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February 2016



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FEBRUARY 11-15, 2016



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Jerry Todd | 206.963.6543



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Seattle | 206.344.8566



1993 | **68' NORDLUND** | \$899,000
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2001 | **66' SYMBOL** | \$899,800
Jason Smith | 206.331.2523



2000 | **65' FOUNTAIN** | \$495,000
Michael Vrbas | 949.632.1414



2005 | **64' WEST BAY** | \$1,295,000
Jerry Todd | 206.963.6543



1987 | **63' HATTERAS** | \$400,000
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2010 | **62' OCEAN ALEXANDER** | \$1,395,000
Paul Groesbeck | 425.829.3551



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Michael Vrbas | 949.632.1414



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HAMPTON H830



HAMPTON H680



HAMPTON H620



HAMPTON H580



MARITIMO M65



MARITIMO M58



MARITIMO M50



MARITIMO M48



ENDURANCE E870



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ENDURANCE E680



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SOUTH LAKE UNION

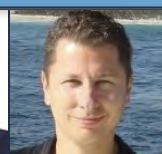
SEATTLE BOAT SHOW
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JAN 29 - FEB 06 2016



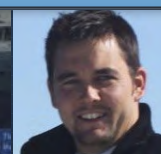
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Designed by Ed Monk Jr. 6 guests in 3 staterooms with master stateroom forward.
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OUTBOARD MODEL ALSO ON DISPLAY

SEATTLE BOAT SHOW WEST HALL #43

30' 2016 CUTWATER
COMMAND BRIDGE LE
EQUIPPED W/VOLVO D-6 435 HP



SEATTLE BOAT SHOW WEST HALL #43



28' 2016 CUTWATER LE
EQUIPPED W/ 220HP VOLVO D-3
DIESEL ENGINE HULL #22

SEATTLE BOAT SHOW WEST HALL #43

30' 2016 CUTWATER LE
EQUIPPED W/ 435 HP VOLVO D-6
DIESEL ENGINE HULL #09



SEATTLE BOAT SHOW WEST HALL #43



37' 2016 BACK COVE SEDAN
EQUIPPED W/ITH
CUMMINS QSC 8.3 600HP

SEATTLE BOAT SHOW WEST HALL #35

30' 2016 BACK COVE
EQUIPPED W/ YANMAR 8LV 370 HP
NEW ARRIVAL HULL # 105



SEATTLE BOAT SHOW WEST HALL #35



34' 2012 BACK COVE
EQUIPPED W/ SINGLE 480HP
CUMMINS QSB DIESEL ENGINE
\$369,000

38' 2016 SABRE SALON EXPRESS
W/ TWIN VOLVO IPS 400- 300HP
HULL #145



SEATTLE BOAT SHOW WEST HALL #35



25' 2008 RANGER TUG
EQUIPPED W/ SINGLE 110HP YANMAR
DIESEL ENGINE
\$92,500

31' 2014 RANGER TUG R-31 CB
EQUIPPED W/VOLVO D-4 300HP
SALE PENDING
\$239,500



26' 2014 CUTWATER
EQUIPPED W/VOLVO D-3 200HP
DIESEL ENGINES
\$139,500

26' 2012 CUTWATER
EQUIPPED W/ SINGLE 180HP YANMAR
4BY DIESEL ENGINE
\$119,500



27' 2011 RANGER TUG
EQUIPPED W/ SINGLE 180 HP
YANMAR DIESEL ENGINE
\$126,500

34' 2000 SABRE 34 FLYBRIDGE
EQUIPPED W/ TWIN YANMAR
300 HP DIESEL ENGINES
\$189,500



2008 BOSTON WHALER 210 OUTRAGE
EQUIPPED W/ 225 HP MERCURY
VERADO GAS ENGINE
\$44,850

24' 2003 SEA RAY 225 WEEKENDER
EQUIPPED W/ 5.0 L MERCURISER 260
HP GAS ENGINE
\$22,450



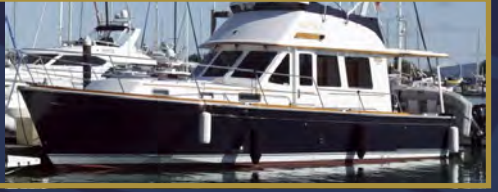
28' 2016 CUTWATER
EQUIPPED W/ 260HP VOLVO D-4
DIESEL ENGINE HULL #11
\$196,387

30' 2014 CUTWATER
EQUIPPED W/ VOLVO D-6 370 HP DIESEL
SOLD
\$229,500



28' 2012 CUTWATER
EQUIPPED W/SINGLE VOLVO D-4
260HP DIESEL ENGINE
\$165,000

42' 2006 SABRE FLY BRIDGE SEDAN
EQUIPPED W/ 500HP TWIN
CUMMINS DIESEL ENGINES
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24 - 30 ft.

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34 - 41 ft.

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72' Viking Sport Cruiser 2002



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 Twin 1400 HP MAN's 4 Stateroom 4 Heads plus crew, open floorpan, exceptionally well kept RARE BOAT!!
 \$1.2M

72' Grand Banks Custom PH 1997



PORTLAND
 MAN V814.6L T-680 HPs, Naiad stabilizers, Dsl heat & hot water, Reverse cycle A/C, Tender/Davit, 3 Staterooms/4 heads. \$850,000

58' Westbay Sonship 2000



SEATTLE
SEATTLE BOAT SHOW
 Indoors • Afloat
 Twin 660HP Cats, Dual Gens., Stabilizers, Full Electronics, Bow & Stern Thrusters, Tender, 3 Staterooms / 2 Heads, New Sat TV, Heat & AC. One of two available \$749,500

56' Navigator Pilothouse 2001



PORTLAND
 Twin Volvos, Cherry interior, 3 Staterooms, full bridge enclosure, thruster, current electronics, new audio/visual. Fresh water kept. \$369,000

56' Sea Ray 560 Sedan Bridge 1998



SEATTLE
 Twin Detroit 760 HP, 20kw Westerbeke Genset, Bow & Stern Thrusters, Sat TV, Davit, Heat & AC
 \$329,000

40' Sea Ray Sedan Bridge 2003



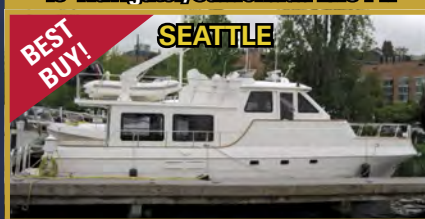
PORTLAND
 Twin Cummins, Generator, Heat/Air, Full Canvas, Radar, GPS, Chartplotter, Bow Thruster, LED Lighting.
 \$189,000

65' Hatteras Convertible 1988



LONGVIEW
 12V92 TA's: 2370 hrs, Heat & AC, Freshwater since 2002. Cruise 21K Tops at 24K, 3 Strms/3 Heads. Never Fished. \$349,500

48' Navigator/Californian LRC PH



SEATTLE
BEST BUY!
 375 HP Lugger diesel, generator, inverter, bow/stern thruster, new navigation electronics, windlass, tender/davit. \$309,950

45' Bayliner 4550 Motoryacht 1998



PORTLAND
 Twin 220 HP Hino Diesels, Generator, Inverter, Windlass. Tender/Davit. Freshwater Boat. \$137,500

42' Riviera Sportfisher 2004



PORTLAND
 Twin Cummins 480HP, Bow Thruster, Sat TV, Full Electronics, Heat/Air, 11.5kW Gen, Turnkey. \$436,500

41' Meridian 411 Sedan 2006



ANACORTES
 Twin QSB 380 HP Cummins, Bow & Stern Thrusters, Davit/Tender, Diesel Generator, Heat & AC, Inverter. \$309,900

41' Meridian 411 Sedan 2004



PORTLAND
 Twin Cummins 330 HP, 7.5kW Generator. Moored in Fresh Water. GenSet, Full Aft Enclosure & Upper Camper Canvas. \$234,500

40' Tollycraft Sport Sedan 1992



PORTLAND
 Cat 3116 Engines, Onan generator, fully enclosed flybridge, new electronics, windlass, teak interior, live bait tank. \$129,500

38' San Juan SJ 38 2005



SEATTLE
 Twin 350HP Yanmars, diesel furnace, NEW electronics, upgraded teak package, nicest 38 available anywhere!! \$424,950

37' Bayliner 3788 Motoryacht 1997



SEATTLE
 Twin Cummins Diesels, Generator, Full Enclosures, Updated Electronics, Diesel Furnace, Inverter, Tender/Davit. \$104,850

35' Tiara 3500 Express 1998



PORTLAND
 Twin 3208 Cats, gen, upgraded Raymarine electronics, cherry interior rare EXPRESS model. Fresh water boathouse kept. \$112,000

34' Tollycraft Sport Sedan 1992



SEATTLE
 Twin 400 HP, Gen., Inverter, Furnace, Electronic Controls, 2 Staterooms, Davit w/Tender, Enclosure, Updated Electronics. \$84,500

34' Sea Ray 340 Sundancer 2005



SEATTLE
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 Indoors • Afloat
 Twin 370HP, FWC, 5kW Generator, Heat & Air, Dual flat panel TVs, GPS. Fresh water boat. \$109,500



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NORTHWEST YACHTING

February 2016
Volume 29, Number 8

FEATURES



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DO-IT-YOURSELF KAYAK BUILDING

Peter Marsh finds out that the key to building a DIY kayak is following the instructions.



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A FOOT IN BOTH COUNTRIES A weekend in Blaine

On a tip, Shawn and Corinne Severn head to Blaine, Washington for a delightful stopover.



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UP THE IRRAWADDY

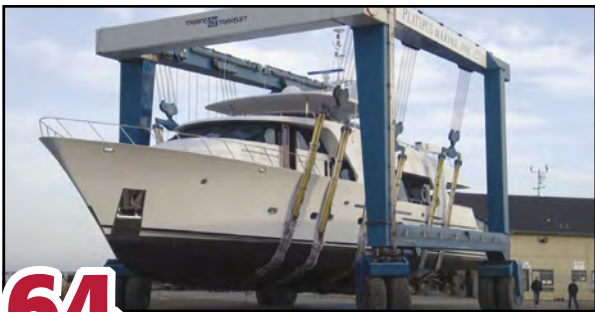
Marianne Scott ventures up the Irrawaddy River in Myanmar.



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THE TROUBLES WE'VE SEEN

Carolyn and Bob Mehaffy overcome engine and assorted other troubles along the way.



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HAULOUT FACILITIES OF WASHINGTON STATE

Our annual review of Washington State haulout facilities.



98

A NEW ENGLAND EAGLE IN THE PACIFIC NW

A Downeast lobster boat finds a happy new home in our waters.

ON THE COVER

Neil Rabinowitz
www.neilrabinowitz.com



The Concord 65, created by Coastal Craft of British Columbia, is the top of their aluminum fabricated line. This lightweight cruiser, powered by Volvo IPS drives, hits over 30 knots and with a finely crafted interior can be seen carving turns and blasting through waves in Howe Sound just a short hop from Gibson's Landing where it was designed and built. The 20-year-old company has launched a fleet of 40-65 footers for worldwide use, but calls the coastal fjords of BC home. I shot stills and video at the same time using one of my lead helicopter pilots who produced most of the Vancouver Olympic's aerial footage, in order to capture the spritely Coastal Craft in one of its hard carving turns.

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It's boat show time, and it's going to be great.

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Peter Schrappen confirms, once again, that all politics are local.



