create a shopping list for next time you're ashore. You can also create your own cocktail, save the recipe, and later share it friends! *Mixel* is available for iOS or Android and is free with some in-app purchases.

Our final app of the month is *SailFlow*, a sailing weather app that specializes in precise wind forecasting. *SailFlow*, provides weather and wind data from over 50,000 stations all over the world. The company behind this app has been in business since 1987 and uses their own proprietary weather forecast model. Their PRO weather stations are built and maintained by their own engineers and wind predictions provided by staff meteorologists. *SailFlow*, provides wind forecasts to thousands of the top sailing sites. Wherever you are, *SailFlow* can be programmed to provide wind alerts to keep you informed when the breeze is setting in and sailing is great! Pick up the *SailFlow* app free for iOS or Android devices.

Evin Moore is a freelance writer and regular Northwest Yachting contributor. He grew up in Redmond, Washington, graduated from UW, and looks to get on the water every chance he gets. Say hello at evin@nwychting.com.



Boating with Missy



In Her Shoes

Last weekend I was sitting on the end of the dock with my friend, and we were dangling our feet in the water. We looked up to see this very shiny, very odd-looking boat cruise by. It was like a pilothouse and an aft-cabin had a short baby. There was no gunnel to walk around the boat; there was a mere lip of a swim grid and only ladders from the transom over the aft cabin to the helm. We couldn't figure out how you could dock the boat by yourself because you would have floated away from the dock by the time you climbed down the ladders. By Murphy's Law, the wind hardly ever pushes you "on" the dock. We stared in wonder as a woman poked her head out of the driving station, gave us a great big smile and a wave. As we waved back, my friend said to me, "Would you tell her?" I replied, "That depends on whether I was asked before or after she bought the boat." Honesty is tricky.

There are as many different styles of boats as there are people, so you have to take a moment to understand why someone makes the choices that they do. I chose my boat because it had a big back deck, and I enjoy eating outside, even in the rain. Also, she is a beamy girl and when someone steps on the back deck, the drinks don't spill. Priorities.

My friend is a hardcore sailor who prefers wooden boats and often pokes fun at my "plastic" boat —she keeps me real. After the boat passed and the wake refreshed our knees, she turned to me and said, "Why didn't you get a sailboat?" That's easy. I was working full-time, and I had to get to where I was going. I would never admit this to her, but truth be told, every time I have to fill the gas tank, I consider sail. In fact, my introduction to sailing was many moons ago when I was ten or eleven. My dad's friend had a 30-foot sailboat and thought it would be a great idea to take the kids in the "Round Saltspring

Race." Midway through the race, we had all jumped in the water and we were swimming faster than the boat was moving. There was no wind, so it wasn't a great day of sailing, but it was a great day of boating.

Lately, I have been spending a lot of time with my feet in the water, contemplating life. It has been six months of our new normal on the water, and now and then, I take a moment to think about the days gone by. A big hug from an old friend, a dock party with great food, or a good old-fashioned Mediterranean mooring with multiple boats and a paesano-style dinner, all squished together on a long picnic table. I am grateful to be on the water, but happiness comes in waves.

I grew up watching Oprah, and one of my favorite moments was when Joni Jacques bought a pair of Oprah's shoes at a charity auction. Joni's life wasn't going well, and she didn't have the money, but she knew she had to go home with something. The shoes were too big to wear, but when life challenged her, she put them on so she would know what it was like to stand in Oprah's shoes.

That's the thing, I guess. Beauty is in the eye of the beholder, and we are always surrounded by differing opinions and varying choices. The secret now is to love, be loved, be kind, and appreciate what it is like to be in her shoes.

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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On Watch

Join the Chorus

Taking a look at the *Harvard Business Review's* feature in 2007, "A Leader's Framework for Decision Making," it hit me like a ferry foghorn coming across Puget Sound. COVID-19 has brought us face to face with the chaos context, which requires an entirely new way of thinking and decision-making than what we are typically accustomed.

While the authors' prescription is not exactly applicable to boating, it's a good reminder to take it easy on yourself and others as we set forth on a completely new way of living. Moving forward, I am reminded of the professional optimist and author Simon Sinek's push to ask yourself why you exist first and not rush into what you do or how you do it. That's good advice for anyone who takes to *Northwest Yachting* with a love affair for boating. Do you love boating because it's part of your pursuit of happiness, or is it the new boat and the gadgets you adore?

As someone who has the good fortune to work on boating issues for a living, I am spending oodles of time on the "why" question, too. I have decided to double down on my core principles in this new COVID-19 era with the flexibility to continue to stay open to new ideas. Case in point is the recent decision to cut Seattle Harbor Patrol by the Seattle City Council from 30 to 28 officers. There's a core boating principle here: Safe boating is fun boating informs the perspective that a fully funded Harbor Patrol is essential to protect boating safety.

A second core principle that continues to serve me well is to protect (and grow) boating legislative champions whenever possible. Keeping in mind that over 90% of incumbents win their races, and as Dale Carnegie teaches, "It's easier to get an existing customer to buy again than to recruit a new customer," it is more strategic to donate to existing boating friends in the legislature than to chase the shiny customer (I mean lawmaker). The Northwest Marine Trade Association's PAC has followed Carnegie's philosophy and supported incumbents that are boat advocates in 2020.

Looking ahead to election day, the headlines will get caught up in the latest tweetstorm. I would encourage you to control what you can control when it comes to politics. This mindset will serve you well during this chaotic time. If you want your elected officials to know more about you or boating, spend some time helping get them elected. Trust me, they will

not forget you. This reminds me of another tenet: Once elected, lawmakers do not want any new friends. It's true. Once they are in office, it's easy for the public to reach out and befriend them. They have won, after all.

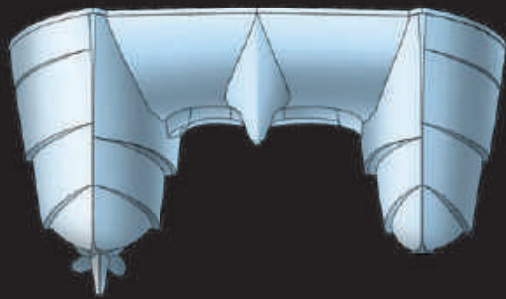
If you are frustrated that you don't hear back and/or have a meaningful relationship with your public officials, then act now. Finding out who your state representative is and volunteering to help them make phone calls is just one practical way to increase your impact. Building this relationship (or as I see it, putting deposits into this relationship bank) pays off a dividend down the road when you need something or need help on an issue.

You bet it's a crazy time. Let's admit it's a crazy time and get on the water as much as possible to get away from it. When that's not happening, consider befriending your lawmaker. As you've read here before, politics matters because it decides just about everything that happens on the water, fun or otherwise. The louder our chorus and the more soloists step forward singing the same song, the more likeable we will be. And that's more fun for everyone.

Peter Schrappen is 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 wBoating Alliance, and U.S. Superyacht Association.



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A column by Mark Yussa

Tight Lines

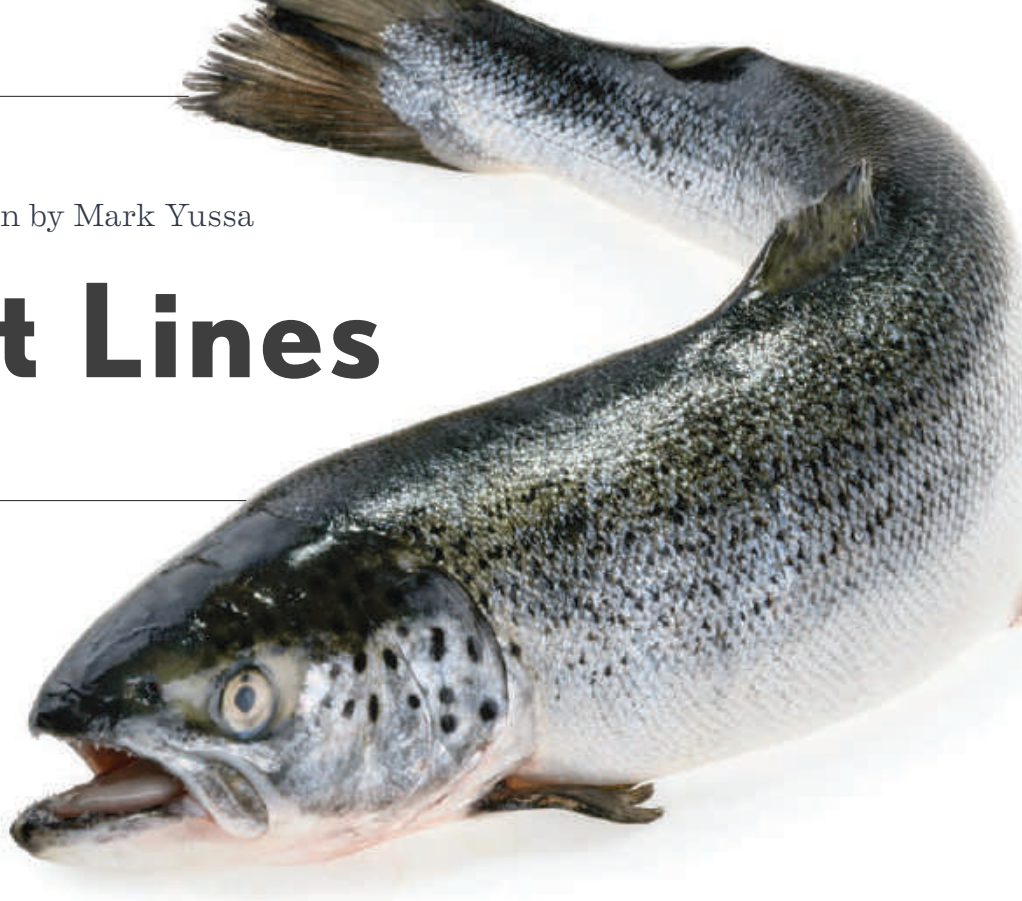


Smiles!

I enjoy spreading smiles at this time of the year. Simply refer to me as the angler who never gives up hope when I strongly believe in something. Sure, time is running against us as autumn creeps up to our doorstep, but when it comes to fishing, you can take it to the bank that I'll be smiling from beam-to-beam.

I can't think of a better month on the calendar when there's hope for catching salmon. The weather is still awesome, and the fish are still willing to bite as they prepare to migrate into their natal rivers and streams. This is now the peak time for coho salmon, better known as "silvers" for their silvery chrome-bright bodies. They aren't as beefy as their cousins, the Chinook, who average 4 to 15 pounds. Coho make up for the lack of size with their feisty, acrobatic prowess that has them leaping clear out of the water when hooked.

First, let's quickly examine their numbers for 2020. The Puget Sound forecast is 529,505 (combined hatchery and wild coho), and should lead to plenty of fishing stories told around the dining table well into the winter holidays. To see what the immediate future holds, all one needs to do is look back to early June and July when anglers saw a bright flash of "silver madness" with



gobs of hungry resident coho feeding on abundant schools of krill in central Puget Sound.

These resident silvers have put on a few pounds by now, and will be found congregating among their migrating relatives entering the Strait of Juan de Fuca, Hood Canal, and Puget Sound.

Changing up your technique from early summer will improve your chances and for starters, dialing up the throttle to 3.0 to 3.5 mph is a key factor to scoring more hook ups. Schools of silvers move around from place to place, so remember to keep a sharp eye on the fish-finder to see where the baitfish and fish are holding. Surface birds feeding on krill and baitfish schools is another way to know where silvers are present. Boat anglers can also focus on the shipping lanes in rip tides and along the edges of a swift surface current.

Early morning hours and late evenings are usually when silvers can be found within in the top 30 to 50 feet of the water column. As the sun rises, be sure to go deeper and drop your lines down 125 to 150 feet. In the morning, set a couple rods at different depths from 30 to 45 feet and others as deep as 50 to 80 feet. Once you hook a coho, set the other rods to the same depth. Most will use flashers to create motion to the lure or bait. Popular lures are the Silver Horde Coho Killer or Ace Hi Fly; Luhr Jensen Coyote Spoon; Yakima Baits SpinFish; and plastic hoochies (2- to 4-inch squid imitations). Adding an artificial scent to your presentation will also entice those silvers to bite.