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In the throes of winter, Kathryn Farron serves up several tasty chicken recipes.





FIVE LEADING LINES ~ ONE BROKERAGE HOUSE

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53' Grand Banks Aleutian RP 2011



52' Grand Banks Heritage EU 1998



47' Grand Banks Heritage EU 2006



46' Grand Banks Europa 1998



42' Grand Banks Classic 1998



33' Compton Downeast 2004



32' Tiara 3200 Hardtop Express 2005



75' Titan Tournament SF 2008



48' DeFever Lindwall Trawler 1959



42' Sabre Hardtop Express 2005



42' President Trawler 2002



32' Grand Banks 1976 & 1989



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Charting a Boat Show Course

Yes, it's boat show time. Seattle, Vancouver (BC) and Portland each have their own show this time of year, and some of our readers may even get to every one of them. It's always an exciting time, and this year in particular has vendors chomping at the bit with new boats and gear, and boaters feeling generally better about the economy and the solid value of boating as a lifestyle.

But in this Internet Age (dare we call it the Amazon Age?) of shopping online, boat shows present a great reason to actually go shopping.

Yes, one can buy almost anything, from groceries to cars, online. And for a lot of things it makes perfect sense. It makes perfect sense for those who, like me, hate to shop. Go online, find the best deal, hit "checkout now" and you're done. Despite the benefits to the economy to shop locally, I feel no need to buy my kids' toys for twice the price at a nearby store. Besides, a large percentage of the time, brick and mortar operations don't have what I want and chances are they end up ordering it online anyway.

Boats are different. Photographs, no matter how good, seldom convey the essence of a boat. The same goes for video and multimedia. I just viewed a very hip (though somewhat dizzying to me) virtual tour of the Tiara Q44. As impressive as it was, it certainly wasn't like getting aboard. Virtual tours are a great way to look at a boat at 1 a.m. on the other side of the country when you can't sleep, but it doesn't compare to actually getting onto the boat. And of course getting on the water in one is at least a step or two better than that.

As much as we all would love to spend all our time going around testing boats and hitching rides, it doesn't happen that way. So the boat show is the really the next best thing. And as I think about it, there are lots of reasons why a boat show is really a great opportunity.

Seeing it with family: If your kids can handle walking around a boat show for a few hours, take 'em. Kids see things we grownups often miss. "Daddy, I can't get up on this bunk, can you help me?" That could be a pretty important piece of information. And, of course, spousal approval on any boat is imperative.

And, fortunately, many boat shows these days are gearing up

better for families with kids areas and more reasonably priced food.

Connecting with a broker: Boat shows are a great chance to connect with a broker. First of all, you'll get a sense of their knowledge as they speak to you and others. A good broker will be able to tell you everything you need to know about the boat, from construction to handling characteristics. More importantly, a good broker will be interested in learning more about you and your boating needs. And if the boat on display isn't the right one, a broker can help you find the right one in the months to come.

Hanging out on a boat: I'm continually impressed with what I learn from other boaters. Hang out on a boat at the for a while, and you're sure to hear a few "why didn't I think of that" type questions. Chances are that other boaters might find your perspective valuable as well. More than one boating friendship found its beginnings on a boat show floor.

Details: Ever notice how each boat has some little (or big) feature that would look great on some other boat, or even your existing boat. Sales people and factory reps are tuned into showing those new ideas. Whether it's a new locker latch, recessed cleat or dash arrangement, seeing those subtly brilliant items in action is a whole lot better than seeing them in a booth (or even in a magazine article!).

I guess what I'm advocating is that while a boat show might be the perfect time and place to buy a boat, for those of us not in the market it's a great place to get ideas and lay the groundwork for a future purchase.

Gear

Then there's the gear. The kids might not be as excited watching you pore over gear as they were climbing in and out of bunks, but there's the occasional candy opportunity that will keep them motivated for a while.

It will be hard not being drawn in by the electronics. They'll beckon with flickering lights from all directions. And it's actually a great time to allow yourself to be drawn in. Often you'll be able to compare different systems either right beside each other or in the next booth over.

Often you can find factory reps in various booths along the way, sharing their product knowledge

with both dealers and customers. Basically, there is no better time to get the lowdown on what's new.

One area of enormous progress is in electronic emergency devices. From digital calling to personal EPIRBs, every item is getting better and many are becoming more affordable.

There's a Seminar for That

Finally, and perhaps most importantly, there are the seminars. It's hard to believe that once upon a time, not that long ago, seminars were the exception rather than the rule.

In the case of the Seattle Boat Show, three or four stages are in action basically the entire show. Want to hear more about the Race to Alaska, just sit down to hear Jake Beattie of the Northwest Maritime Center tell the tale. Want to learn to mooch salmon? This is the place. Want to know what to do if the captain drops dead,? The answer is at the show. Want a new iPad app? There's a seminar for that.

There are two types of seminars at the Seattle show, the free ones and the Boat Show University. The free schedule is chock-full with renowned speakers such as Carol Hasse's cruising sail seminars. The Boat Show U fees are modest, and they offer a more focused, intense learning experience. By attending any seminar, the boat show visitor can take something of importance home; knowledge.

A couple of other things of note about the seminars. There is a full slate of fishing seminars, and we've listed them in this issue's Sea Stories section that starts on page 90. The www.seattleboatshow.com website features pdf documents of all the seminars, which would be a great thing to print out and have on hand for planning (and changing plans) at the show.

A couple of my fellow journalists are taking the stage as well, and definitely deserve a shout-out. Mark Bunzel will be teaching iPad navigation at the Boat Show University and sharing some of *Waggoner's* favorite cruising destinations in one of the free seminars. Andy and Jill Cross are going to share their hard-earned firsthand knowledge about cruising (and living aboard) with kids. Hats off to them!

I think I'm going to block off time to take my boys to Annie Crawley's "Myth and Monster -- What Lurks Under Your Boat." Anything with monster in the title should get them interested. She's a diver and educator who runs a kid's camp for all things water, so I'm counting on her getting them excited but not afraid.

It's going to be a great show. I'll walk away with something, even if I don't buy a thing.

NORTHWEST YACHTING

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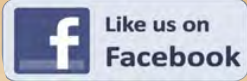
Northwest Yachting Magazine and nwyachting.com are devoted to all forms of boating, with an emphasis on the Pacific Northwest. We will consider writing and photography submissions, though it is often a good idea to email us first at: kurt@nwyachting.com about the topic and approach to the story. Stories generally run 500-3500 words, and photography with captions should be included when they're submitted. Payment for text and photos will depend on length, quality and usage.





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Center for Wooden Boats. Monthly meetings on third Friday of the month, 8 p.m., at the CWB Boat House with featured speakers. Other activities include Northwest Seaport **Center For Wooden Boats.** Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley

Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

Coast Guard Museum. Displaying various bits of Coast Guard and Puget Sound nautical memorabilia. Located at Pier 36 on Seattle's Alaskan Way; open Monday, Wednesday and Friday from 9 a.m. to 3 p.m. and Saturday and Sunday from 1 to 5 p.m. 206-217-6993.

Columbia River Maritime Museum. Admission: \$5 for adults, \$4 for seniors (65+), \$2 for children 6-17 and free for museum members. Hours: 9:30 a.m. through 5 p.m. Saturdays at 2 p.m. Meet at the Visitors' Center. Reserved tours with one week's

notice for groups of 10 or more are available Thursday through Monday. Free. Becky Gordon: 206-783-7059.

Voyage into History. The Whatcom Maritime Historical Society meets at 7 p.m. the second Wednesday of every month. The public is welcome. Stephen Alaniz: 206-371-3344; or Terry Peterson: 206-733-2340.

Wooden Boat Foundation's Sea Scouts. Young adults age 14-21. Sea Scouts learn boat handling and safety, navigation, teamwork and leadership while cruising throughout Puget Sound and British Columbia. Planned by participating youth with the mentoring guidance of adults, programs explore maritime careers, history and traditions, seamanship and community service. Call the Foundation at 360-385-3628 or: visit www.woodenboat.org

FEBRUARY 2 - Garage Sale and Auction of Sail Gear. Sponsored by the Northwest

Multihull Association. Location: Puget Sound Yacht Club on Lake Union, 2321 N Northlake Way, Seattle. Time: Starts at 7:00 p.m. Bring your used gear here to sell. Bid on some great gear! 10% of sales price goes to club as a donation. For more information call 206-795-2111, or go to website at: www.nwmultihull.org

APRIL 23 - JULY 18 - Fragile Waters, a traveling photography exhibit. Sponsored by San Juan Islands Visitors Bureau. Location: San Juan Islands Museum of Art (SJIMA), 540 Spring Street, Friday Harbor, WA 98250. This exhibit calls attention to water, our most critical resource, presenting iconic work of three renowned photographers and lifelong environmentalists: Ansel Adams, Ernest H. Brooks II, and Dorothy Kerper Monnelly. Water is essential to all life we know. Yet our oceans, rivers, lakes and other sources of water are in crisis. Extreme weather events, aquifer depletion, toxic contaminants, fracking, pollution, spills, ocean acidification, floods, desertification, and the impact of rising seawater, are just a few of the urgent issues that confront us. The Fragile Waters exhibition was born out of these concerns. In technique and time these photographers span a century. The 117 black-and-white photographs present a powerful collective statement. These artists communicate the beauty and vitality of water, focusing on nature and engage the viewer in affirming the intrinsic aesthetic, emotional and essential life value of water. For additional information contact SJIMA at: 1-360-370-5050, or go online to: www.sjima.org

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February 13 - 7:30 a.m. - 5:30 p.m.
Location: Bellevue Fire Station # 9
12412 Newcastle Way, Bellevue, WA

March 12 - 7:30 a.m. - 5:30 p.m.
Location: To be determined

Register on-line at:
www.bellevuepowersquadron.org

Advanced Classes:

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February 10 - 6:00p.m. - 8:00p.m.
Location: West Marine Bellevue,
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The United States Power Squadron (USPS), (formerly the The Bellingham Sail and Power Squadron [BSPS]) is a non-profit boating club serving our community for over 50 years, teaching safer boating through classes and seminars and by organizing fun events to hone boating skills. USPS classes are presented by experienced sailors and boaters of the United States Sail and Power Squadron for all types of watercraft including kayaks, PWC's, power and sail vessels and include the following classes and seminars: America's Boating Course (ABC), Seamanship, Piloting, Advanced Piloting, Junior Navigation, Navigation, Engine Maintenance, Marine Electronics, Cruise Planning, Sail, Instructor Development, an optional 4-hour boat excursion reinforcing classroom lessons, and various seminars. For more information on classes and seminar offerings and schedules, please contact our Squadron Education Office at:

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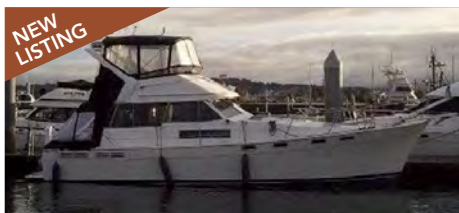
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49' MERIDIAN PILOTHOUSE 2003
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U.S. Maritime Academy's Captain's License Classes. Coast Guard approved training in lieu of Coast Guard examinations. They specialize in OUPV (six-pack) & Master Licenses to 100 tons, Sailing & Towing Endorsements, 1-Day renewal Classes and application preparation. U.S. Maritime Academy has over 2000 graduates since 1985. Director Capt. Jeff Sanders wrote the textbooks and curriculum. His philosophy emphasizes education and retention of material taught - not cram courses! He offers evening classes to accommodate work schedules. His style does make a difference - just ask around. Local class schedules and contacts are listed below by date and location. Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or visiting their web site:
www.usmaritime.us