Target coho from Sekiu to Port Angeles; Port Townsend south to Possession Bar off Whidbey Island; Edmonds to Richmond Beach; Jefferson Head; Meadow Point to West Point near Shilshole Bay; and Vashon Island to Tacoma. Silvers generate plenty of excitement, which is sure to stir up the wake in the many waterways from Everett to Seattle. Expect long lines at boat launches and mark your calendars for the largest derby on West Coast—the Everett Coho Derby—happening September 19-20. Due to COVID-19, check the website at www.everettcoholderby.com for any last-minute changes. I'll see you on the water soon, delivering smiles to everyone!

Mark Yuasa is a longtime fishing and outdoors writer. Born and raised in Seattle, and a U of W alum, Mark joined the Northwest Marine Trade Association in 2017 as the Director of Grow Boating Programs after 33 years at The Seattle Times. He also volunteers with the BSA Chief Seattle Council and National Order of the Arrow organizations, and enjoys fishing for salmon and other fish species in local waterways.



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1997 - \$80k new Garmin electronics. Vic Parcells. 2000 - 450hp Cummins. Dale Partna. Seattle office.



74' HORIZON V74 2011
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56' NAVIGATOR CLASSIC 2000
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66' QUEENSHIP PILOTHOUSE 1996
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61' NAVIGATOR PILOTHOUSE 2004
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57' CARVER 2004
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- 162' GUNDERSON BROS. 1967
- 116' HATTERAS 1997
- 114' CRESCENT 1997
- 95' AZIMUT 1986/2006
- 91' DELTA 1982
- 90' STEPHENS CUSTOM 1977
- 83' BURGER 1967
- 81' THORNYCROFT 1921
- 80' BURGER 1959
- 74' HORIZON V74 2011
- 70' HATTERAS 1977
- 70' WESTPORT 1986
- 68' WEST BAY SONSHIP 2002
- 67' VIKING SPORT CRUISER 2006
- 66' QUEENSHIP 1996
- 65' FAIRLINE 1997
- 65' FOUNTAIN 2001
- 65' SOUTHERN MARINE 1973
- 62' NAVIGATOR PILOTHOUSE 2010
- 61' NAVIGATOR 2004
- 60' AZIMUT 1984
- 60' M2 POWER CAT 2007
- 60' SEA RANGER 1988
- 58' NAVIGATOR 2007
- 57' BAYLINER 2002
- 57' CARVER 2004 & 2001
- 56' NAVIGATOR 2000
- 56' VIKING SPORT CRUISER 1998
- 55' HACKER-CRAFT 1926
- 52' MIDNIGHT LACE 2005
- 51' SEA RAY 2002
- 50' NAVIGATOR 1994
- 50' SYMBOL 2000
- 50' SYMBOL PILOTHOUSE 1997
- 49' ALDEN 2007
- 49' GRAND BANKS EASTBAY 2000
- 46' SEA RAY 2000
- 45' BAYLINER 1988
- 45' CHRIS CRAFT 1978
- 45' MERIDIAN 2006
- 44' OCEAN ALEXANDER 1989
- 44' TOLLYCRAFT 1987
- 43' INTREPID 2010
- 39' OCEAN ALEXANDER 1986
- 38' BAYLINER 1990
- 37' CARVER 1996
- 37' PUGET TRAWLER 1979
- 37' TOLLYCRAFT 1976
- 36' TIARA CONVERTIBLE 1989
- 34' CARVER 2013
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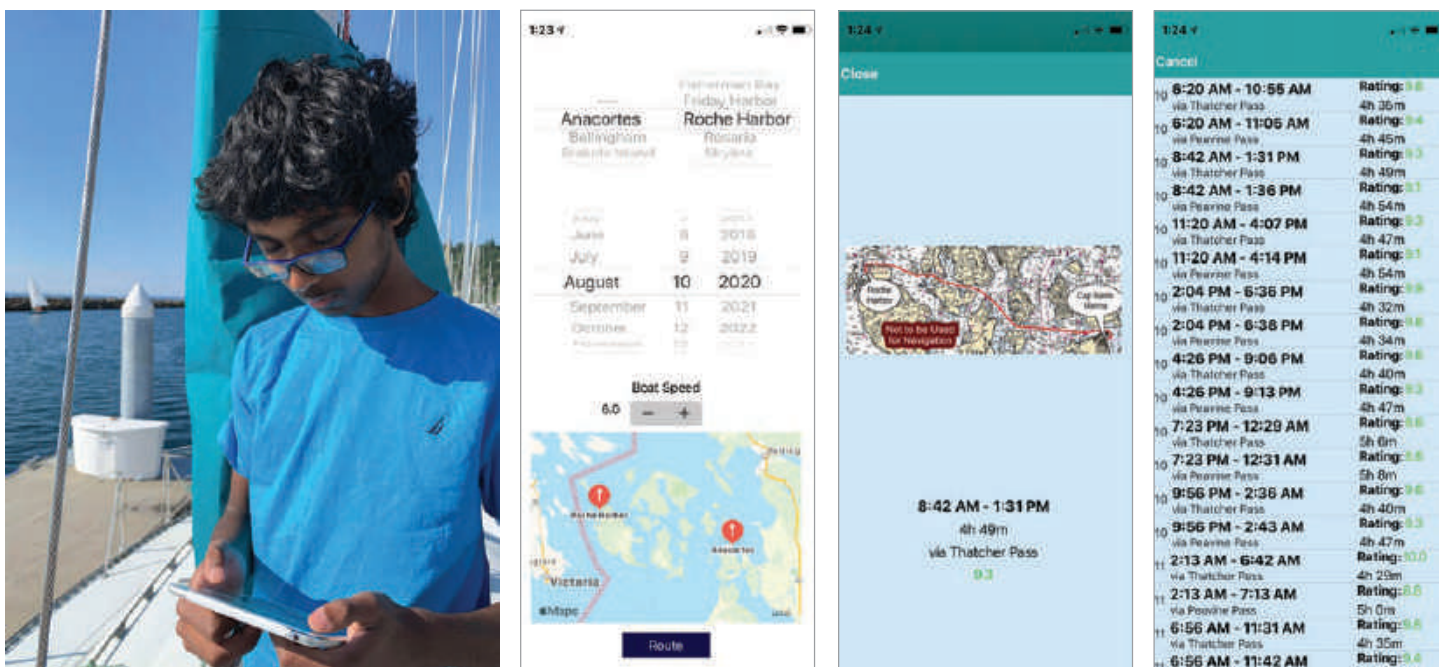
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A column by Margaret Pommert

Onboard

Fifteen year old, Advik Eswaran has developed a free boating app for route planning in Washington State's San Juan Islands.



Free Tidal Current App from Local 15-Year-Old

How long does it take to travel by boat from Anacortes to Friday Harbor? Many newer boaters trust navigation apps, like Navionics, to answer the question. But even when they adjust app settings for their planned boat speed through the water, the answer is often very wrong here on the Salish Sea. Why? Tidal currents. As the tide ebbs and flows, the currents in and around the islands can be moving as fast as 3 or 4+ knots. Depending on your heading and the direction of the current, the current may be pushing you or slowing you. Experienced NW cruisers and racers know to plan their route around tidal currents. How?

As a navigation instructor, I teach my students to use tidal current tables and charts to estimate the impact of current on the speed to their destination. This is called “speed over ground,” which can be very different from “speed through the water,” which is what a knot meter reads. Developing these estimates is time consuming, especially for a route that may take several hours. Worse, the estimates depend on WHERE you are and WHEN. If you decide to depart at a different time or change your boat speed through the water, you have to re-estimate.

Good news! Thanks to the design prowess of 15-year old developer Advik Eswaran, there is a new free IOS app called SoundRouter that does these calculations for you! SoundRouter is a simple and intuitive marine routing app based on tidal currents that lets you choose from popular departure points and destinations around the San Juan Islands and surrounding waters. Once a departure point is chosen, the app will present a list of alternative departure times during the selected days and the associated estimated time en route (ETE) for each option.

“In simple terms,” Advik explained, “the math used here is basically just time equals distance and velocity, meaning the time it takes to sail a certain route is the distance of that route divided by the boat speed plus or minus the speed of the current. I also used a version of a complicated algorithm called Dijkstra’s algorithm.”

Advik knows the local waters well, where he has competed for four years in the Northwest Youth Racing Circuit racing Optis, FJs, and Lasers. He also has gained a great deal of experience while cruising with his family on their C&C 25. “What inspired me to create the app was the work involved in trying to optimize a certain sailing route for the currents along the way,” he said. “My family also had a boat in Oak Harbor, and when we wanted to go to the San Juan Islands, we needed to travel through Deception Pass or Swinomish Channel, where there are really strong currents. Once I was trying to figure out what the best time would be to go through Deception Pass, and I kept thinking, isn’t there an easier way to do this?”

Well, now thanks to Advik Eswaran and his creation of the SoundRouter app, there is! For more information or to provide feedback, visit www.mymariner.com/. Bravo Zulu Advik! Onward!

Seattle-based Margaret Pommert is a licensed 100-ton captain, certified sail, power and navigation instructor, leader in the woman boater community, safety at sea advocate.

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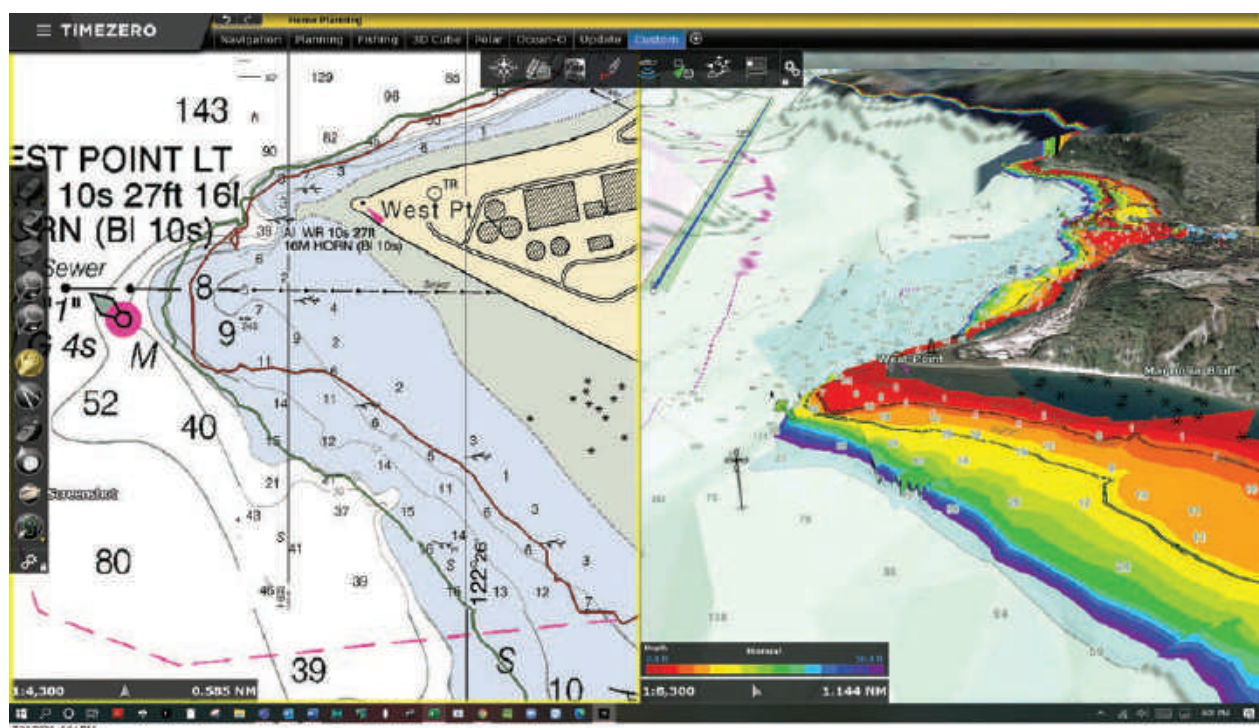
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Ask Nigel



How Low Can You Go?