FEBRUARY 5 - Corinthian Yacht Club's Speaker Series. Sponsored by CYCS. Location: 7755 Seaview Ave NW Seattle WA 98117. Time: 6:00p.m. - 9:00p.m. Al Hughes and crew from Elsie Pittack - Winner of R2AK 2015. Hear about their adventures on the Race to Alaska aboard their boat. Cost: Free. For more information call: 206-789-1919 or email:
peggywatt09@gmail.com

FEBRUARY 8 - March 21 - America's Boating Course. Sponsored by the Everett Sail and Power Squadron. Location: Port of

Everett (Everett Yacht Club Building) Orca Room, 404 14th Street, Everett, WA. Time: 6:30p.m. - 8:30p.m. This is a 7-week America's Boating Course on the fundamentals of safe boating. Topics include: an introduction to various types of boats; boating laws related to registration, state and local regulation; required safety equipment; accident reporting; protecting the marine environment; weather; and many more subjects of special interest to boaters. The course is designed to familiarize the student with the basics needed to operate a boat safely and be in compliance with state and federal laws. Upon successful completion of the final test, students will qualify for the Washington State Boater Education card required before operating watercraft in our state. Cost: \$50.00 non-members/\$35.00 members. Second person sharing supplies add \$20.00. Contact James West, instructor, at: 425-778-0283, or email at: phnx789@msn.com, or register online at:
usps.org/Everett

FEBRUARY 8 or FEBRUARY 26 - First Aid at Sea. Co-sponsored by Washington Sea Grants and the Port of Seattle's Fishermen's Terminal. Location: Fishermen's Terminal, 3919 18th Ave. West, Seattle, WA 98119-1679. Time: 8a.m. - 5p.m. These Coast Guard-approved workshops for commercial fishermen and recreational boaters cover CPR, patient assessment, hypothermia, cold water survival, near drowning, shock, trauma, burns, fractures, choking, immobilization, and essentials for a good first aid kit. Cost: \$100 (\$50 for commercial fishermen.) To

register for one of these workshops or for more information, contact Sarah Fisker, 206-543-1225 or email to:
sfisker@u.washington.edu

FEBRUARY 12- Corinthian Yacht Club's Speaker Series. Sponsored by CYCS. Location: 7755 Seaview Ave NW Seattle WA 98117. Time: 6:00p.m. - 9:00p.m. Sally Christine Rodgers - Convergence: A Voyage Through French Polynesia - *Convergence* is a personal story of one woman's adventure - her lifelong passion for the ocean, and her struggle to face her fears as she learns to surrender to nature aboard the wylie 65 cat ketch. Learn about her personal interest in marine conservation. Cost: Free. For more information call: 206-789-1919 or email:
peggywatt09@gmail.com

FEBRUARY 20 - USMA 1-Day License Renewal Class. Sponsored by NWMA. Location: The Northwest Maritime Center, 431 Water Street, Port Townsend, WA, 98368. Time: 9:30p.m. - 5:00p.m. A one day class which enables you to renew your license without sea time requirements or filling out sea service forms. For additional information call Capt. Sanders at: 360-385-4852, or visit website at:
www.usmaritime.us

FEBRUARY 26 - Corinthian Yacht Club's Speaker Series. Sponsored by CYCS. Location: 7755 Seaview Ave NW Seattle WA 98117. Time: 6:00p.m. - 9:00p.m. Mark Bunzel of Waggoners Cruising Guide and Margaret Pommert present their recent excursions to Alaska. "Cruising to Alaska - flotilla or solo?" Learn what it takes to cruise to Alaska and if sailing solo or with a group fits your needs. Cost: Free. For more information call: 206-789-1919 or email:
peggywatt09@gmail.com

FEBRUARY 27 - Diesel Engine Trouble-

shooting and Maintenance (two courses.) Co-sponsored by Washington Sea Grant, WSU Extension, and the NW School of WoodenBoats. Location: Northwest School of Boatbuilding, 42 North Water, Port Hadlock, WA. Time: 9a.m. - 4p.m. Learn techniques to prevent common problems while on the water. This course for commercial fishermen and recreational boaters covers troubleshooting and maintenance of fuel, lubrication, electrical, cooling, and exhaust systems in marine diesel engines. Cost: \$60. To register for one of these workshops or for more information, contact Sarah Fisker, Washington Sea Grant, 206-543-1225 or:
sfisker@u.washington.edu

MARCH 5 - 6 - U.S. Sailing Safety At Sea Seminar. Sponsored by U.S. Sailing and ISAF. Location: Bainbridge Island at the Bainbridge High School and Aquatic Center - 9330 NE High School Rd. Time: 9:00a.m. - 4:30p.m. The seminar will offer a US Sailing-sanctioned one-day training with an optional hands-on second training day, plus a free third day on-the-water session on use of the Lifesling. The Sailing Foundation has been offering safety training seminars to Pacific Northwest sailors for decades. As the inventors of the Lifesling, keeping sailors safe is part of our core mission. For costs and additional information go to:
www.thesailingfoundation.org

SeaSkills throughout the Northwest Waters. SeaSkills combines the fun of a weekend boating rendezvous with interactive training in all aspects of boating. Now in its third year, SeaSkills has spread to US Power Squadrons throughout Puget Sound and Portland, Oregon. Some squadrons are opening up the Seaskills Event to the public while others are allowing guests of members. Popular topics have included crabbing, engine maintenance, electrical troubleshooting, man overboard drills, emergency signaling (flares), cruise planning, docking tools, or public on the water training. Some of the presentations/training count toward power squadron certifications. Schedules and maps to boats are generally available at registration throughout the day. Each boat holds a placard identifying the boat, presentation and times offered. For more info contact United States Power Squadron coordinator Gregg Longstaff at:
gregglongstaff@gmail.com

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RACING

American Lake Sailing Club Race Series. The American Lake Sailing Club is a non-profit, low-key organization that has perpetual once-a-month club meetings and sailing races on American Lake in South Tacoma. The series of races runs on the last Saturday of each month out of Bill's Boathouse (Tillicum), skipper's meeting about 11 a.m. Once-a-month club meetings are held at 7:30 p.m. each second Thursday in Bill's Boathouse. Skippers, crew members, non-boat owners and learners are all welcome to join and sail. 253-926-5366, 253-984-7404, 360-455-9474.

The North Sound Sailing Championship. Sponsored by Northwest Rigging. Those sailors in the frozen North have come up with something new for 2016. The North Sound Sailing Championship (see schedule below!) The Oak Harbor YC, Orcas Island YC, Anacortes YC, and Bellingham YC. are teaming up to offer a brand new Championship series. The sponsor promises cool trophies. Three boat teams are encouraged. Check with each member club website for regatta info. For more info call: 360 - 293 - 1154, or:
Andy@nwrigging.com

FEBRUARY 13 - Shaw Island Winter Classic



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50' WILLARD '97	28,000
43' AMERICAN TUG 435 '11	SOLD
37' LORD NELSON VICTORY TUG '88	SOLD
34' AMERICAN TUG 34 '02, '03, '04, '09	5 SOLD
34' TOLLYCRAFT '72	23,500
28' BAYLINER CONTESSA 2855 '87	Reduced 9,500
21' WELLCRAFT 27 TOURNAMENT '03	SOLD
21' RANGER TUG 21 '04	Sale Pending

SAIL LISTINGS

64' ROBERTS PH '88	Reduced 298,000
55' CHRISTENSEN PH '02	New Listing 349,000
51' ALDEN SKYE KETCH '80	New Listing 198,500
50' FARR 50 '85	Reduced 119,000
49' JEANNEAU 49P '07	349,500
48' ARTHUR TILLER CUSTOM KETCH '41	59,900
48' CAL 48 '66	Reduced 61,000
47' HERITAGE SEMI CUSTOM CC '79	SOLD
45' HUNTER LEGEND 45 '86	79,500
45' JEANNEAU SO 45 '06	New Listing 235,000
45' JEANNEAU SO 45 '06	SOLD
45' JEANNEAU 45 DS '10	294,500
45' NAUTICAT 40 + 5 '85	235,000
42' NAUTICAT 42 PH '04	439,500
42' VALIANT 42 '93	209,000
40' LAGOON 400 CATAMARAN '10	398,500
40' CS YACHT '89	Reduced 89,500
39' JEANNEAU 39I '11	New Listing SInquire
38' NAUTICAT 38 MS '01	Reduced 269,000

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38' NAUTICAT 38 MS '86	139,000
38' NAUTICAT 38 MS '82	Reduced 98,000
38' NAUTICAT 38 MS '80	New Listing 96,000
38' LAGOON 380 '01/'00	2 SOLD
37' ISLAND PACKET 370 '08	310,000
37' COOPER PH '85	Reduced 74,500
37' TARTAN '80	Reduced 47,900
37' TARTAN '80	Reduced 45,000
37' TARTAN 3700 '03	175,000
37' JEANNEAU SO 37 '02	SOLD
36' CATALINA '85	Sale Pending
35' ISLAND PACKET 350 '02	Reduced 135,000
33' NAUTICAT MS 33 '85	New Listing 114,000
33' NAUTICAT MS 33 '84	Reduced 82,500

30' NEWPORT '79	9,500
29' CAL '73	15,900
20' LASER SB3 '08	CLEARANCE 24,500
14' WETA TRIMARAN '10	CLEARANCE 6,500

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58' ABSOLUTE NAVETTA '16	Inquire
52' ABSOLUTE NAVETTA '16	Miami BS! 2,097,614€
60' ABSOLUTE FLY '16	Miami Boat Show SInquire
45' ABSOLUTE FLY '16	846,612
56' ABSOLUTE STY '16	SInquire
63' LAGOON MOTOR YACHT '16	Miami BS! 2,097,614€
40' LAGOON MOTOR YACHT '16	Arriving! 489,487
48' GREENLINE TRAWLER '15	Available East Coast - CALL
40' GREENLINE TRAWLER '16	Hybrid - CALL

NEW SAIL

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46' JEANNEAU 469 '15	Sale Pending
44' JEANNEAU 44 DS '16	Show Special! 336,929
40' JEANNEAU 419 '16	Just Arrived! 265,869
40' JEANNEAU 409 '11 - '16	20 SOLD
34' JEANNEAU 349 '16	Show Special! 164,989
34' JEANNEAU 349 '15/'16	4 SOLD
40' BLUE JACKET 40 '14	Sale Pending
36' ISLAND PACKET 360 '14	LIQUIDATION! 299,852
56' LAGOON 560 S2 '16	Miami BS! 1,486,460€
52' LAGOON 52 SporTop '16	Miami BS! 1,120,254€
45' LAGOON 450 FLY '16	Miami BS! 698,291
42' LAGOON 42 '16	Miami BS! North American Debut!
39' LAGOON 39 '14	SOLD

Reduced

2006 American Tug 41 \$439,500

Reduced

2000 Devlin Sockeye 42 \$420,000

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1980 Defever 34 \$59,500

New Listing

1987 Bayliner 3218 \$49,500

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1997 Bayliner 4087 \$93,900

2000 Silverton 392 \$129,900

New Listing

2013 Arrowcat 30RS \$184,000

Reduced

1985 Sundowner Tug 30 \$69,500

NW BOATING CLUBS

Anacortes Sailing Society. The mission of the Anacortes Sailing Society is to put friends and sailing together through dinghy sharing and informal organized community sailing and racing. It's the best way to get new people out on the water having fun.