Every summer without fail, boatyards learn about new supposedly uncharted rocks in Puget Sound. That's because inevitably someone, somewhere, will run aground. These rocks, it turns out, have names... names like Bainbridge or Vancouver Island.

This phenomenon, however, brings up an interesting point about depth transducers on boats and how they work. A friend recently asked me how accurate his depth gauge is. A depth transducer will read how much water is below the transducer. But how far below the water is the transducer? A newly installed depth transducer comes without any offsets. It's up to you to figure out what the offset should be or to communicate to the people installing the instruments what you want the offset to be.

Some people prefer to set their instruments up to read accurately how much total water the boat is in. This would mean adding an offset to account for the transducer being usually installed a few feet below the surface. The logic here is the numbers displayed on the depth are going to more closely resemble the numbers on the charts. For myself, I just want to know how much water is below the keel, because I know without doing the math that I am going to float.

The first step is figuring out what your depth transducer is reading, and then what number you want it to read. The easiest way to do this is to get a piece of line, tie something heavy to it, and drop it in the water next to the boat in the slip. Pull it up, measure what you have, and compare it to the instruments. If your line tells you that there is 20 feet of water, and you want to have your instruments to tell you how much is below the keel, you have your starting point. If you draw 6 feet, then you would want to set the offset so the instruments read 13-14 feet (I like to leave a little buffer). If you want to have it read 20 feet, add accordingly.

With your depth transducer now accurate, it's also important to know where you're going. Some places you go all the time will be familiar, and you're not likely to have any problems. For others, it's a good idea to review your charts or other publicly available information. If it's somewhere you think is questionable, do the math on if it's a good idea to go there or perhaps wait for the high tide. It's important to also understand the relationship between the charts and reality. Because of our strong Northwest tidal exchanges, bathymetry (underwater topography) is always moving and silting over. For example, West Point and Meadow Point don't necessarily reflect what's shown on charts anymore. If you're not sure, respect the buoys or channel marks.

This image is taken as a screenshot from Nobeltec TimeZero and shows the traditional Raster chart along with a 3D view with color depth shading. The red line is at 7.5 feet. Most chart plotters can set the shallow depth shading for the shallow and safety contour. It's another way of interpreting the data to give people information they can use. Lastly, pay close attention to the tides. NOAA-charted depth is expressed as MLLW (mean lower low of the water). Most Canadian coastal charts show this as LLWLT, meaning the surface of lower low water, large tide. It is important to know the difference with the tide book you are using.

Nigel Barron was born in England and developed his sea legs at an early age. He is currently the Project Manager at CSR Marine in Seattle where he has worked for 15 years as a rigger, then an installer, and now in his current role. He is also the captain of Crossfire, a Reichel-Pugh designed and McConaghy built custom race boat from Seattle.



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The cabin features extensive storage, private sleeping berths forward and at midship, and a dinette that converts into a single bunk. The fully equipped galley has an AC/DC refrigerator, microwave, 2-burner electric stove, a deep sink and cutting board cover. AC/DC television pivots to be viewable from master berth or dinette.

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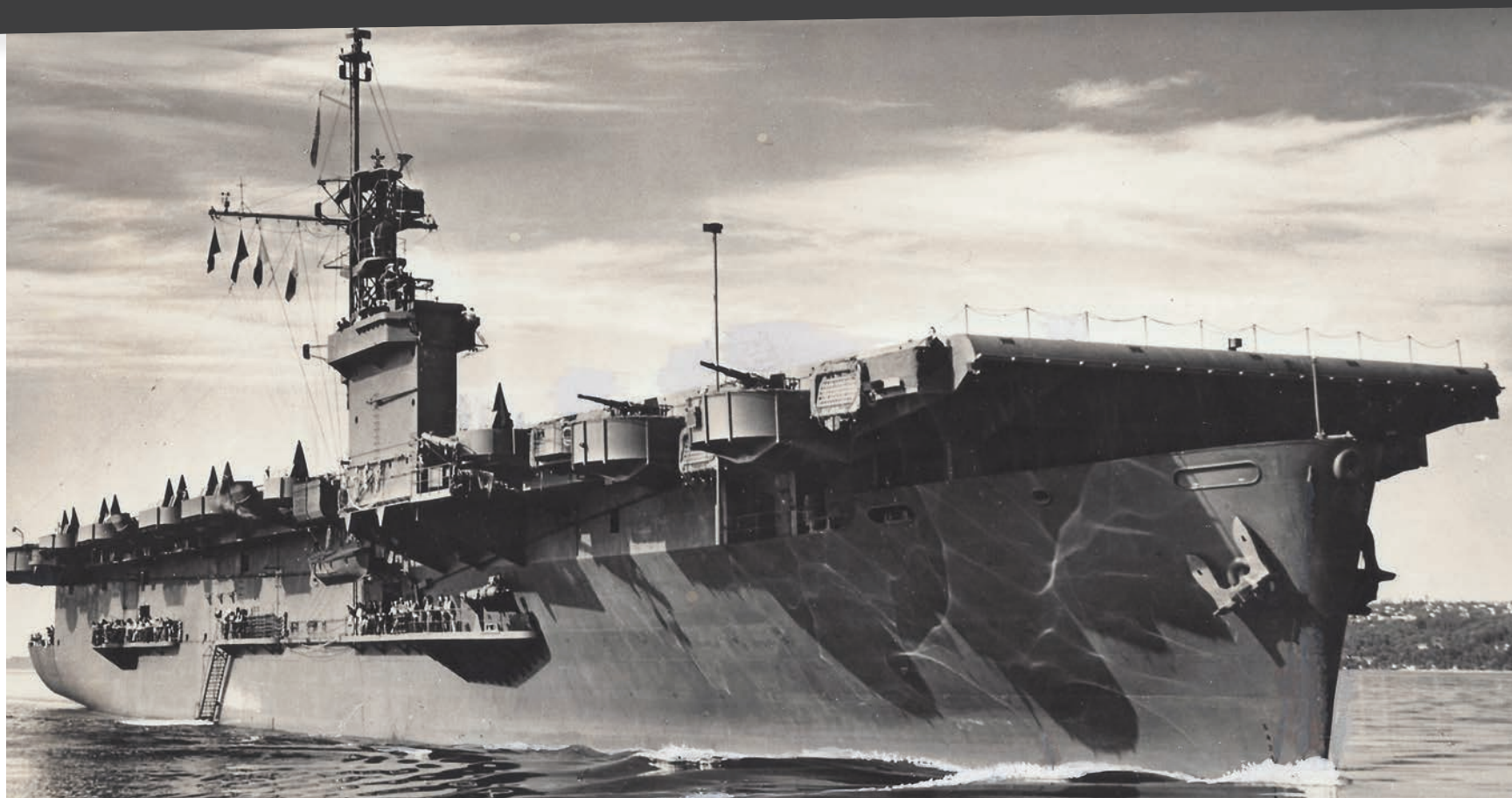
80 Years Ago, the F Joined the Arsenal

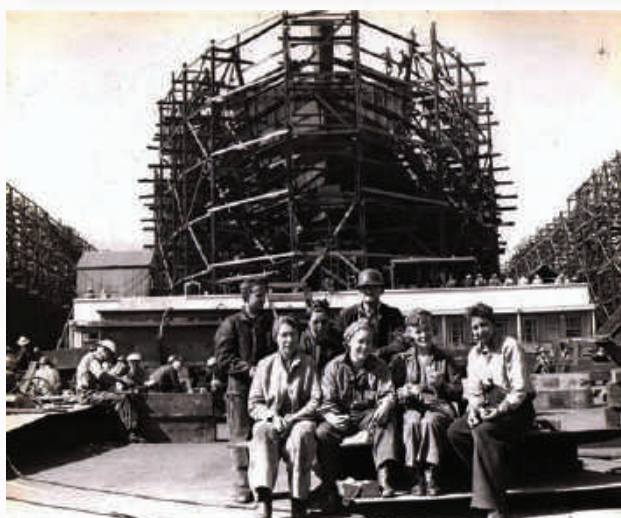




Pacific Northwest of Democracy

By
Peter
Marsh





With the COVID-19 situation dominating the news, it seems unlikely that an important date in world history will get much attention. This past August 14th marked the 75th anniversary of the end of World War II in the Pacific—a conflict that involved thousands of ships and planes, many built supplied in the Pacific Northwest. Here countless soldiers, sailors, and airmen embarked to fight the war, many never to return. The global conflict created a boom in ship and boat building that actually began a year before the attack on Pearl Harbor when President Franklin D. Roosevelt declared the USA must become the “Arsenal of Democracy” on December 29, 1940. This was directed towards aiding Britain, which depended on convoys from the USA and Canada to help feed its population and supply its armed forces.

For the next 11 months, the U.S. government began providing protection for the convoys in the western Atlantic, while it was officially neutral and most of the Congress was opposed to military intervention. The country's traditional naval shipyards were ordered to accelerate construction on new fighting ships like destroyers and corvettes should war break out. San Francisco and San Diego were historically the main naval bases on the West Coast, but Bremerton Naval Shipyard, founded in 1896, had grown into the major naval drydock and repair facility on the West Coast. It was the only one that could handle aircraft carriers and battleships and played an important part in the war, especially in repairing damaged ships so they could return to the fray.

Despite large U.S. shipments of aid and the success of the Royal Air Force against the Luftwaffe in the Battle of Britain in the summer of 1940, the German Navy's growing fleet of submarines (called U-boats) were able to sink hundreds of cargo ships with relative ease. They became what we might call a “terror weapon” that threatened to starve the British into surrender. To replace the sunken ships, the US Maritime Commission started to revive civil shipyards that had closed during the Depression. In Tacoma, Todd Dry Dock & Construction in Commencement Bay was re-opened in 1939 in anticipation of war in Europe.

Henry Kaiser supplied the construction team—his first contact with the maritime world after building two great dams on the Columbia River; the Bonneville and Grand Coulee. Todd launched five C1 freighters in 1941, then built up a workforce of 33,000 men and women to build fighting ships over the next four years, includ-

ing 37 escort carriers and five tankers. At the company's Seattle yard on Shelter Island, 22,000 employees eventually built a total of 46 destroyers.

In the fall of 1940, the continuing loss of cargo ships to U-boats led to the British Merchant Shipping Mission's visit to Washington, D.C., with plans for a basic easy-to-build ship and the hope to enlist U.S. and Canadian shipbuilders to construct replacements. As all existing U.S. shipyards were already occupied, there seemed no option until the Todd Company and Henry Kaiser offered to take up the challenge. Their plan was to open brand-new shipyards in a matter of months and deliver 30 ships from each shipyard as fast as possible. Todd's yard would be in Maine, Kaiser and his dam-building partners would operate on the West Coast.

Before construction of the British ships could even begin, President Roosevelt announced on January 3, 1941, that the USA would produce an additional 200 vessels in additional “emergency” shipyards. In order to facilitate production, the Maritime Commission reluctantly decided to base the design on the British ships.

The small ports and coastal cities on Puget Sound and the Columbia River were now seen to have a valuable geographic advantage over California. They were all about 100 miles from the Pacific Ocean, so they would be easier to protect should an enemy navy (German or Japanese) decide to attack the U.S. mainland. As a result, 1941 sparked a restorative era in areas that were still recovering from the Great Depression. Suddenly, these impoverished communities found themselves listed as suitable sites for the new “emergency” ship-building plants. Giant shipyards sprang up

on vacant shorelines with no consultation, no planning procedures, and no "NIMBY" complaints tolerated. They sprang up in weeks all around the USA—often far from the ocean. The most famous and the first of three Kaiser yards in Portland and Vancouver was Oregon Shipbuilding Yard (often shortened to Oregonship), where the American version of the British design that would become the Liberty ship took shape in three months. Traditional boatyards also mobilized in 1941 to begin building the 133' YMS wooden mine-sweeper design for both the US and British navies. About a quarter of the 560 craft built in the USA would be purchased or "lend-leased" to the Royal Navy and depart U.S. waters with British crews.