Do you want to try dinghy sailing, but you're not ready to spend thousands of dollars to try it out? Do you want to meet other people who like dinghy sailing? Getting tired of launching and hauling a dinghy for 3 hours to sail for an hour? Join the A.S.S. for \$20/year and borrow a Laser, and help work on the boats and learn about rigging!

Do you want to go racing, but find it intimidating? Or invite novices, but afraid they will get yelled at while racing? Join the

A.S.S. for \$50/year. You can even race with them, under the A.S.S. burgee, throughout the Puget Sound region. Every Thursday night all you have to do is finish the course (any way you can) to be entered in the weekly drawing. Meet afterwards for dinner and social at a different location every month. anacortessailingsociety.com

Bellevue Yacht Club. Founded in 1990, is one of the premier cruising yacht clubs in the Pacific Northwest. With 13 cruises a year, we are certainly one of the most active. Most of our members live in the Seattle area; however, this is by no means a prerequisite to join Bellevue Yacht Club. We have an

outstation located in Kingston and we have a cruise every month of the year as well as dock parties, a cruise on opening day, and other fun events. If you enjoy boating, are new to boating, or would like to see our cruise calendar, please visit our website at: www.bellevueyachtclub.com

Bremerton Yacht Club is now accepting applications for new members with no limitations on where they live. The club has created a Limited Moorage membership for \$500, vs the normal \$1,500. Your boat must be able to fit into a shallow slip and moorage is paid for a year. Boaters will enjoy having their boat on the water vs. in the backyard. A junior membership, also \$500, is available to those 35 and younger. The club has 200 slips and offers many advantages for the hands-on boater: a haul-out, one ton crane, a shop, gas and diesel. BYC has an out-station on Anderson Island and over a 100 reciprocal clubs as well as secure parking and 24/7 access. The club has a

remodeled Burgee Room where members enjoy swapping stories over a cold draft. For info on many events & a very friendly club, please call Paula Lewis 360-536-1483 or rlewisj@ix.netcom.com

Cal 20 Fleet 8 - One Design Sailing For Everyone. Sponsored by Tacoma Yacht Club. Come sail with them and learn how much fun Cal 20 sailing can be. With reasonably priced boats, small crews, and non-spinnaker racing, Cal 20s offer competitive sailing for sailors and their families from beginners to experts. Fleet members are more than happy to share their knowledge to help novices find Cal 20s and learn how to race them.

Races are held throughout the year with a picnic afterward, weather permitting. Fleet meetings are held on the third Friday each month at Tacoma Yacht Club (club membership not required for fleet membership). Attend a meeting or contact Jon Thompson at: jthomp055@yahoo.com

Carver Cruisers Yacht Club welcomes all owners of Carver boats to their club. Founded in 1976, they are a cruising club that gathers monthly for cruises, activities, fun and fellowship through boating. Members live and keep their boats throughout Puget Sound. Look them up on Facebook to see the fun times you can join! Commodore Ed Howell at: waguy360@comcast.net or: www.carvercruisers.com

Catalina Association of Puget Sound is a club for Catalina sailboat owners, former Catalina owners, and all those who love Catalina sailboats. Singles, couples, and families at all skill levels are invited to participate in club events, which include cruising, racing, safety training, and speaker meetings. New Catalina owners are especially welcome to more quickly develop their knowledge and skills with the support of experienced sailors. Dan Claws 206-595-1795; www.capsfleet1.com

The Classic Boat Club. The CBC is the Northwest Club of trailerable classic boats. We have lots of Skagits, Bell Buoys, and many wood classic boats in the club. We have our outings in the Puget Sound area as well as many of the lakes in the great Northwest. Many of our members also have the same year outboard motors as well. For more details contact Carlson at: 206-434-9482, or email to:

ingvarswedecarlson@yahoo.com

Antique Outboard Motor Club Inc. We have outings with our old outboard motors from Jan-Nov. Locations include Moses Lake, Kitsap Lake, American Lake, Lake Crecent, Lake Mayfield, and the Snohomish Slough area. We also have tech sessions and exchange procedures to keep our old motors running. For more details contact Carlson at 206-434-9482, or email to:

ingvarswedecarlson@yahoo.com

Day Island Yacht Club is welcoming new members with a shared love of being on the water. Since 1949 DIYC has been dedicated to promoting boating safety, good fellowship and family boating experiences for its members. DIYC is an active, cruising club with destinations throughout the Salish Sea, and members also participates in boating activities such as Opening Day in Seattle, Tacoma's Daffodil Festival, and Christmas Lighted Boat Parades.

Members enjoy reciprocal moorage privileges throughout the Northwest and beyond, as well as numerous events such as monthly dinner meetings, TGIF Socials, dances, and holiday celebrations, at the club's clubhouse located in Day Island Lagoon, a mile south of the Tacoma Narrows Bridges.

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NW BOATING CLUBS

Moorage is available to a limited number of members in the club's 100-slip marina located within walking distance of chandleries, restaurants, a brewery, and repairs. To learn more about memberships call 253-565-3777; www.dayislandyc.org

The Des Moines Yacht Club is dedicated to the promotion of boating safety, good fellowship, and family boating experiences for the benefit of Des Moines residents and surrounding communities. Does this sound like your type of boating club? Do you like to meet other boaters for cruising, fishing, crabbing, shrimping, and social events? Do you like having a clubhouse, launch ramp, dock space, dry storage and many reciprocal moorages available? If so, the club has memberships available. For more information go to: www.Desmoinesyachtclub.com

Eagle Harbor Yacht Club is the premier yacht club on Bainbridge Island. The club is informal and welcomes sailors and motor boaters to its summer cruises and off-season social activities. For more information visit our website at: www.eagleharboryachtclub.com.

Edmonds Yacht Club is an active cruising club for sailboats and powerboats. Cruise destinations are throughout Puget Sound, the San Juan Islands, and Canadian waters. Members enjoy reciprocal moorage rights

with over 50 participating yacht clubs. The beautiful clubhouse on the Edmonds Waterfront is the perfect venue for club events. Club members enjoy monthly dinner meetings, TGIF socials, and various fun activities such as wine tastings, dances, and holiday celebrations.

www.edmondsyachtclub.com

Everett Yacht Club welcomes new members with a shared love of being on the water. Boating and social members meet at their Port of Everett waterfront club room for dinners, BBQs, potlucks, game nights, dances, and other special events. EYC is an active cruising club with 15 cruises a year and boating activities such as Opening Day in Everett and Seattle, Tacoma's Daffodil Festival, and Christmas Lighted Boat Parade. Members enjoy reciprocal moorage throughout the Northwest and places beyond, a guest dock located adjacent the clubhouse, and discount privileges at many local marine stores. Be a guest of the yacht club on Wednesday evenings from 6 p.m. on for dinner and socializing with club members. Located at 404 14th Street in Everett, Washington.

www.everettyachtclub.com

Fidalgo Yacht Club – FYC has both power boats and sailboats, with cruises scheduled from March through October. The club welcomes guests who are interested in becoming a cruising or social member to come to a monthly dinner meeting, Saturday bar

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NW BOATING CLUBS

nights featuring burgers, steaks and other taste treats, or a cruise. There are also other events for the various holidays.

Fidalgo Yacht Club has a sister yacht club in Sydney, the Capitol City Yacht Club. Each year one club travels to the other to enjoy the festivities put on by the hosting club. This has been named Capidalgo.

FYC is an active club with Coast Guard courses, CPR classes, bridge club, and book club. They are also active in helping out with various boat shows in Anacortes. The boating reciprocal program is extensive with many other clubs. Contact Dianne Kuhn: dkuhn5204@comcast.net. www.fidalgoyachtclub.com

Friday Harbor Sailing Club on San Juan Island is a family-oriented boating organization with both power and sail members who promote and encourage amateur sailing, racing, and powerboat activities. They focus on camaraderie, social events, cruising, and racing within the local San Juan Islands and beyond. Monthly potluck meetings are second Tuesdays 5:45 pm at the Grange Hall above the Port except in summer, when waterfront meetings with potluck BBQs are at Mitchell Bay. Guests and new members are welcome. Mail inquiries to PO Box 62, Friday Harbor, WA. 98250 or : www.fridayharborsailing.com

Galilean Yacht Club (GYC) is a fun, family-friendly, and affordable yacht club. The club

members include young families to active retirees. GYC schedules short weekend cruises as well as enjoyable, long destinations to meet every boaters' needs. New members will enjoy the fellowship and relaxation of this Christian boating group. To learn more and view their cruising schedule go to: www.galileanyachtclub.org

Milltown Sailing Association. Located in Everett, the Milltown Sailing Association is a family-oriented sailing club that features both cruising and racing. They take cruises each month to various Puget Sound ports and conduct races on Port Gardner Bay every other weekend during the fall, winter, and spring months. During the summer they sponsor informal races every Friday evening. In addition to good fellowship and friendly competition, Milltown Sailing offers reciprocal moorage to many popular ports, from Olympia to Nanaimo.

Join them at one of their monthly meetings at their clubhouse in the Everett Marina. The address is 410 14th St., Everett, 98201, and they meet on the 2nd Wednesday of each month at 7 pm. www.milltownsailing.org

Northwest Rigger's Yacht Club meets at Ivar's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays from about 5-6:15 p.m. They meet at a large table near the bar. The club is for people interested in boating, power and sail, and for couples and

singles. Once a month they have a potluck dinner at a club house or private home, and organize several overnight cruises a year. Since 1988 they have sponsored the January-February GooseBump Sailboat Races on Lake Union.

Annual membership is \$25 a year. For membership info call Dale 425-747-8106. For racing information call 2014 Race Chair Gary Clouse 206-930-6897.

The Oarlock and Sail Wooden Boat Club of Vancouver B.C. The Oarlock and Sail Wooden Boat Club of Vancouver, BC focuses on all aspects of building, restoring, and using small wooden boats. Regular meetings are held at 7:30 pm on the third Thursday of each month. The club's usual meeting place is the Vancouver Maritime Museum. Group hands-on projects are ongoing. For the latest information on upcoming meetings and activities, call the club information line: 604-664-7551. www.woodenboatclub.com

Olympia Yacht Club. Olympia Yacht Club is seeking new members. Since 1904, OYC has encouraged and promoted yachting and seamanship. They have provided social opportunities and facilities to foster camaraderie among its members and other boaters. With their clubhouse at the southern terminus of Puget Sound and Island Home outstation on Pickering Passage, OYC's members have ready access to the many coves and rural inlets of South Sound. Their members, who hail from throughout southwest Washington and Oregon, gather to enjoy the opportunity to share their boating adventures with others and to participate in the many organized and informal activities of OYC. From organized cruises, co-sponsor-

ship of the Toliva Shoals sailboat race, to their Lighted Ship Parade and Fooforaw, which honors our military, to informal BBQs at Island Home and participation in community celebrations, they provide a variety of opportunities to expand your boating enjoyment. Members also enjoy access to over 100 reciprocal yacht clubs throughout Puget Sound and British Columbia.

Currently, OYC is inviting interested boaters to become members. Moorage is available for members at their 250-slip yacht basin in downtown Olympia within walking distance of groceries, chandleries, restaurants, and shops. To learn more about OYC memberships or for a membership application go to: www.olympiayachtclub.org.