But the USA still remained technically neutral until the Japanese carrier fleet bombed the U.S. Navy base on Pearl Harbor on December 7, 1941. Almost overnight, the entire West Coast was mobilized from California to Alaska and across the entire country. The economy was re-directed and converted into a giant war production machine that truly was the "Arsenal of Democracy." The war in the Pacific required ships of all types in unimaginable numbers to achieve numerical superiority. This required that the government convert the nation's engineering industries to produce marine engines, winches, and everything else to outfit vessels from PT boats to aircraft carriers.

To fight, these ships needed ammunition, which was stored at the Naval Ammunition Depot close to Bremerton. Others were located at Indian Island, which is still in use, and Bangor, which was converted to a major submarine base in 1973. The Naval Advance Base Depot in Tacoma's Lakeview district contained 22 warehouses that each measured 150' x 450'. Some of these warehouses are still in use today by Lakewood's Clover Park Technical College. The Navy purchased Seattle's Pier 91 and Pier 90 and added more warehouses throughout the area that totaled over two million square feet.

By 1942, the small yards were launching thousands of small wooden craft including wooden barges, landing craft, and oceangoing tugs. On Lake Union, Puget Sound Bridge and Drydock turned out 38 minesweepers and numerous other vessels. The Lake Washington Shipyard at Houghton, now Carillon Point in Kirkland, employed 6,000 workers to repair merchant vessels and ferries. Towns all over Washington were involved in the war at home, from fishermen supplying canned salmon to the troops to the new hydro-dams on the Columbia powering aluminum smelters. The industrial might of the whole nation was re-directed to winning the war.

Puget Sound was also the site of dozens of military bases, including Paine Field, the Whidbey Naval Air Station, and Sand Point Naval Air Station on Lake Washington. It was at Sandpoint where the historic district preserved elegant 1930's New Deal buildings and the former naval base is now the home of the region's biggest community boating center. Remarkably, two army officers who were serving in obscurity in western Washington in 1941 were called back to Washington, D.C., and attained the highest rank in the war. The army officers were General George C. Marshall and Major Dwight D. Eisenhower.

Another big event in the region around this time was the visit of President Roosevelt during his national tour in 1942. The "secret" presidential train left Washington, D.C., and first visited industrial plants in Detroit and Milwaukee before crossing the Rockies and arriving in Fort Lewis south of Tacoma at 8:45 am on September 22, 1942. Two hours later, the president departed by special automobile for Bremerton. The route went via the temporary Tacoma Narrows ferry that replaced the bridge that had shaken itself apart in 1940. At the old Naval Shipyard, FDR remained seated in the car as he stopped at the hospital, shops, and dry docks. The tour continued by ferry to Seattle, then traveled down Marginal Way to Boeing Plant No. 2. It was here that the car stopped under the wing

of a Boeing B-17 Flying Fortress, surprising the riveters, who had no idea that the president was coming. FDR then spent the night at the home of his daughter Anna and her husband on Mercer Island. The next day, the train continued south to Vancouver, where the President's car carried him around and through the ALCOA aluminum plant, which supplied the metal plate to Boeing. The train then crossed the Columbia River and entered the Kaiser shipyard on the Willamette River, which had become famous for applying mass-production methods. The entourage soon arrived at the *SS Joseph N. Teale* where a large sign on the bow proclaimed, "10 Days." It was only then that the 10,000 men and women present realized that all their effort to build a Liberty ship in ten days coincided with the president's visit.

Oregonship went on to build 330 Liberty ships in three years, lowering the average time to about a month, followed by 99 Victory ships, and 33 Attack Transports. At this time, Kaiser built two more emergency shipyards in Portland and Vancouver. On Swan Island in Portland, they built 147 T-2 tankers, while the Vancouver yard was given several challenging contracts for different ships and had set its own record by launching a 382' Landing Ship Tank (LST) in a record two days, 23 hours. In 1942, Vancouver's 38,000 workers were contracted to build fifty of the new 512' escort carriers at an unprecedented speed.

The first was launched by the President's wife, Eleanor, and attracted a crowd estimated at 75,000 on April 5, 1943. She wasn't just there to view the ships, as she was actually more interested in the social programs affiliated with the massive Kaiser enterprise. Kaiser was the first yard to train women to replace men who were being enlisted. These women mastered every industrial skill, including welding, wiring, and of course, riveting in the aircraft factories. These were women from all walks of life, including mothers who were given access to a 24-hour childcare center and a modern hospital; both places that Eleanor wanted to see on her visit.

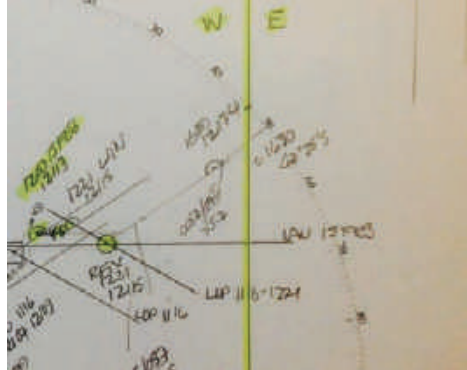
Once the first few carriers were launched, the yard ramped up production and all 50 vessels were delivered at the astonishing rate of one every 7-10 days over 15 months. The yard launched its last carrier on June 8, 1944 and these "baby flattops" helped win the war in unexpected ways. Five were sunk by Japanese actions, including two hit by Kamikaze suicide pilots. In five years, the nation's shipyard produced nearly 1,200 major combatant ships, over 3,000 cargo ships, 2,500 landing craft, and more than 500 oil tankers.

The final result of this combined effort was a total count of around 6,000 ships available in the Pacific by 1945 in preparation for the invasion of Japan. This seemed inevitable until the dropping of two atomic bombs on Hiroshima and Nagasaki, which forced Japan to surrender. The end of the war resulted in a popular celebration that erupted on the evening of August 14 and grew into a nationwide event called "V-J Day" (for Victory Over Japan).

All the photos contained in this piece are the property of Peter Marsh and came from Lawrence Barber, the last Marine Editor of the Oregonian newspaper in Portland, Oregon, who is the presumed photographer.

If you have enjoyed reading this piece by Peter Marsh, you will want to look out for his new book titled *Liberty Factory*, that is being published in the UK by Pen & Sword this Winter. Visit www.pen-and-sword.co.uk/Liberty-Factory-Hardback/p/17978 for a preview!

Peter Marsh grew up in Greenwich, UK and started dinghy sailing in 1963. He was at the start of the Singlehanded Trans-Atlantic Race in 1964 and was very much involved in the early trimaran development. In 1971, he joined Major H.W. Tilman for a voyage to the Arctic, and came to the United States in 1972. Since that time, he has built one more multihull, a small open trimaran that he cruised to Alaska twice in the 1980s, plus a 1986 voyage on the Great Lakes. He has lived in Astoria since 2002 and you may find many of his stories at www.sea-to-summit.net.



A MAN AND HIS SEXTANT

The Adventure of Bert ter Hart and His Single-Handed Sail Around the World

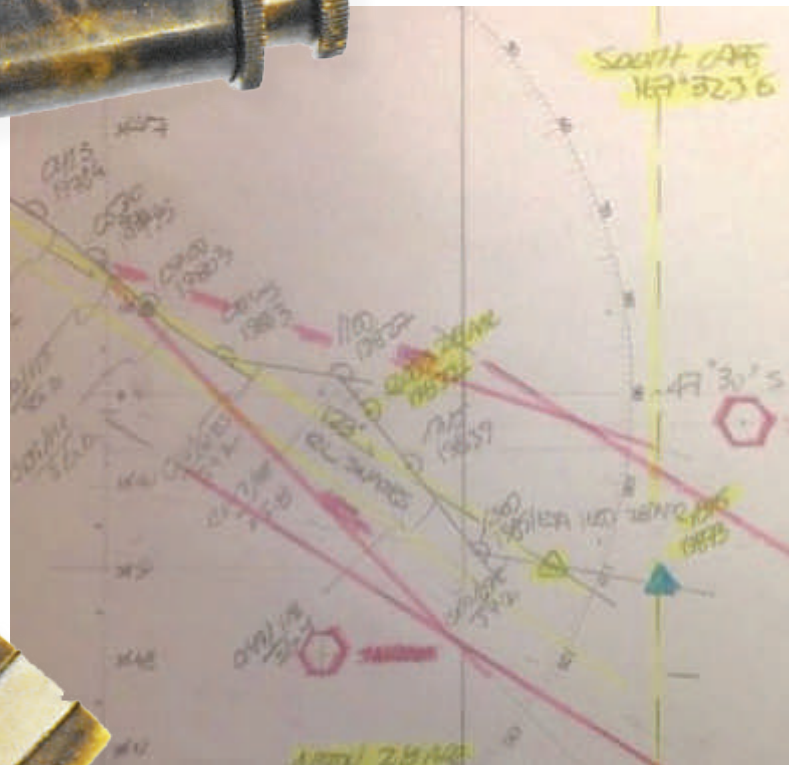
By Schelleen Rathkopf

It's one thing to sail solo around the world in modern times, using radio navigation and all the technical gadgetry and instruments available at your fingertips. It's quite another thing to sail solo around the world in the 21st century using only celestial navigation techniques. This is the story of Bert ter Hart, who recently returned to his homeland in Canada after having sailed single-handed around the world, west to east, via the five capes on his 46-foot sloop, S/V Seaburban. Armed with only a sextant, some charts, and some really sharp pencils, he departed Victoria, British Columbia, on October 27, 2019, and spent 267 days alone at sea. Only about 300 people have successfully sailed solo around the world, with only eight having done it using a sextant and charts. Of those eight, only one is from North America and his name is Bert ter Hart.

"My father is an old Dutch merchant marine," explains the 61-year-old during a phone conversation we had following the completion of his jour-

ney on July 18, 2020. "I have all of his old instruments now and really like using a sextant." Bert wanted his around-the-world adventure to be unique, so he chose to implore only celestial navigation techniques; the oldest form of sea navigation. Where his modern-day predecessors relied on radio, radar, or satellite navigation techniques, Bert used only the sextant tool, which measures the angular distance between two visible objects like the horizon and the stars when at sea. The angle and the time when it was measured can then be used to calculate a position line on a nautical chart. This form of celestial navigation takes a lot more time and concentration and is a skill that many offshore mariners have in their arsenal for back-up. In Bert's case, however, it wasn't a back-up navigation system. It was his only system.

Managing this form of navigation, combined with the daily tasks of keeping the boat in one piece, and other basics like eating and sleeping, kept Bert on his toes. For Bert, his time on the boat collapsed into jobs that



required his attention all the time. “At sea, I found that I lived entirely in the moment,” he shares. “There was always something to do, and another job to tend to, and I never wanted to get behind in these jobs.” Bert had grown up with the Navy in his sights. But due to his colorblindness, he settled in with the Army where he picked up much of his survival training that carried him through. “There was never a time that I could sit back and relax. I packed a few books that I had hoped to read, but found that the only reading I did were the instructions on how to fix something!”

CELEBRATE THE CAPES

I asked Bert what he did to celebrate the passing of the five capes in the Southern Ocean, those being Cape Horn (Chile), Cape Agulhas (South Africa), Cape Leeuwin (Australia), South East Cape (Australia) and South Cape (New Zealand). He laughed and shared that though he was not a

drinker, he enjoyed a toast with a nip of scotch, a gift that was given to him by lifelong sailor Glenn Wakefield who had previously tried twice before to sail solo around the world. As it is bad luck to toast at the capes themselves, Bert waited until he was well past the mark but made sure that each passing was honored. “I made the same toast each time. I toasted first to Neptune, then my boat, then myself, then to all those who came before me, and finally to all those who will come after me.”