Portland Sea Scouts. Meetings are held twice weekly: Tuesday evening from 7 - 9 p.m., and Saturday from 9 a.m. - 5 p.m. The meetings are at the R.A. Rasmussen Sea Scout Base, 7005 NE Marine Drive, Portland, OR. The Sea Scout base is 3.5 miles west of NE 122nd Ave; and 1.5 miles east of the Multnomah County Launching Ramp at 42nd Street. Interested youth members are invited to attend any meeting. Adult volunteers are also being sought. For more info call Pat Kelley, 503-667-7835, days or eves.

Port Ludlow Yacht Club would like to invite boaters and non-boaters alike to become members. Men, women, and families are welcome to join. PLYC is a very active cruising club for sailors and power boaters and visits destinations from Olympia to Nanaimo and beyond. Each season, PLYC sailors compete in numerous races. PLYC's land-based facility, the Wreck Room, is conveniently located near the Port Ludlow Marina where members and their guests can meet for food and drinks

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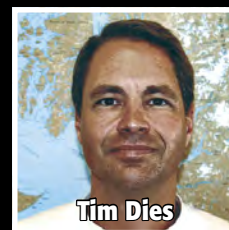
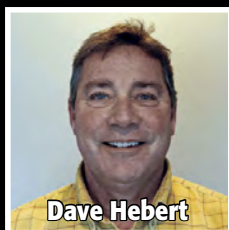
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NW BOATING CLUBS

and talk about their boating adventures. PLYC also welcomes visiting yacht clubs to make use of their facility for their organized cruising events. Members of PLYC enjoy reciprocal moorage privileges, numerous social activities, sailing and cruising activities, Women's Group functions, and educational programs. There is an initiation fee and affordable yearly dues. www.plyc.us.

Port Townsend Yacht Club. Are you looking for fun and adventure, wishing to explore the high seas, and wanting to meet a great group of like-minded people? Then take a look at the Port Townsend Yacht Club! Both sail and power boaters are welcome.

PTYC is looking for enthusiastic adults and families who will join us on cruises, participate in events and parties, and share boating knowledge and experiences. Eleven cruises are planned for 2015, including trips to Whidbey Island, South Sound, Pleasant Harbor, Gulf Islands, 4th of July at Reid Harbor in the San Juan Islands, Poulsbo, a holiday shopping cruise to Bell Harbor, two lunch cruises, and an Opening Day boat parade with breakfast and a clam chowder potluck.

Monthly meetings held in our clubhouse overlooking the Port Townsend Boat Haven.

Both new and experienced boaters are welcome. For more information, contact Bruce Painter,:

ptycvicecommodore@gmail.com

or visit the website: www.ptyc.net

Puget Sound Cruising Club is a group

of sailors interested in long distance and local cruising. The PSCC was formed in 1973 to bring together people interested in cruising, sharing stories, pictures, and sailing experiences. A supportive group of fun, talented folks to help you get out cruising. PSCC meetings are held at North Seattle Community College. Your \$5 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club contact the current commodores: Rob Fox at: robertfox@hotmail.com or Karen Laemmle at: klaemmle@gmail.com

www.pugetsoundcruisingclub.org



Puget Sound Yacht Club is seeking new members to join our active cruising club for sailboats and powerboats. Our clubhouse and moorage are located on the North end of Lake Union, East of Gas Works Park. Our members are dedicated to family cruising, boating safety, and good fellowship. Join our club and you'll have a fabulous time cruising the Puget Sound and participating in regular cruises, social functions, and other activities, like Friday night BBQ's on the dock. Our monthly dinners and general meetings are held the 3rd Wednesday of each month and feature guest speakers and enjoying time with friends. PSYC has reciprocal privileges with over 80 other yacht clubs in Washington and Canada. Our outstation at Hat Island (Gedney Is.) has 11 slips, access to the private golf course, tennis courts, and beach picnic

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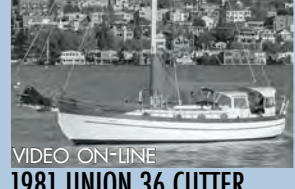
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NWY BOATING CLUBS

areas. Our waterfront clubhouse is available for private parties, meetings, celebrations, etc. For more information call Donna at: or see our website at:
www.pugetsoundyc.org

Queen City Yacht Club. Located on Lake Union, the club offers low-cost moorage, frequent cruises, and social events. Also known for its outstanding outstation in Eagle Harbor, right next to the city park. Members also enjoy two other outstations — one in Deer Harbor in the San Juans and one in Ganges on Salt Spring Island. Prospective members can take two years to pay the reduced initiation fee.
www.queencity.org

Seattle Singles Yacht Club. If you are single and interested in boating and socializing, consider joining SSSYC. It is an active club with something happening every week — boating raft-ups, day trips, overnight trips, dances, crabbing, whale watching, potlucks, pig roasts, parties and more.
You are welcome even if you don't have a boat or previous boating experience. For Skippers, members can assist with boat handling and racing as well as simply socializing. In our club we have a mix of power and sail boat owners.

Every month they host a dance that features local bands or deejays. Featured dances include Halloween, Valentine's Day, Christmas and an annual Commodore's Ball. The club also co-sponsors the Goosebumps

Race Series, hosts an Opening Day cocktail party on Dock Zero, and raises money for the Northwest Harvest food bank.

The cost to join SSSYC is reasonable because they don't maintain a clubhouse. Casual members pay \$10 per weekly meeting, and Annual Members pay \$150 per year. Qualifying skippers (those who take members out on the water) pay no membership fees. Meetings are Monday evenings at the Elks Club, 6411 Seaview Ave NW, Seattle, in the upstairs ballroom. Social hour starts at 7 p.m. with a meeting following at 7:30 p.m. For monthly dance night, the music begins at 8:30 p.m. — right after Monday meeting. So, if you are single and want to meet like-minded people, stop by on Monday and check it out.
www.seattlesinglesyc.com

Sea Scouts Tacoma. Small boat sailing and kayaks, formal classes in the summer, and year round by the Ships. Meet at the Youth Marine Center at 820 E. D Street. Ship 110, the *Charles N. Curtis*, a 78-foot motor vessel on Mondays, 7:00 am - 9:00 pm and Saturdays 10:00 am to 3:00 pm, Tom Rodgers or Hank Hibbard: (253-572-2666). Ship 190, the *Odyssey*, a 90-foot Sparkman and Stevens Yawl, meets Thursday and Friday evenings. Bud Bronson (253-572-2666). Ship 198, the *Vértié*, a 38-foot Captain's Gig meets on Mondays. Sally Slater: (253-318-2752) or Jan Ward: (253-863-3918).

Shelton Yacht Club is encouraging boaters to sign up to become a prospective member

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NW BOATING CLUBS

and try their friendly yacht club in the South Sound. Prospective members pay nothing to try out the club for up to a year. The club has members with sailboats and powerboats, from 16 feet to 58 feet. They go out on 10 cruises a year, They have a Commodore's Ball and a Christmas Light Parade. They have monthly Social Meetings featuring potluck dinners. The club boasts over 90 reciprocal relationships with clubs far and wide.

Debbie_Daly@SheltonYachtClub.com

Shilshole Bay Yacht Club. New members are welcome anytime during the year, and the club is affordable. The club was organized in 1961 to provide boating experiences for good friends

to meet for recreation on the water. Members include sail boaters, power boaters, and those who have no boats. All have an interest in boating and a love of the water. Club events include nine monthly dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs. Chris Powell or David Horn.

www.shilshole-bayyc.org

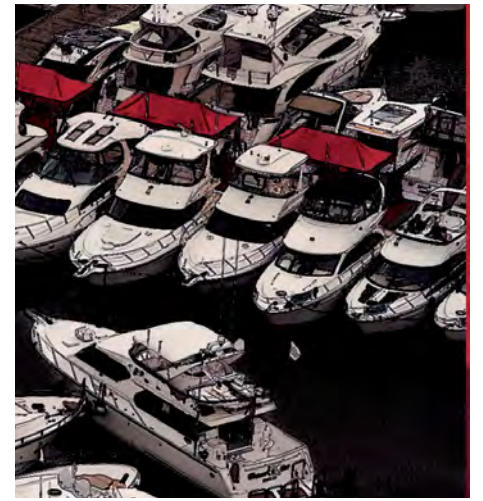
South Sound Sailing Society. Meets the second Tuesday of each month at 7 p.m. at the Olympia Yacht Club, 201 N. Simmons.

www.ssssclub.com/ssss

Tacoma-Pierce County Sea Scout's

Chapter. Very active, and one of the largest community youth sailing and boating programs in the United States. Young women and men between 14 and 21 are welcome. There is a meeting most Saturdays at the Base at 1129 Dock Street. Call Hank Hibbard at 253-761-8742, or cell 253-241-3950.

Tacoma Yacht Club membership is open to boaters and non-boaters alike. Enjoy the benefits and privileges of belonging to a private club. This is your opportunity to meet and cruise with one of the best clubs on the western Seaboard. Tacoma Yacht Club members enjoy exclusive access to 8 regional outstations and reciprocity privileges at nearly 100 yacht clubs all over the Puget Sound, San Juan Islands and worldwide. Enjoy all the benefits of membership while you are out of town or traveling the world. Our modern clubhouse features unparalleled views of the Olympic Mountain range, Mount Rainier and Commencement Bay. We have an outstanding full-service restaurant & lounge, and catered events in our large capacity



ball room. We also offer a 300 slip sheltered marina, many organized club cruises, a Shipmates women's auxiliary, a Junior Sailing Program, and a Competitive Sailing Fleet. We have several types of memberships: Active Membership is our most popular and offers a full range of boating and club activities and privileges, Associate/Social Membership is a very economical and allows the use of the restaurant, Clubhouse and attendance at Club social functions, and Junior Membership is available to anyone 12 to 21 years old.

For further information on membership call the club at 253-752-3555 or email to: membership@tacomayachtclub.org

Tollycraft Boating Club welcomes anyone with a love of classic Tollycraft yachts. We currently have 179 members. Our website, www.tollyclub.com, provides an organized and searchable forum with information on maintenance and improvement projects undertaken by club members. The forum is viewable by anyone on the web. Seven cruise events are planned for 2015. We share several members with the Canadian Tollycruisers, and rendezvous with them in September. A membership application can be downloaded at www.tollyclub.com. Contact the club at: commodore@tollyclub.com

Totem Yacht Club, located in Tacoma, is an active and affordable club for sail or power boating enthusiasts or those without boats who just enjoy social activities. The club welcomes new members and has temporarily reduced its initiation fee. Totem enjoys reciprocal privileges with nearly 100 boating clubs in Puget Sound, the San Juan Islands, and Canadian destinations. In addition to 20 weekend cruises to choose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston.

Totem is a down-to-earth, family friendly club and enjoys members of all age groups. Feel free to drop in to one of the meetings (first Tuesday, except July and August), join them for the annual crab feed or other fun events or tag along on one of the cruises.

Ray Sharpe at 253-759-1537.
www.totemyachtclub.com

West Seattle Yacht Club is currently looking for new members active in boating, either power or sail, individuals and families (pets welcome). This is an outgoing, fun group with 12 annual cruises to various destinations from Port Orchard to the San Juans, (including a big steak feed and seafood feed each year) and monthly general meetings with dinners, numerous reciprocals, etc. Initiation and dues are low and laughter abounds. If interested in attending an upcoming meeting or as their guest on a cruise, contact Bob at 206-790-6495.

bobsathome@aol.com.