With a deep appreciation and fascination of the five capes, Bert said that passing them was a significant part of the journey for him and he felt a tremendous amount of connection to the history of those places. Wakefield’s words to Bert when he gave him the bottle of scotch on the docks in Victoria were, “Don’t save it!” But Bert knew that he would save some to toast again with those who helped him achieve his journey when he returned home.



SIR SALTY MCPORPOISE

Bert said that the key to survival on an epic journey such as this one is maintaining a sense of humor and Sir Salty McPorpoise played a starring role. It is not uncommon for adventures to carry some kind mascot on a trip, but due to the time to prepare, Bert hadn't really thought about this until the day he was making the final provisions and ready to pull away from the dock this past October. As he was preparing to cast away the lines, his good friend Bos Malcolm tossed him his most prized possession: a stuffed seal named Salty. "Salty is 45 years old and has accompanied Bos on his own voyages for over 20 years," Bert explained. "Salty never failed to help navigate Bos home safely, and here he was throwing it to me!"

After the toss, Bos reminded Bert that though Salty wasn't much of a talker, he was a great listener! At first, Bert was very concerned about taking his friend's lifelong faithful companion on his own journey because of the added responsibility to bring him back unscathed and in one piece. This, combined with the meticulous provisioning he had done, didn't really allow for any added objects on board that weren't 100% necessary. But Bert smiled and waved goodbye to his friend at the dock with the feeling that he had just added another body to the count on board. Over time, however, Salty earned his stay and was knighted Sir Salty McPorpoise as he became a valuable first mate and comedic diversion. Bert kept a blog of his journey and at one point, posted a letter he penned to the his stuffy friend following an incident involving Sir Salty McWouldbe-Admiral-And-Commander's attempts to take over command of the boat. Again, a sense of humor is a must.

COVID-19

Bert departed for his around the world sail on October 27, 2019, and returned 267 days later on July 18, 2020. During this time, the COVID-19 pandemic spread like wildfire on every continent. "The world I left doesn't exist anymore," he says, "and I wasn't even gone that long." Bert was kept informed of the COVID pandemic from his sister Leah, who was not only handling the media and publicity back home, but who also was writing to consulates along the way in the event of any unforeseen emergencies that may necessitate her brother coming ashore. "Don't even think about it," was the response she often received; a response that she didn't have the heart to share with her brother until he was safely back home. When nearing the Hawaiian Islands in the Pacific Ocean, Bert was hearing COVID warnings on the radio every 15 minutes, reminding nearby mariners to move it along and to stay away from the islands.

"When I arrived home, everyone was wearing masks," he said. "I wasn't even allowed to get off my boat until I had been checked out. They actually wanted me to spend 14 days in quarantine despite my assertion that I had just spend 267 days in quarantine!" Customs officials and the Public Health of Canada did not know what to do with Bert. The manual didn't include a dossier on how to handle a human being in a pandemic who had not stepped on land, nor had any human interaction whatsoever, for the length of time that he was solo at sea. After hurtling some linguistic nuances with the aid of his brother who was an attorney, Bert was finally given the green light to come ashore. Waiting for him there was his own father Jan, whose sextant Bert used on his journey and how this whole story started. My guess is that he and his Dad ultimately enjoyed a memorable final toast together from that bottle of scotch. Bert ter Hart is an inspiration to many, and the tales documenting his epic journey can be found on his blog at www.the5Capes.com

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Racing Sheet

BY DOUG HANSEN | PHOTOGRAPHY BY JAN ANDERSON



With COVID-19 social distancing mandates in place, some yacht clubs are stepping up to the challenge by providing short-handed sailing options for racers to get out on the water and compete. They are offering a mixture of double-handed and short-handed crew race options as alternatives to a full-blown keel boat racing calendar. Everything from weekend distance racing to weeknight double-handing is proving that, with the appropriate precautions, racing is far from dead in the Pacific Northwest.

One of these events was the Around Whidbey Island Race, hosted by Oak Harbor Yacht Club. Normally a fully crewed race, the entries were limited to five crew per boat for a fantastic race around the island. The start was set up just to the west of the notably treacherous Deception Pass and the fleet sailed counterclockwise around the length of Whidbey Island to a finish line set up at

the Oak Harbor marina entrance. The enthusiastic fleet got underway just after 10 am in typical Northwest summer fashion; with light air but no shortage of smiles throughout the fleets.

With only eleven entries, it was inspiring to see such a range of boats and racers represented in the fleet. Racers, cruisers, and even a spectacular “Aero” rotating, rigged cruising sloop came out for a day on the water. A mix of close friends and families taking to the water with a common goal is at the fundamental core of yachting, and seeing this kind of camaraderie and teamwork in these days of absolute uncertainty is nothing short of inspiring. The day wrapped up with most of the fleet finishing the 65-mile course in the early hours of the morning after many long hours of low side hiking. Shannon Buys onboard *Vertigo* took home the corrected time win for the day after sixteen



hours of racing, while Thomas and Sandy Buss crossed the line first onboard *Hula Girl* after racing for a little over fifteen hours.

A bit closer to home, the Seattle Women at the Helm Regatta (SWATH), hosted by the Sloop Tavern Yacht Club, hit the water. Requiring five crew maximum with a female skipper, it was the first of its kind but not the last. Thirty-one boats registered, and there were many familiar faces. The breeze was steadily in the low teens and this, combined with the illusive Seattle sunshine, felt like old times in what ended up being one of the best days of racing in recent memory. The fleets were competing under PHRF handicap, and it felt as close to a normal weekend regatta as we have had in quite a while. The fleet got underway and knocked out three races throughout the day while keeping everyone safe and masked up. Plus, every crew member's contact info was recorded for contact tracing, in case the

Sloop Tavern needed to track down specific sailors after the event.

Christina Wolfe, onboard the *J/111 Raku*, took home the overall corrected time win, followed by Regan Edwards and Elishia Van Luven filling out the balance of the podium. All in all, this event served as a reminder that it is possible to get back on the water this summer and stay safe.

While the future is still uncertain, especially when it comes to the larger sailing events, what we have seen in the last few months since the pandemic started is the unending amount of ingenuity and creativity that members of the sailing community bring forth to solve problems. I, for one, am looking forward to seeing what comes together next!

Ports of Call

By Deane Hislop

LANGLEY, WHIDBEY ISLAND



Historical Community Oozing with Charm

Langley sits on a high embankment overlooking the dark blue waters of Saratoga Passage in Puget Sound. Historic buildings, fine restaurants, and eclectic shops make this quaint seaside village an enjoyable place to visit. It exudes charm with shopkeepers who are genuinely friendly when you step across their threshold. Visitors can search out handmade clothing, jewelry, art glass, furniture, gourmet items, books, and antiques.

Also known as “The Village by the Sea,” Langley was incorporated in 1913 and celebrated its 107th birthday this year. Established by German immigrant Jacob Anthes in 1890, it is located on the eastside of south Whidbey Island and within easy cruising distance from the more populated areas of Puget Sound. The threat of large-scale development in the 1980s led Langley residents to grow their economy based on their best assets: the island’s natural beauty, rural character, heritage and the arts.

Mindful of the past, the city has put effort into preserving its history. Five entries have been placed on the Historic Preservation Commission’s Register of Historical Places: Langley City Hall, built in 1948 by the local Masons group as a Masonic Temple; The South Whidbey Historical Museum, a former bunkhouse; the old section of Woodmen Cemetery, the oldest cemetery on south Whidbey Island and the final resting place of many of Langley’s founding families; Wylie hospital-birthing house; and finally the old section of the Langley Library.

The area’s history is worn like badges of honor with many informative signs sprinkle throughout town. One interesting fact is Langley was the second town in the United States to have an all-female administration in 1919.



The Harbor

The Langley Boat Harbor is operated by the Port of South Whidbey and monitors VHF channel 66A. The addition of D and E docks a few years ago significantly increased guest moorage to over 600 feet, making the docking of larger vessels much easier. The harbor features beautiful views of Saratoga Passage, Camano Island, and the Cascade Mountains. Ashore is the landscaped Phil Simon Memorial Park overlooking the boat basin. With tables and barbeque pits, it is a perfect place to have a picnic or just sit, relax, and enjoy the view. For the scuba diver, just offshore of the park is Langley’s manmade reef, composed of thousands of tires, wood logs and tons of chains. The reef is home to octopi, crab, and fish of all kinds.

Going to Town

Much of the village’s activity is centered around the repurposed historical buildings on 1st and Second streets. Langley is a walker’s paradise and only a short uphill distance from the marina. The village’s commercial area measures a few square blocks and is easily walkable. The meandering, flowered walkways are packed with art galleries, bookstores, a museum, antique shops, boutiques, souvenir and specialty shops. The work of some of the region’s best-known artists is displayed in galleries throughout downtown.

Along 1st Street is the village’s iconic bronze sculpture of a boy leaning on a railing gazing out to sea, his small dog lying beside him. The adjacent stairs lead to a promenade and public beach. At the north end of town on First Street, another set of steps connects with the promenade. Should you need provisions,



you'll find the well-stocked Star Mercantile located in the center of town. At Chocolate Flower Farms, you'll find house-made chocolate raspberry jam and floral bouquets. And for sweets, check out Sweet Mona's, for some of her delicious chocolates and caramels.

You'll find a great cup of Joe at Useless Bay Coffee Company, where you can enjoy a latte made with honey and cinnamon served in a wonderful ceramic mug from the company's pottery provider. All the baked goods are made fresh daily, including the decadent croissants, stuffed with apple and brie or strawberries. You'll also want to sample local artisan wines at the Ott & Murphy Wine Tasting Room.

The Langley Whale Center gives visitors a chance to learn about the endangered Southern Resident killer whales (orcas) who visit the area each fall/winter, and about the North Puget Sound gray whales, a small unique population of gray whales who feed off the waters of Saratoga Passage and Possession Sound each March–May. Exercise your creativity at Callahan's Firehouse Studio & Gallery, the town's former firehouse, where visitors learn the art of glass blowing and make their own piece.

Time Your Visit

There is always something happening in Langley! In February, you'll find Langley's Mystery Weekend, where a fictitious murder takes place in the tiny village, and visitors find clues all over town to solve a fun whodunit mystery. In April, check out Welcome the Whales, an event celebrating the return of gray whales to the area with a parade, music, and shore-based whale watching. Friday

afternoons between mid-May and September, you'll find that Second Street is converted to a Farmers Market with local fruits, vegetables, artwork, and street performers. In early July for the past 45 years, the Choochokam Music & Art Festival turns the streets into a thriving festival full of art, music, food, and there is a rock 'n roll street dance party on Saturday night.

Gastronomy

The village has no shortage of restaurants and cafes. For the past 27 years, The Village Pizzeria has been a favorite of the locals thanks to its New York-style pies. The window-lined dining area faces the water and on a clear day, the snow-capped Cascades are in view. The vista is as equally stunning across the street at Prima Bistro. I suggest getting a table on the rooftop terrace and enjoy some French-inspired cuisine. For the seafood lover, a great restaurant is the Saltwater Fish House & Oyster Bar with its offering of fish and chips, clam chowder, lobster rolls, crab cakes, clams, mussels, clams and of course oysters.

Moorage

Moorage can be found at the Port of South Whidbey, where there is over 600 feet of guest moorage for vessels up to 130 feet. Additional services include water, 20-, 30-, 50- and 100-amp power, Wi-Fi, restrooms, showers, garbage service, and a pumpout. Boaters should note there is no fuel available and reservations are suggested and accepted online at www.portofsouthwhidbey.com.

Boats for Sale

LENGTH & TYPE	YEAR	PRICE	BROKER	PAGE	LENGTH & TYPE	YEAR	PRICE	BROKER	PAGE
POWER					POWER				
16' Zodiac	1999	\$19,500.00	marinesc	41	39' Krogen	2003	\$380,000.00	stanmiller	15
20' EdgeWater	2000	\$16,000.00	stanmiller	15	39' Meridian	2014	\$405,000.00	stanmiller	15
23' Sea Hunt	2014	\$45,000.00	stanmiller	15	39' Tiara	2018	\$625,000.00	worthave	7, 87
24' Sea Sport	2012	\$122,500.00	waterlineboats	78	40' Eagle Tug	2001	\$174,950.00	bristolyachts	27
25' Four Winns	2019	\$129,564.00	marinesc	41	40' HI-Star	1986	\$44,900.00	waterlineboats	78
26' North River	2008	\$90,000.00	stanmiller	15	40' Pacific Trawler	2003	\$210,000.00	bristolyachts	27
26' Sea Ray	2008	\$44,900.00	waterlineboats	78	40' Ponderosa	1987	\$89,000.00	bristolyachts	27
26' Tollycraft	1977	\$23,000.00	waterlineboats	78	40' Riviera	2005	\$349,000.00	stanmiller	15
27' Ranger	2018	\$84,500.00	chuckhovey	17	40' Sea Ray	2017	\$519,788.00	stanmiller	15
27' Ranger Tug	2019	\$179,000.00	ebys	19	40' Tollycraft	1985	\$84,500.00	chuckhovey	17
28' Grandy	1965	\$18,000.00	waterlineboats	78	41' Cabo	2020	POA	worthave	7, 87
28' Sea Ray	2002	\$35,000.00	bristolyachts	27	41' Maxum	1998	\$129,500.00	stanmiller	15
29' Ranger Tugs	2010	\$145,000.00	bristolyachts	27	42' Grand Banks	1969	\$72,500.00	stanmiller	15
30' Four Winns	2019	\$199,872.00	marinesc	41	42' Grand Banks	1982	\$197,000.00	stanmiller	15
30' Lyman	1967	\$39,500.00	waterlineboats	78	42' Grand Banks	2003	\$440,000.00	stanmiller	15
30' Pursuit	1999	\$62,500.00	ebys	19	42' Krogen	1985	\$199,000.00	stanmiller	15
31' Camano	1995	\$85,000.00	waterlineboats	78	42' Prestige	2016	\$425,000.00	ebys	19
31' Camano	1993	\$79,500.00	waterlineboats	78	43' Grand Banks	2001	\$284,900.00	stanmiller	15
31' Devlin	1996	\$198,800.00	waterlineboats	78	44' Tiara	2016	\$585,000.00	worthave	7, 87
31' Ranger Tugs	2015	\$219,500.00	waterlineboats	78	45' Custom	2012	\$499,000.00	worthave	7, 87
31' Tiara	2000	\$69,000.00	ebys	19	45' Defever	2004	\$399,000.00	chuckhovey	17
32' Bayliner	1986	\$29,975.00	bristolyachts	27	45' Devlin	2003	\$624,000.00	waterlineboats	78
32' Bayliner	1985	\$34,300.00	waterlineboats	78	45' Hatteras	2020	POA	worthave	7, 87
32' Bayliner	1991	\$51,500.00	waterlineboats	78	45' Uniflite	1984	\$89,000.00	marinesc	41
32' Grand Banks	1971	\$58,500.00	stanmiller	15	46' Viking	1996	\$199,000.00	chuckhovey	17
32' Luhrs	2003	\$139,999.00	stanmiller	15	48' Ocean	1988	\$99,000.00	stanmiller	15
32' Nordic Tug	1994	\$139,980.00	marinesc	41	48' Ocean	2000	\$299,000.00	stanmiller	15
32' Ribcraft	2016	\$245,000.00	marinesc	41	49' DeFever	1990	\$327,500.00	waterlineboats	78
32' Trojan	1978	\$24,990.00	waterlineboats	78	51' Navigator	2006	\$465,000.00	chuckhovey	17
33' Bayliner	2000	\$64,900.00	stanmiller	15	51' Sea Ray	2000	\$279,000.00	stanmiller	15
33' Blackfin	1993	\$130,000.00	stanmiller	15	52' Hatteras	1983	\$169,000.00	nwyachtnet	21
33' Hunt Yachts	2001	\$179,000.00	worthave	7, 87	52' Hatteras	1988	\$180,000.00	stanmiller	15
33' Intrepid	2002	\$110,000.00	stanmiller	15	52' North Pacific	2007	\$479,500.00	bristolyachts	27
33' Tiara	1991	\$63,500.00	stanmiller	15	52' PT	1986	\$99,900.00	nwyachtnet	21
34' Boston Whaler	2000	\$125,000.00	ebys	19	52' Sea Ranger	1986	\$79,500.00	waterlineboats	78
34' Luhrs	2002	\$79,500.00	stanmiller	15	53' Grand Banks	1974	\$185,000.00	nwyachtnet	21
34' Mainship	2003	\$119,000.00	stanmiller	15	53' Prima	2001	\$399,000.00	nwyachtnet	21
34' Pacific Victor Marine	1991	\$159,500.00	waterlineboats	78	53' Prima	2001	\$429,000.00	nwyachtnet	21
34' Sabreline	1992	\$114,900.00	marinesc	41	53' Vic Franck / Little Hoquiam	1986	\$237,000.00	chuckhovey	17
34' Sea Ray	1999	\$33,000.00	waterlineboats	78	54' Hatteras	2020	POA	worthave	7, 87
34' Yellowfin	2014	\$275,000.00	worthave	7, 87	54' Hatteras	2006	\$875,000.00	stanmiller	15
35' Beneteau	1983	\$47,500.00	signature	25	54' Offshore	2009	\$1,295,000.00	chuckhovey	17
35' Cabo	1997	\$139,500.00	stanmiller	15	54' Seaforth	2003	\$947,500.00	nwyachtnet	21
35' Cabo	2003	\$160,000.00	stanmiller	15	54' Seaforth	2003	\$995,000.00	nwyachtnet	21
35' Carver	1998	\$49,000.00	stanmiller	15	55' Hunt	2020	POA	worthave	7, 87
35' Chris Craft	1958	\$35,400.00	waterlineboats	78	56' Ocean	1999	\$379,500.00	stanmiller	15
35' Luhrs	1990	\$49,000.00	stanmiller	15	57' Bayliner	1999	\$424,800.00	waterlineboats	78
35' Skipjack	1991	\$79,000.00	stanmiller	15	58' Meridian	2006	\$649,000.00	nwyachtnet	21
35' Tiara	2003	\$169,000.00	ebys	19	59' Hatteras	2020	POA	worthave	7, 87
36' Camano Marine	1986	\$129,500.00	waterlineboats	78	60' DeFever	1984	\$319,500.00	waterlineboats	78
36' Tiara	1985	\$47,400.00	waterlineboats	78	60' Ferretti	2003	\$669,000.00	chuckhovey	17
37' Back Cove	2010	\$459,000.00	worthave	7, 87	60' Hatteras	2020	POA	worthave	7, 87
37' Blackman	1996	\$119,000.00	stanmiller	15	60' Hatteras	2002	\$775,000.00	stanmiller	15
37' Hershine	1979	\$39,500.00	waterlineboats	78	60' Ocean Alexander	1985	\$430,000.00	ebys	19
37' Jeanneau NC-11	1999	\$320,000.00	ebys	19	61' Ocean Alexander	1998	\$649,000.00	nwyachtnet	21
37' Maxum	2000	\$69,000.00	waterlineboats	78	62' Ocean Alexander	2012	\$1,295,000.00	worthave	7, 87
37' Roughwater	1982	\$79,500.00	stanmiller	15	63' Hunt	2020	POA	worthave	7, 87
38' Chris Craft	1984	\$109,000.00	stanmiller	15	64' Malahide	1971	\$375,000.00	nwyachtnet	21
38' Eastbay	2001	\$235,000.00	ebys	19	64' Southern Marine	1971	\$375,000.00	nwyachtnet	21
38' Egg Harbor	1990	\$89,000.00	waterlineboats	78	65' Hatteras	2020	POA	worthave	7, 87
38' Helmsman	2017	\$415,000.00	waterlineboats	78	65' Pacific	2003	\$799,000.00	hampton	6, 88
38' Sabre	2016	\$648,500.00	stanmiller	15	65' Pacific Mariner	1997	\$495,000.00	worthave	7, 87
38' Transworld	1988	\$56,500.00	waterlineboats	78	65' Southern Marine	1972	\$649,500.00	waterlineboats	78
39' CHB	1978	\$59,500.00	waterlineboats	78					
39' Grand Banks	2006	\$419,000.00	stanmiller	15					

LENGTH & TYPE YEAR PRICE BROKER PAGE

POWER

69' Pacemaker	1976	\$299,000.00	chuckhovey	17
70' Hatteras	2020	PO	worthave	7,87
72' Hatteras	1981	\$372,000.00	waterlineboats	78
73' Classic Motoryacht	1922	\$175,000.00	waterlineboats	78
73' Northcoast	1998	\$650,000.00	ebys	19
73' Northcoast	1998	\$839,000.00	ebys	19
74' Ocean Alexander	2007	\$2,275,000.00	worthave	7,87
75' Hatteras	2020	POA	worthave	7,87
76' Alaskan	2008	\$2,095,000.00	worthave	7,87
76' Hunt	2020	POA	worthave	7,87
76' Hunt	2020	POA	worthave	7,87
76' Wallace Tug	1906	\$74,500.00	waterlineboats	78
84' Delta	1985	\$1,550,000.00	chuckhovey	17
85' Azimut	2005	\$1,545,000.00	emeraldpac	12
87' Blount Marine	1967	\$780,000.00	waterlineboats	78
88' Jack Sarin	2006	\$1,999,000.00	emeraldpac	12
90' Hatteras	2020	POA	worthave	7,87
92' Paragon	2015	\$3,625,000.00	worthave	7,87
98' Hatteras	2020	POA	worthave	7,87
100' Steel Tug	1944	\$300,000.00	waterlineboats	78
105' Hatteras	2020	POA	worthave	7,87
106' Horizon	2005	\$2,995,000.00	chuckhovey	17
150' Ferry	1936	\$499,000.00	nwyachtnet	21
150' Ferry Boat	1936	\$1,495,000.00	nwyachtnet	21