Northwest Yachting welcomes notices of events and boating clubs. Please submit them by the 5th of the month for inclusion in the following month.



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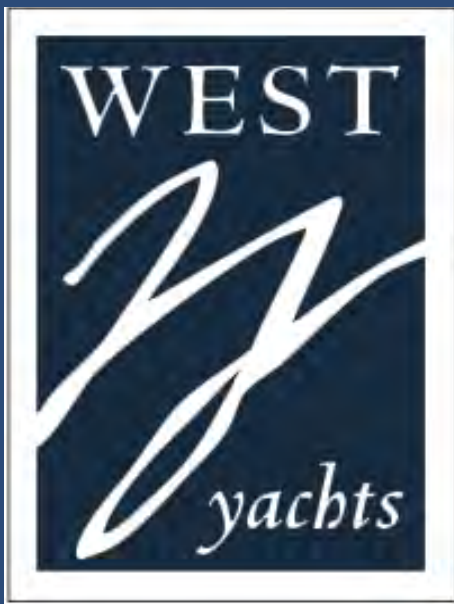
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39' Beneteau Oceanis 1990 \$79,000



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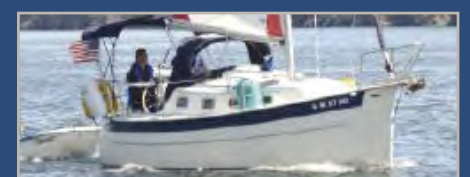
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**PETER
SCHRAPPEN**

ON WATCH

Politics and Boating

“All Politics is Local” Maxim Still Applies

If there's an earworm that I can't get enough of, it has got to be the Seattle Boat Show jingle: "Da Boat Show, da Boat Show..." You know what I'm talking about. You put milk on those fiberglass beasts and you eat them for breakfast. You, like me, live for this nine-day enterprise. And you know you do. It's okay.

The Boat Show, like any hallowed event, is built on the shoulders of those whom have come before us. Just as Rome wasn't built in a day, neither was the West Coast's largest show. And once you take your newly-minted boat home, you will want boating access that reflects the passion you have to explore our region.

Fortunately, there are a series of rather simple steps you can take during the Show and a few weeks after that will address critical boating issues facing us today. This investment of time today has a payoff not just now but when the next generation of boaters finds their spot on the water, too. Plus, as Americans and Canadians who belong in representative democracies, our system is brilliant when it works well; and it works well when we are all engaged. I'm less concerned about engaging everyone else. It's you, the boating enthusiast, that I'm asking to step forward.

So what in Sam Hill am I talking about?

It's not enough to let others worry about what happens in Olympia and what "those politicians" decide. Heck, we know what happens when they get a harebrained idea or two. It's just the opposite: To ensure that we have access to the most magical waters on earth, we must insist each day and with each opportunity to lawmakers that we are paying attention to the decisions they make that impact the marine lifestyle we treasure so much.

There are a series of (magical) events in the first quarter of 2016 that will bring you face-to-face with the right lawmakers to make

our pitch. One already took place. That was on January 7 when the Legislative Tee-Off at the Elliott Bay Marina / Seattle Yacht Club Outstation took place. NMTA along with the American Waterways Operators and the North Seattle Industrial Association had 45 minutes with two of the most important elected officials in Olympia. It was early, there was not enough coffee but there were enough people (about 40) to share ideas with Sen. Andy Hill (R-Redmond, Kirkland) and Rep. Gael Tarleton (D-Ballard, Magnolia) to bring them up to speed before they hit Olympia

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running on January 11 for the short 60 day session.

This event reminded me of a few things: Our issues are bipartisan. Neither Republicans nor Democrats can pretend that the issues fit neater into one of their respective camps. Both parties, if they know how to win, should accentuate fun and aspirational images, and boating is both fun and aspirational. Another lesson reinforced: Those who show up get their voices heard. When the moment arrives for the Q and A and your hand isn't up, you will be left out. Whenever possible, seize the moment to remind them just how essential boating is to our economy and people looking for work.

If I can digress for just a second, it was about four years ago that *Northwest Yachting* asked me to pen a column for you. Who me? Yikes. In that first column, I relied on the "all politics is local" maxim to put forward as something to always remember. And sure enough that same theme appeared at the Tee-Off (and reappears all the time). Sen. Hill and Rep. Tarleton did not field questions about big hairy problems out there. No, the majority of time was spent about the urgent need for more funding of the Ballard Locks and how the recent Ride the Ducks accident meant lost revenue for Fremont and Ballard. The message is that the more you can make your concern immediate to your lawmaker by bringing it home to their district, the more it will resonate (and the more interesting it will be for you, too).

Okay, so that event was a success and we are now focused on a couple of other big-time memorable experiences fast approaching. Next on the docket is the Washington Maritime Federation Day in Olympia. You may remember that this organization is the association of maritime associations that is rightly credited with stopping the Habitat Conservation Plan. We will be back in Olympia together for our advocacy day on January 27 to remind legislators that united we stand when it comes to making Washington state a true maritime state.

And the fun does not stop there. The Big Tent Rally Day on February 3 should be on your calendar. Yes, there will be a gigantic tent on the Capitol lawn showcasing the wares of our state's \$22 billion outdoor recreation economy (think trade show for outdoor enthusiasts.) NMTA and the Recreational Boating Association of Washington are co-sponsors so we will have a booth as will about 15 other exhibitors.

From skeet clubs to scuba, Audubon to backcountry horsemen (and women) and every other outdoors interest that brings tourists to our state and keeps our residents here spending money are invited to brag about our collective economic prowess. While our businesses are small, our net impact is huge. Now

that we are organized, you can bet that we will wow lawmakers, the Governor and legislative staff with the party that we can throw on their lawn. This is the first time we've thrown a party of this magnitude. Let's hope the place doesn't get tee-peed.

No rest for the weary. Just a few hours later on the following day (and back at the Boat Show) the Washington Boating Alliance will hold their always sold-out Leadership Summit. That event commences at 8:30 am (I'll remember the coffee) and runs to about noon. Ask any attendant and they will point you in the direction of Stage Two. Topics include workforce development, the Clipper Round the World sailboat race (that will stop in Seattle!), updates from our friends

at the Recreation and Conservation Office, hearing from the state's new Maritime Lead, the latest on funding invasive species and marine law enforcement programs, and plenty of time for visiting with long-lost friends and more.

Whew, I'm out of breath. All these events are free. There's always a new idea to take home and there's always a place for you and your voice. Let's hear you in 2016.

Thanks for reading,
Peter

P.S. If you need info on any of these events or just want to say "hi", drop me an email at:

Peter@nmta.net



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

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February and March: Find the Baitfish and you'll find the Blackmouth!



A rainbow over Clallam Bay at Sekiu might suggest where the February winter chinook can be found. The blackmouth season at Sekiu is scheduled to open on February 16th, running through April 30th with a two-fish, hatchery produced fin-clipped chinook daily limit.

Some people believe my motor is always running. "Hey Tony! You left your motor running!" Yeah, and what's your point? Isn't everybody's motor running?

When I consider the allegation, I confess, it's probably true. Growing up as a kid, I had to be on the go, constantly thinking about getting my worm in the water to catch and often

whack some kind of a fish. As a very young boy, sneaking into a private boathouse or two along the south shore of Hood Canal, baiting my hook with a piece of mussel off the dock, I stared down into the green clear water of Hood Canal and watched Shiner perch, Blue-striped perch or bigger Pile perch circle my bait until one of them grabbed it, then the herk

and jerk program was on! My light-weight five-foot trout rod was loaded to the max as every perch felt like a 30-pounder. I became infected with this thing called fishing.

Today, over a half century later, I remain one sick puppy, as thoughts of my annual fishing strategy plan play through my mind, like a favorite musical album as I corkscrew into the

floor. Got a visual? Sorry, it's simply the life of a fishaholic.

If you believe I fish 365 days a year, you're on the wrong frequency. I do however, fish as much as I can, fish and weather permitting. And, if I'm not fishing, I'm often thinking about it.

My point is that I tend to run hot. And when it comes to fishing, I am

constantly working my trap line, getting intel on my favorite fishing and catching spots dependent on place and time of the year. Doesn't everybody do that?

When I think about writing this column every month, I attempt to provide contemporary thinking about fishing options in the outdoors, which brings me to February.

First and foremost, I consider February and March being prime time for blackmouth. From north Puget Sound, Hood Canal, Admiralty Inlet, the San Juans and the Strait of Juan de Fuca including beautiful Freshwater Bay east to Partridge Bank, you'll likely find blackmouth circling on schools of baitfish. Love it when that happens.

As a student of all these areas, especially for one-day Kamikaze fishing trips, it is my late winter heartbeat that feeds the thumpy-thump of my motor.

One of the regions falling under excellent blackmouth fishing category in February and March is Sekiu. I recall my introduction with February blackmouth fishing back in 1977 when I was invited to migrate to Sekiu for my western Strait of Juan de Fuca baptism. Quickly converted, when I see February on my calendar over the last 38 years, the rpm's on my motor increase by a few thousand.

Sekiu, located on the northwest region of the Olympic Peninsula is about four hours from my Olympia doorstep. That is a little too far for a one day strike. Sekiu is more realistically identified as a destination fishery. Therefore, a three or four-day trip to the gateway of the Strait can be a blackmouth Nirvana. It seems I can hear the sounds of traffic rushing north and south on I-5 from Port Angeles, but I can't duplicate that awful sound from Sekiu. It is more like Simon and Garfunkel's "Sounds of Silence" tune, on the big stage of the natural world at its best.

The Sekiu winter blackmouth fishery opens on Tuesday, February 16th, a few days before the Olympic Peninsula Salmon Derby and is scheduled to run through April 30th. I like the tides on the last weekend of the month, February 27-28, featuring moderate ebb tides from 7 a.m. to 1 p.m. (pay attention to more important current changes as they tend to run a few hours later than the tide changes). If you can't make the trip at the end of the month, the great tides for a repeat are on the weekend of March 12-13th and the 26-27th. Perfect ebb tides from daylight till early afternoon.

For the first time in nearly a decade, Van Riper's Resort (360-963-2334), is open all winter (boat ramp but no moorage), as the result of

an ownership change. To the west, Mason-Olson's Resort (360-963-2311) opens February 16th, however the docks are not scheduled to be available until May 1st. Boat fuel and the Olson's ramp remains available. Therefore, launching and retrieving your boat each day is the program.

Fishing strategy for being successful at Sekiu is very elementary. Mooching, trolling bait, spoons or hoochies all work. I like to start my ebb tide troll around "the Caves" immediately west of Sekiu in 120-150 feet of water, looking for schools of baitfish. Once again, like a broken record, find the baitfish and you'll find the chinook.

Trolling to the west, for a couple of miles, you'll see a few houses along the beach as you approach the easterly point (Eagle Bay) of the Hoko River. Pick up your gear and repeat.

A second option is to run to the east of Clallam Bay to Slip Point and start your troll or drift at Mussolini Rock, immediately east of Slip Point. Working similar water depths, your troll will take you west as the bottom drops off at the red buoy, just west of Slip Point. Pound the bottom 10 feet like a jack hammer. Find the bait and again, you'll find fish.