SAIL

20' Laser	2008	\$19,500.00	marinesc	41
22' Beneteau	2017	\$13,500.00	signature	25
31' Beneteau	2019	\$169,000.00	signature	25
33' Araminta	2000	\$180,000.00	waterlineboats	78
34' Gemini	2005	\$99,000.00	ebys	19
34' Jeanneau	2021	\$192,490.00	marinesc	41
35' Baba	1979	\$56,500.00	waterlineboats	78
35' Camper & Nicholson	1974	\$19,995.00	bristolyachts	27
35' Cheoy Lee	1966	\$49,000.00	stanmiller	15
35' Trident	1978	\$59,500.00	marinesc	41
36' Bavaria	2003	\$93,500.00	marinesc	41
36' Catalina	2002	\$87,500.00	stanmiller	15
37' Nautor	1981	\$58,000.00	marinesc	41
37' Pacific	1981	\$79,000.00	marinesc	41
37' Tartan	1982	\$89,950.00	ebys	19
38' Hinckley	1969	\$65,000.00	ebys	19
38' X-Yachts	1996	\$63,500.00	marinesc	41
39' Fast Passage	1977	\$75,000.00	waterlineboats	78
40' Beneteau	2011	\$169,500.00	signature	25
41' Beneteau	2019	\$315,932.00	signature	25
41' Formosa	1976	\$75,000.00	waterlineboats	78
41' Hunter	2007	\$149,500.00	signature	25
41' Islander	1977	\$62,500.00	bristolyachts	27
41' Islander	1977	\$62,500.00	bristolyachts	27
41' Jeanneau	2021	\$338,347.00	marinesc	41
42' Beneteau	2006	\$159,000.00	stanmiller	15
42' Lagoon	2021	\$687,524.00	marinesc	41
42' Sabre	1987	\$145,000.00	bristolyachts	27
42' SK	2004	\$109,500.00	marinesc	41
43' Luengen	1987	\$54,500.00	waterlineboats	78
44' Bruce Roberts	1993	\$38,500.00	marinesc	41
44' Jeanneau	2011	\$194,500.00	marinesc	41
44' Jeanneau	2021	\$429,862.00	marinesc	41
44' Nauticat	1980	\$185,000.00	marinesc	41
45' Hunter	1986	\$59,000.00	waterlineboats	78
45' Hunter	1998	\$139,500.00	marinesc	41
45' Jeanneau	2006	\$199,500.00	marinesc	41
45' Jeanneau	2008	\$250,000.00	marinesc	41
47' Bowman	1997	\$169,500.00	marinesc	41
47' Vegabond	1983	\$184,000.00	marinesc	41
49' Bavaria	2004	\$184,000.00	ebys	19
49' Jeanneau	2005	\$269,500.00	marinesc	41
49' Jeanneau	2005	\$269,500.00	waterlineboats	78
49' Jeanneau	2005	\$349,500.00	marinesc	41
49' Jeanneau	2020	\$524,869.00	marinesc	41
49' Transpacific	1980	\$85,000.00	ebys	19
51' Alden	1980	\$129,500.00	marinesc	41
51' Beneteau	2006	\$199,500.00	marinesc	41
52' Shuttleworth	2020	\$2,200,000.00	bristolyachts	27
65' MacGregor	1990	\$139,500.00	bristolyachts	27
65' Sparkman & Stephens	1968	\$325,000.00	ebys	19
70' Dencho	1995	\$415,000.00	chuckhovey	17
86' Bloomfield	2020	\$3,600,000.00	bristolyachts	27

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37 Pacific Seacraft 1990



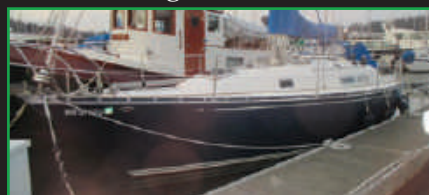
31' Sea Ray Sundancer 2009



44' Puget Trawler 1978



51' Maritimo M51 2019 Bristol: New



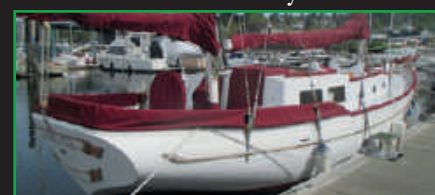
36' C&C 1978



45' Northwind Motoryacht 1988



28' Cutwater 2016



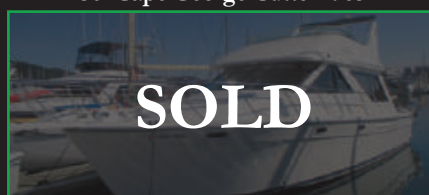
41' CT Ketch 1976



36' Cape George Cutter 1985



34' Cape George Cutter 2004



39' Bayliner 2002



42' Tayana Vancouver 1990

SOLD

64' Grand Alaskan
64' Ocean Alexander
53' Fleming
51' & 50' Beneteaus

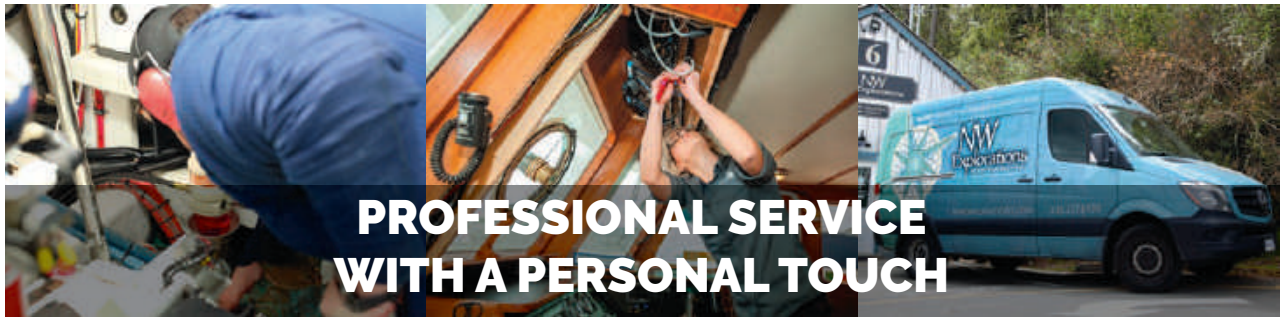
50' Ocean Alexander
50' Ocean Alexander Mk2
48' Californian

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46' Grand Banks
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43' Beneteau
43' Tollycraft
38' Sabre Express
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REDUCED 2003
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MAXUM 3700-SCR



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CAMANO MARINE 36 TRAWLER



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60' Dutch M/S, Corten steel, Iveco dsl. '94 Refit, built as a 'go round the world' boat!
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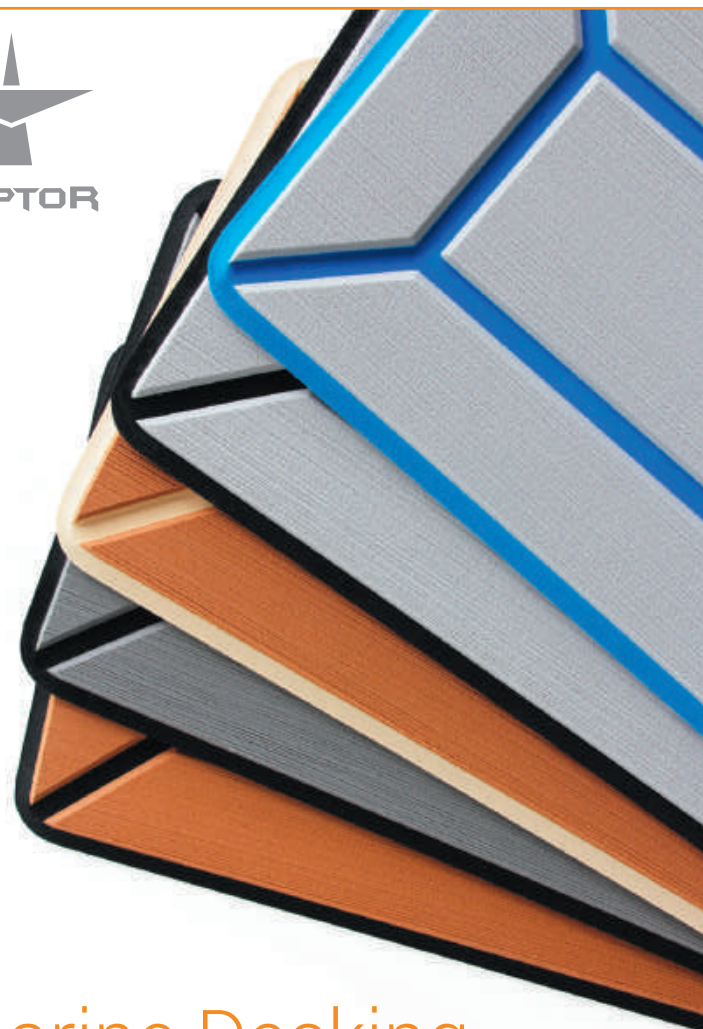
POWER

110' USN Barge, two-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!
34' Carver, '13, Model C-34, flybridge, twin gas, excellent condition, financing available
32' Bayliner, '91, Hino diesels, just refinished interior, very clean, good cond., family boat
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44' CUTTER 1975

Miller cutter cruising sailboat. 55 HP diesel Isuzu not running. 3g Simrad, radar, chart plotter, autopilot. 8 ft rigid bottom dinghy with 9.9 Suzuki outboard. Non-smoker. Great sailing boat with mylar main. Tiger windlass. Fiberglass hand lay-up. Iverson dodger. \$9,000. Robert Keystone, (805) 318-0207, robertkeystone7@gmail.com **S916-2011**



46' STEEL FLUSH DECK PH CUTTER

Maintained custom deck & cabin layout. Interior lined w/yellow cedar & maple cabinets. 2 double & 2 single berths. Dickinson heater, large galley w/ Force 10 Range, built in topload freezer & fridge, SS double sink. John Deere NA 4045 DMF w/low hours. Cruise 7.3 at 1800 rpm, hyd system, hydraulic anchoring equipment & electric capstan. 300 gal fuel/220 gal water. \$166,000. (907) 738-5706 evenings (no text) fvrauma@gmail.com **S910-2010**



SABRE 402 OCEANS

Oceans is a quality build with a large galley and comfortable layout. Powered by a 55 Yanmar diesel with 1200 hours, a stout three spreader with rod rigging and an electric winch to hoist its main from a furling boom. Sails include a North Main, two North Genoa's, 110 and 140, plus Iverson dodger and full bimini over the cockpit. \$199,900. Tom, (206) 714-3445 or tomkappy@msn.com **S915-2010**



60' STEEL 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-90s to a ketch rigged motorsailer. 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. (206) 225-3360, pacificmarine.org **P657-MZ**



67' CAPE ROSS

Cape Ross is a 67' converted seiner. Current owner purchased her from a professional mariner who converted her to a lovely ship. She will sleep 9 comfortably. Cape Ross would be an amazing boat to live aboard in the PNW, cruise the San Juans or Desolation, take to Alaska or transit the Northwest Passage to Norway or the Mediterranean. She is truly a turnkey beauty. Call or text (206) 313-7960 or CapeRoss.com for more details **P962-2102**



42' ULTIMATE CRUISER 1984

Tom Fexas designed. Twin Volvo diesel engs., 7.7 kw Westerbeke diesel gen set. Covered fly bridge w/ electronic pkg. Covered back deck. Comfortable, spacious, salon. Well equipped galley. Walk around queen size bed with plenty of storage. Separate Head w/ shower stall, vacu-flush head. Many other amenities. 11' Rendova w/ trailer. Boathouse moorage. \$140,000. Contact Beau at (253) 581-1486 or beaudinky3@comcast.net **P965-2102**



30' CHRIS CRAFT 1941

"Swietenia" is constructed of double-planked mahogany on white oak frames. Powered by a Hercules Model M 6-cyl gasoline engine. Her upgraded physical plant includes: DC/AC inverter and A/C shore power, chart plotter, refrigerator, and fume detection/fire suppression systems. Extensively restored 2003-2009, hauled out in 2019. \$32,900. Rick, (805) 455-3326, classicyacht.org/boats/swietenia **P951-2011**



54' EUROPEAN CANAL BOAT 1947

Classic steel hulled canal boat built in Europe. Major refit in late nineties with new bottom plating, new decks and new interior. Great liveaboard and islands cruiser! Solid hull and mechanically excellent but needs exterior work and repainting. Berthed in Bellingham. \$15,000 obo. Steve, (206) 850-9017, steve@buzzards-bay.net **P961-2012**

Marketplace



42' SELENE VOYAGER SEDAN 2013

A full-displacement hull and truly a "Gentlemen's Cruising Yacht" with a large flybridge. Single Cummins Diesel w/ under 700 hrs, Bow & Stern Thrusters, Stabilized, Onan 7.5 KW Gen (250 hrs), New lifeline batteries, heat/air-conditioning. All new canvas outside. Many more upgrades. See video link at: <https://youtu.be/cjpa1-MUpnA>. Owner's agent. Jim Johnson (619) 784-9002, jim@chuckhoveyyachts.com **P963-2102**



42' CHUNG HWA EUROPE SEDAN

Perfect Layout for Extended Cruising: 2 Staterooms w/ Island Queen Master & Bunks, full head w/tub, galley up w/ 3 burner stove & oven, Nova Cool High Efficiency refer/freezer, FB 3.0 cu ft freezer, microwave, storage, full lower helm, saloon up w/ L settee, large cockpit w/ canvas enclosure, stern R/O davit, spacious fly bridge w/ full helm and electronics, major refit Awlgrip paint. \$160,000. Dan at: dgeorge1956@gmail.com **P964-2102**