Sekiu is a special place to most Northwest salmon anglers. It is often a weather beater during any kind of



Tony Floor is Director of Fishing Affairs for the Northwest Marine Trade Association (NMTA) and a former 30-year veteran of the Washington Department of Fish & Wildlife. You may subscribe to receive monthly Tony's Tackle Box in your e-mail by clicking: northwestsalmon-derbyseries.com.

a southerly, located geographically on the west end of Clallam Bay out of the wind. And, during the next two months, there is nobody there! Most saltwater salmon and halibut anglers know all about the summer fishery, but very few know or exercise their schedules to winter fish this region. It's a blast and I'm going! See you on the water!



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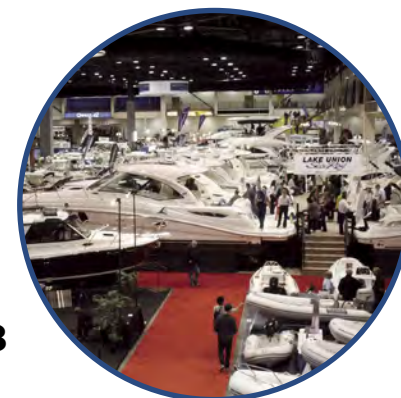
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INTO THE LIGHT



Photo by Mark Gardener

“The approaching storm turns the surface of the sea to steel and silver. Only danger reflects clearly from such a mirror.” — Hayden Stone

I have always fancied the month of February – a welcome oasis in the midst of a grey and gloomy Northwest winter. We can see the light at the end of the tunnel. Spring is right around the corner! But, cold, grey, drizzly mornings can make the shortest month seem the longest. Like matters of the heart, February is full of surprise, contradiction, and

the spell of the sensuous. When it comes to weather, the surprise part is sometimes not so good...

To those who do not share our love of the sea, weather is typically of only passing importance. The rest of us, however, are far closer to the vagaries of weather. Storms, and especially unexpected storms, are the real test. Waves can range

from sparkling swells that toss back a spritzing of spray to towering black mountains that threaten your very existence.

Especially before sophisticated and relatively accurate weather forecasts, boating any time of year in the Northwest had its challenges. I have some pretty memorable experiences dating back to when I

was really just a kid. But, even now, one can be taken by surprise on the shortest of jaunts. Power or sail, big or small, a surprise in the form of strong winds and big waves requires skill, patience, perseverance, and faith – a sense of humor also helps.

Weather forecasting is the classic inexact science, relying on the complex mutual interactions of

wind, currents, precipitation, tides, humidity, temperature variations, and a million other variables. Forecasts, especially long-term, may differ making planning sometimes impossible. To say forecasting the weather is tricky is putting it mildly...

To quote the famous aviator and sailor, Ernie Gann: "When the full displeasure of the elements falls upon a man, he is temporarily overwhelmed and permanently changed within. After the trial he is either dead or forever afterward humble and discreet." I would have to add – exhausted and very hungry.

If I have said it once, I have said it a thousand times – be organized. Plan in advance, check out equipment, commit everything to lists, and always have as much as possible executed prior to leaving port. I am also a firm believer in a well-stocked snack drawer.

These days we tend to be leaning toward foods that are intrinsically good for us. Chicken is a valued source of protein as well as low in calories, saturated fat, and cholesterol. Chicken is easy on the pocketbook, gentle on the waistline, and only boring if you are a lazy cook. Chicken can be poached, roasted, grilled, braised, sautéed, steamed, or even nuked. It is good hot, warm, or cold – which makes it wonderful boat food. Chicken is especially good when combined with the likes of crab, ham, cheese, or really any number of vegetables (asparagus, broccoli, snow peas...). You can stuff chicken or you can marinate it to give a recipe more depth (try orange, grapefruit, or lemon juice). Serve it with a sauce or without. Chicken is excellent in a casserole.

We seem to be using more herbs, spices, garlic, and lemon for colorful dishes with a clean, clear taste. Experiment with basil, ginger, cilantro, paprika, tarragon, or rosemary for something slightly different. Try that unusual vinegar!

My files are brimming with tantalizing chicken recipes and it seems I've so many favorites these days. Some of the following recipes are relatively wholesome and healthful some, not so much – but all are fun, flexible, and can easily be made either partially or completely in advance to assemble effortlessly for serving.

Endurance is what weather teaches us; endurance to survive – to experience a great chicken dinner!

Shopper's Chicken

- 6 chicken breasts
- 1 c. sour cream
- 1 garlic clove, minced
- 2 T. lemon juice
- 1 tsp. Paprika
- fine bread crumbs
- grated Parmesan cheese
- ½ c. melted butter

Blend sour cream, garlic, lemon juice, and Paprika; spoon this mixture over chicken in baking pan, then cover with bread crumbs and Parmesan. Pour melted butter over all and bake at 350° for 1 hour.

Napa Valley Chicken

- 3 lb. fryer, cut in pieces
- seasoned flour
- ¼ c. butter
- 1 c. ketchup
- ½ c. sherry
- 1 onion, chopped
- 2 T. lemon juice
- 1 T. Worcestershire sauce
- 2 T. melted butter
- 1 T. brown sugar

Dredge chicken pieces in flour and fry in butter. Combine remaining ingredients in saucepan; bring to a boil, simmer 5 minutes, pour over chicken placed in pan and bake covered at 350° for 1 ½ hours.

Chicken Dijon

- 4 boneless chicken breasts
- flour
- ½ c. butter
- ½ c. sliced onion
- 1/3 c. sliced mushrooms
- 2 garlic cloves, minced
- 4 artichoke hearts
- 2 T. Dijon mustard
- 1 c. dry white wine
- ½ c. cream
- 4 T. chopped parsley

Lightly dust chicken with flour and brown in butter; add onion, mushrooms, garlic, and artichoke hearts. Stir occasionally. Add Dijon, wine, and stir. Simmer for 5-8 minutes, Add cream, mix well, and cook 2-3 minutes more. Serve with chopped parsley as garnish.

Leslie's Lemon Chicken

- 2 (2 ½ lb.) fryers
- 2 c. lemon juice
- 2 c. flour
- 2 tsp. salt
- 2 tsp. Paprika
- 1 tsp. pepper
- ½ c. corn oil
- 2 T. lemon zest
- ¼ c. brown sugar
- ¼ c. chicken stock
- 1 tsp. lemon extract
- 2 lemons, thinly sliced

Combine chicken pieces and lemon juice in bowl; cover and marinate overnight, turning occasionally. Drain chicken thoroughly and pat dry. Fill a paper bag with flour, salt, Paprika, and pepper – shake well to mix. Put two pieces chicken at a time in bag and shake to coat. Heat oil in frying pan and fry pieces until well browned and crisp; arrange browned chicken in single layer in shallow baking pan, sprinkling evenly with lemon zest and brown sugar. Mix stock with lemon extract and pour over chicken. Top each piece with a lemon slice and bake 35-40 minutes or until tender in 350° oven. Garnish with chopped parsley.

Manana Crab Stuffed Chicken

- 4 lg. skinless, boneless chicken breast halves, pounded to 1/8" thick
- 4 T. butter
- ¼ c. flour
- ¾ c. milk
- ¾ c. chicken broth
- 1/3 c. dry white wine
- ¼ c. chopped onion
- 7 ½ oz. crab meat
- 3 oz. chopped mushrooms
- ½ c. crushed saltine crackers
- 2 T. chopped parsley




Kathryn Farron has been a restaurateur, caterer and professional sea cook. Kathy has contributed to many cookbooks and written six of her own. With "Landfall", her latest cook book, Kathy shares her passion.
www.kathrynfarron.com.

- ½ tsp. salt
- dash of pepper
- 1 c. grated Swiss cheese
- ½ tsp. Paprika


Melt 3 tablespoons butter in saucepan. Blend in flour; add milk, broth, and wine. Cook and stir until mixture thickens and bubbles. In skillet, cook onion in remaining butter until tender; stir in crab, mushrooms, crumbs, parsley, salt, and pepper. Stir in 2 tablespoons sauce. Top each chicken piece with ½ cup crab mixture, fold sides in and roll up; pour remaining sauce over all and bake covered at 350° for 1 hour. Uncover and sprinkle with cheese and Paprika. Bake two minutes longer or until cheese melts. Serves 8.





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by Peter Marsh

The Kit and Instructions are Key in D.I.Y. Kayak Building

When the first weeklong kayak building class at the Columbia River Maritime Museum (CRMM) was announced early in 2015, the idea was viewed as a way to “test the waters” and see how much interest it might attract. This was the first time a full-time “build your own boat” class had been held in the area. The last wooden boats built on the lower Columbia were gillnetters in the 1960s. So it was a pleasant surprise when the four places in this first class in February were immediately filled, and the demand was so great that classes in April and June were quickly added to the calendar. They also sold out before the first class began mixing epoxy!

Two more classes, in September and November, were ultimately added as well, and six classes have been listed for 2016. Class participants have included not only local Astoria residents, but also students from nearby communities (Seaside and Portland, Oregon; Vancouver and Seattle Washington), as well as from farther afield (Bend, Oregon; Boise and Moscow, Idaho; Walnut Creek, California), and even one international participant from Red Deer, Alberta, Canada. The current long distance record, however, goes to a brother and sister build team who drove all the way from Kansas City, a 3,800 mile round trip.

Whether the people signing up knew it or not, the museum had all the elements necessary for an incredible hands-on experience. The museum had created a new workshop when the old railway sta-



The old Astoria train depot has been converted into a wonderful woodworking shop.

tion was converted into the Barbey Maritime Center in 2012-14. The old freight depot has the look of a traditional workshop with a high ceiling and double-wide doors facing the tracks and the highway, and is only a few yards from the mighty Columbia River.

The class kayak kits hail from Pygmy Kayak Company of Port Townsend. The component panel designs are computer faired and the kits are produced by CNC machinery, which ensures that they

fit together perfectly, providing for accurate and easy assembly. Equally important is that Pygmy has built a loyal customer following through their active website and lists of approved builders and teachers. They hold their own kayak-building courses at the Northwest Maritime

Center, just a short walk around Point Hudson Marina from Pygmy’s showroom—but these are sold a year in advance. There are also classes in Florida, Maine and Ohio—all hopefully providing what the website describes as “a fun group setting and great, hands-on opportunity to learn how to assemble a kayak from trained professional boat builders.”

Museum students may have little or no experience with woodwork or tools, but can choose any of Pygmy’s 16 solo kayak designs to build, from the 13’ long Pinguino Sport to the 17’6” Coho. Current kit prices range from approximately \$900 to \$1,200 depending on the model selected, however kits come with all materials (System Three epoxy resin, fiberglass cloth, mixing materials, and hardware) necessary to complete the basic build. Students can add deck rigging (\$18) and the bulkhead and hatch kit (\$69) once they bring the boat home.

But these are merely the basic raw materials for a boatbuilding venture. Without a capable and friendly instructor like Chuck Bollong, the classes would not have received such high praise that encouraged people to sign up. Bollong has been on the Pygmy builder’s list for years—after having built two of his own boats in Tucson, Arizona where he taught college archaeology courses. He left



Angela Cosby (Astoria Parks and Recreation director) and instructor Chuck Bollong work on fiberglassing the interior keel joint of her 17' Pygmy Murrelet kayak.

the University of Arizona in 2005 to work with an environmental consulting firm, which resulted in moves to Salt Lake City and finally Portland. He gained more experience with several commissions and participated in courses at RiversWest small craft center in Portland after moving to Oregon.

Bollong has paddled his 17' Arctic Tern in the Sea of Cortez, San Diego Harbor and the Gulf Islands of British Columbia, and has covered over 100 miles of the Willamette River as well as numerous lakes. His passion for the sport is contagious and his craftsmanship is first class. At the start of 2015, his tally was eight Pygmy boats since 2000, but he has since overseen the building of another 18!