24' AVID SEA SKIFF PICNIC BOAT

This boat has a new fiberglass hull and deck, two new fuel tanks and a new stainless steel windshield ready for windows. She is designed with a shallow draft and full keel. Add the motor of your choice, create the interior to your specifications and you're ready to cruise anywhere you want to go! \$23,000. Steve (206) 953-9030 **P967-2010**



42' CAMARGUE SUNDECK MY '88

Estate Sale. Aft cabin motor yacht, 3208 diesel Cats, only 1,486 hrs. Basic electronics: Furuno radar, GPS/plotter, auto pilot, generator, Heart inverter, Halon system. Electric windless. Low profile electric Davit. Teak interior throughout. Almost new carpets and upholstery. Full galley. Queen bed in master stateroom; full bed in guest stateroom. 2 Vacuflush heads. Location: Discovery Bay, CA \$79,000. Bonnie L Clawson (925) 354-7801 **P938-2010**



64' MALAHIDE-IRISH PH 1971

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3700 TIARA 1997

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56' MONK MCQUEEN 1971

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 70 photos and all specs at pacificmarine.org. (206) 225-3360 **P582-MZ**



60' CUSTOM STEEL TRAWLER

"QueSera II", designed and built by owner. Includes two heads, both with showers, three staterooms, two inverters. Ballast is on the bottom of the keel, not in the bilge. Bow thrusters, diesel power generator, mast and boom for dinghies, 1,400 gal of fuel, 1,000 gal fresh water, tanks have transfer pumps, W/D, propane range, refrigerator, freezer, radar, AP, DS, black walnut woodwork. Best offer over \$365,000. Ken Dye (503) 709-5552 **P941-2010**



34' CHB 1981

This tri-cabin layout is a MUST SEE! It has been in covered moorage in Port Orchard, WA and has been beautifully maintained and professionally upgraded. Many recent upgrades include attention to living on the hook! This boat will sleep 6 and is a perfect Salish Sea cruiser. Great galley layout with refrigerator. Adventure awaits! \$42,000. Jon, (360) 621-3848, jonsams17@gmail.com **P958-2010**

Marketplace



58' VIKING SPORTFISH 1998

Owner maintained and freshwater kept, Twin 1200HP Man engines (D2842 LE406). 20KW Onan generator, 14' Novurania Rib center console tender with 60HP Yamaha outboard. Todd Patterson, (503) 819-0411, 58vikingsportfish.com **P944-2010**



486 OCEAN ALEXANDER PH 1994

"Healani" is a 1994 Ocean Alexander Classico 486 pilothouse yacht with flybridge. LOA is 52'8" and LOD is 48'. Owner was absolutely meticulous about maintenance and upgrades. 2200 hours on 435 HP Cat 3208 turbo engines. Excellent electronics and equipment. \$325,000. John, (425) 745-5765, johncarmody@comcast.net, <http://johncarmody.wixsite.com/mahalo> **P948-2019**



32' GRAND BANKS 1974

Meticulously maintained x 19 years! Documented. 2005 New American Diesel 132 hp, total 845 hrs, & Entire Exhaust system replaced. Custom 200 gal aluminum fuel tanks in 2017 w/even fuel flow. 2018: New Electrosan + holding tank & plumbing. Survey 11/ 18 by North Beach Marine, Fair Market value = \$73.5 - \$75K. Will share if genuine interest. Dual helms. Comfort. \$73,000. Edward Drum, (360) 678-6074 **P906-2012**



36' STOCKLAND TROLLER

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



60' STEPHENS PH MOTORYACHT

A classic wooden vessel that's had the privilege of an "open checkbook" maintenance and upgrade program. An easy liveaboard for a growing family and/or coastal cruiser. Full rewire to ABYC and USCG specs, possessing her COI for charter as recently as 2014. Long term owners are motivated. "Ranger" is a vessel the entire family will love. Offers encouraged, Poulsbo, WA. \$215,000. Aaron Wenholtz, (425) 306-4191 **P940-2010**



52' FAN-TAIL TRAWLER 1951

Built by Benson Brothers yard in Vancouver BC. Great liveaboard/cruiser, SE AK Veteran, two staterooms/heads, stand-up engine room with single 6-71 Detroit 6:1 Twin disk gear, 7 kts at 3 gals/hr., Westerbeke 7.5 KW GenSet, 1000 gals. fuel, 230 gals. water, 40 gal holding tank, Enclosed aft deck, covered fly bridge. Consider trade for a smaller FG boat. \$94,900. Capt. Vic Cano, (360) 319-8195. victorjcano3@gmail.com **P894-2011**



34' TOLLYCRAFT TRI-CABIN

Twin gas engines, Kohler 7.3 K.W. genset, SidePower bow thruster, Hide-a-Davit dinghy lift system, GARMIN 12" chart plotter + AP, full fly bridge enclosure + aft deck bimini, vacuflush toilet. New windows all around, teak & holly floors, freshwater flush system. Continually upgraded. Boat in Olympia, WA. Health forces sale. \$45,000. Robert Bergman, (360) 636-3988 **P953-2012**



42' UNIFLITE MKII SE 1984

Solidly built 42' aft cabin cruiser w/ hardtop, 14'9" beam, 2 queen staterooms & 2 heads w/ vacu-flush. Twin Detroit 250hp, 3,540 hrs, cruises at 11-14 kts economical gph. 8KW Onan genset, Espar diesel heat, inverter, radar, engine synchronizers, electric davit with 10' Achilles RIB, no blisters or window leaks, lots of storage. Offers encouraged. Stored out of the water in Anacortes. \$49,000. Lee (360) 929-8258, lkoetje@hotmail.com **P960-2010**



30' PILOT HOUSE TUG TRAWLER

50 HP Perkins Dsl, Cruise 7.5 K at 1 GPH, epoxy/ FG cloth sheathing hull & house, electronics: Radar, GPS, DF, VHF and CB. Double berth forward, Vac Flush Head, shower, HW pressure system, galley with AC/DC frig, microwave, electric stove/oven. U-seating converts to upper/lower berths. Lots of storage. Seattle location, moorage avail. \$37,900. Brookehaven Yacht Sales, brookehaven@msn.com (360) 951-5900 **P955-2012**

Marketplace



45' ED MONK DESIGN TRAWLER '86

Seattle Built by Youngquist. Twin Isuzu 140 HP non-turbo diesels 3200 hrs. Cruise 8kts at 4.5 gal/hour. 4 KW Maze 50 Hrs., diesel generator, radar, GPS, DF, AP, VHF, CB, TV & stereo. Anchor windlass, dsl heater, queen walk around berth, upper/lower berth. 2 heads/1 shower, Full size frig, stove/oven, microwave. Lots of storage. Olympia, WA. \$65,000. Brookehaven Yacht Sales, (360) 951-5900, brookehaven@msn.com **P942-2010**



42' REINELL CUSTOM CLASSIC 1951

Monk design, built at Reinell facility in Marysville, WA. Port Orford cedar on oak frames. Twin Isuzu diesels, 3300 hours, with recent service. Raymarine electron- ics, 2KW Honda generator. 2018 bottom paint, zincs, transom and cockpit refin- ished fall 2019. 35 gal holding tank. 2005 Boston Whaler sport tender, 25 hp merc. Under cover in Seattle. \$55,000. (206) 701-4458, kcebert@msn.com **P949-2011**



GRAND BANKS CLASSIC 1973

This beautiful wooden 1973 Grand Banks Classic has been professionally maintained and serviced. Boat owned for sixteen years, always moored undercover. It has twin diesel Ford Lehmans using 3.3 gallons per hour at 8-9 knots. Espar Heater, custom upholstered interior, plus a classic wooden headliner. It also has radar, electronics, and an 8' dinghy. Current survey. Owner retired, priced to sell \$69,500. Scott (206) 713-2035 **P947-2010**



338 CHRIS CRAFT COMMANDER '86

Completely modernized and upgraded: Approx. 600 total hours on engines, Twin counter rotating 350 Crusaders, New bottom paint, rebuilt props, rudder bushings 2019, New fuel tanks, Large fly bridge with full Bimini top, Roomy cabin with dinette, Sleeps 6, and bath with shower, Refrigerator & Freezer, microwave, air conditioning, Recent survey, RIB Dinghy with Honda 9.9, In covered moorage. \$29,500. Harvey, (360) 899-8657 **P956-2010**



411 MERIDIAN 2007

Twin Cummins QSB380 diesels, 550 hrs. 11.5 kw Onan 170 hrs. Dual helm. Bow & stern thrusters. 400 fuel, 150 water, 50 holding. Full heat/AC. Two staterooms, 2 full heads with Vacuflush. Ray Marine radar/plotter. New Olson electric davits. Maint. records. Immaculate cond. Available, Zodiac 12', w/console, 40 hp Yamaha plus alum trailer and full canvas cover. Location: Ferndale, WA. \$299,000. Joe or Pam (360) 366-1007 **P945-2010**

MOORAGE

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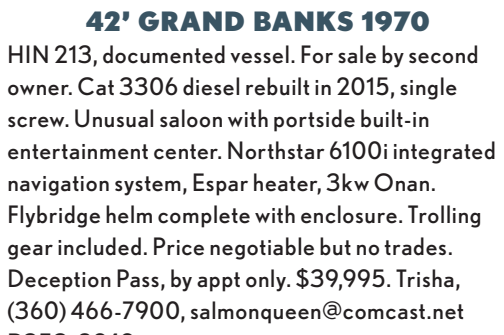
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42' GRAND BANKS 1970

HIN 213, documented vessel. For sale by second owner. Cat 3306 diesel rebuilt in 2015, single screw. Unusual saloon with portside built-in entertainment center. Northstar 6100i integrated navigation system, Espar heater, 3kw Onan. Flybridge helm complete with enclosure. Trolling gear included. Price negotiable but no trades. Deception Pass, by appt only. \$39,995. Trisha, (360) 466-7900, salmonqueen@comcast.net **P959-2010**



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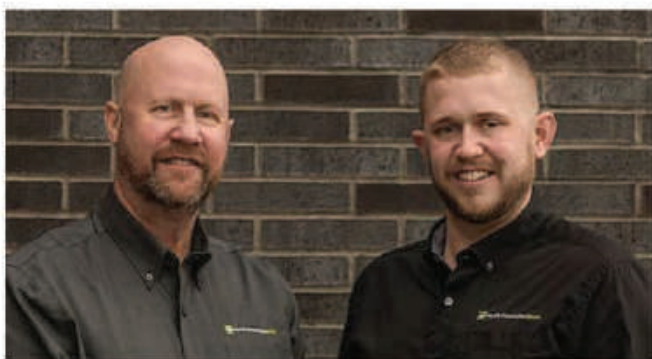
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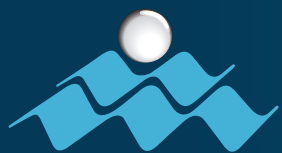
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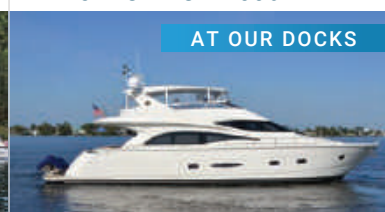
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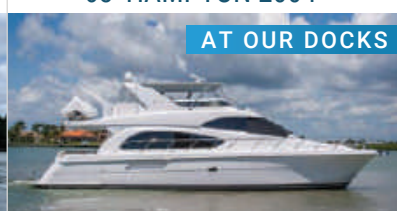
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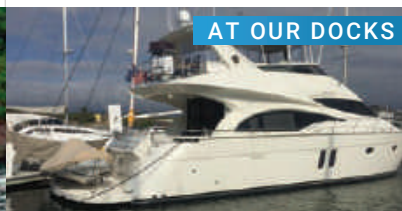


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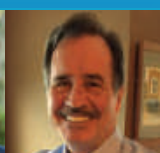
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