It was a fortuitous series of coincidences that led to his teaching these classes in Astoria. While looking into options for possibly offering build classes in Portland, Bollong was contacted by Sam Johnson, director of the CRMM, who wanted to know if he would be interested in teaching the classes at the Barbey Center. (Johnson is a skilled builder of traditional small craft and a teacher of the fine art of casting bronze boat fittings.)

I met Bollong during the first class and was immediately struck by the sight of three boats although they were only held together by galvanized steel wire and black Gorilla tape. I began asking questions as soon as he had a spare moment and was probably being a bit of a nuisance, but he was generous to a fault, even when I peered over his shoulder to see what was going on inside the boat.

"Teaching has always been a passion in my life, and the opportunity to introduce others to the process of building one of these boats is a true joy," he explained. "Builders not only have the satisfaction of producing a beautifully designed and visually stunning vessel, but will have the added enjoyment and pride of paddling a boat that they made with their own hands." The week before the class begins, Bollong spends about 10 hours per kayak preparing the tools, epoxy, fiberglass etc.; and doing some preliminary work with

the kits like joining the 8' panels to create full-length plywood planks.

Two of the places in the first class were filled by Phil and Amy Hatton, who drove nine hours from Boise, Idaho. A week later, they happily drove back with two semi-finished Pinguino 14' touring kayaks they



Chuck Bollong paddles his own Pygmy kayak—there's nothing like using a boat you built yourself!

intend to use in the lakes and rivers in southern Idaho. Phil told me he had built furniture and shelves but never a boat, although he watched his father build a stitch-and-glue sailboat when he was a boy. By the end of the week, he reckoned the whole process was easier than he had imagined, but credited Bollong's reassuring presence and advice as an important factor.

His wife Amy had only ever done "simple repairs around the house" but agreed with her husband that the necessary skills are not difficult to master with a good teacher to guide you. The third student was a local—Angela Cosby, Astoria Parks and Recreation director— who built a Murrelet, a sleek 17' design that she plans to take on multi-day trips. "There's no way I would try this at home," she admitted. "It's the instructor who makes all the difference."

The essential skill they all had to master is lining up and joining the long shaped plywood strips around a series of five temporary frames with loops of wire threaded through holes and twisted tight. This is the "stitch-and-glue" technique, invented by English woodwork teacher and

kayak enthusiast Ken Littleddyke in the late 1950s—though a few more recent boat builders have suggested they independently arrived at the the method through their own experiments.

By the end of the second day, students are ready to learn their next major skill, applying epoxy all along the seams of the carefully aligned panels that now make up the hull of their boat. Crucial to this step is working cleanly to avoid drips or bubbles as they apply the epoxy. On the third day they repeat the process, now with the panels which make up the deck of their kayak, and this is followed on the fourth day with beads of epoxy thickened with wood flour (called "fillets") poured into the bow and stern stems of the hull to increase strength. The underside of the deck is also reinforced with fiberglass tape along the panel seams.

Day five sees additional fillets and fiberglass cloth applied to the

underside of the cockpit, and the day concludes with the initially intimidating, but easily learned technique for applying a sheet of fiberglass cloth, wetted out with epoxy (and becoming entirely transparent in the process), to the full interior of the hull. This step prepares the students for the application to the hull and deck of the exterior fiberglass and epoxy, a less difficult task once they have returned the boats home.

The sixth day of the class sees the now-reinforced deck and fully fiberglassed hull interior permanently joined along the sheer with epoxy. This readies the kayaks to be wrapped in plastic and cartopped home on the following day. The students having the necessary skill to complete the final construction steps for the boat, working at their own speed. Bollong expects the students to spend another 30 – 35 hours at home after the class for the basic build (not including hatches and bulkheads). They will finish the surface sufficiently well to begin varnishing, which serves primarily as UV protection for the epoxy resin as well as enhancing the natural wood grain finish of the boats. "But the biggest steps that make the boat work are done here," he assured me.

No matter how many times he teaches the method, he really enjoys watching the students leave with the mostly-completed product in hand. That's just as well, because he moved to Astoria in March and taught more classes in September and November. Considering the \$1,000 or more that a kit may cost, plus the \$800 to take the class, plus the stay in a hotel, and the driving expense, one could reasonably assert that this DIY project is no longer a low-budget project. But what other object with such beauty and utility can a beginner produce with his or her own hands? And I can state from personal experience that the reward for my own efforts has been the incomparable satisfaction of gliding across the water in craft I built with my own hands.

The kayaks have brought new life and activity to the museum. Other workshops focus on more traditional skills like basket weaving, wood carving, fancy ropework, etc. The simple design and construction of the kayaks is similar to historic boat-building processes, although the materials used are modern plywood and fiberglass, explained Sam Johnson, the museum director. "Some would say they are not traditional wooden boats," he said, "but traditional or not, they help preserve the skills and the process of boat building." **✚NWY**

The Columbia River Maritime Museum lifted the Columbia Bar Pilots old pilot boat Peacock into its permanent resting place beside the highway.



A FOOT IN BOTH COUNTRIES: A WEEKEND IN BLAINE



By Shawn and Corinne Severn

“THE PARK ... MAKES FOR VERY NICE DOG WALKS AND EVENING STROLLS WITH YOUR FAMILY. ONE CAN ENJOY BEAUTIFUL SUNSETS LOOKING OUT OVER SEMIAHMOO BAY.”

After cruising the region for 30 years, we've visited most destinations at least once. However, last year we started to make a point of going to those few marinas and anchorages that we had read about or been told about by other cruisers, but not visited.

The trip to Blaine resulted from a conversation with folks we met while visiting Coal Harbor in Vancouver. It was the usual dock conversation that takes place just after you help folks get the lines tied down. If you

are like me, you ask the new arrivals some typical questions like how was the trip, was the weather good, where did they come from? I often ask if they enjoyed their visit to their last port. Most of the time, we get a moderate level of enthusiasm. However, from one newly arrived couple, we got a rather enthusiastic response. They gushed about their visit to Blaine with many walking trails, a lovely town and a fun visit to the Peace Arch. We were sold and added Blaine to our list of “must visit” places.

Getting there

The Blaine Marina (actual name is Port of Bellingham's Blaine Marina) is located in Drayton Harbor. It is about 10 nautical miles east of Point Roberts, Washington, about 35 nautical miles north from Anacortes, Washington and about 40 nautical miles southeast from Vancouver, British Columbia. It is northeast and about 20 nautical miles from the north entrance of Active Pass, between Mayne and Galiano Islands. In short, it is a little out of

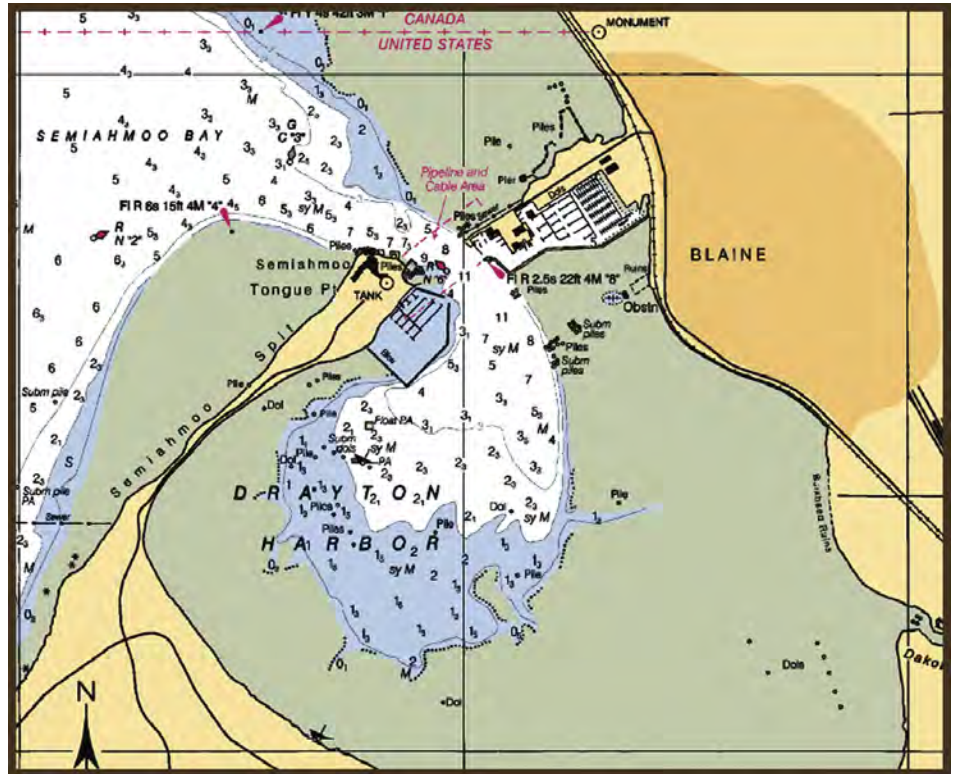
the way, but not very far from many popular anchorages and harbors.

To get to Blaine, one enters via Semiahmoo Bay. A quick look at the chart will show that Semiahmoo Bay is broad and shallow with very large drying flats around the shores. When entering, pay attention to the markers on the way into the marinas. We watched a sailboat ignore the markers and nearly park their boat on the mudflat.

Semiahmoo Bay and Birch Bays, which is located just to the south,



Photo above - View of the Canadian Flag Flower Garden



are very popular with local sport and commercial crab fisherman. On the August weekend of our visit, Semiahmoo Bay was heavily dotted with crab traps. The floats marking the traps presented an interesting navigation exercise on the way into and out of the harbor. They would have made for a difficult passage in the dark. As we arrived in the late afternoon, there was a 20-knot breeze blowing up from the south. Birch Bay and Semiahmoo Bay were pretty quick to form a wind-wave/swell that could get fairly uncomfortable for small vessels.

At the entrance of Drayton Harbor, Blaine Harbor is on the northeast shore located behind a large fishing pier, with Semiahmoo Resort on the southwest side. Both locations offer transient moorage. A small historic passenger ferry (*Plover*) runs visitors back-and-forth between the two locations. So you can select either marina and then use the ferry to visit the other location.

Blaine Marina

On this trip, we choose to stay in Blaine Marina since it offered a historic downtown with plenty of shops and restaurants a short walk away. For a quieter getaway without loads of car traffic and trains, the Semiahmoo Resort would be a nice option. On a weather note, we visited on a weekend that was mostly rainy and moderately windy. We noticed that Blaine Marina was much better protected from the strong southeasterly wind than Semiahmoo's marina.

Blaine Harbor has about 760 feet of side-tie transient moorage available in the central portion of the marina. There may also be some empty slips which the port staff may offer to visiting boaters with larger vessels. There are 30 and 50 amp services available. However, to our surprise, not all of the larger slips have 50 amp service. If you want 50 amp service, be sure to specifically request this before securing a slip.

Like most large marinas, there are all the usual amenities including potable water, showers and washrooms, laundry, and BBX/Beacon Wireless Internet service. The facilities that we used were clean and well maintained. Internet service was limited in its coverage; we had no service on the extreme south side of the marina. Service was probably better on the side-tie transient dock.

During the crabbing season, the side-tie transient dock is packed with many small boats. The harbormaster was extremely helpful and had reserved a finger slip in the marina

for us. He suggested that we might not want to be on the transient float due to the small boats regularly running in and out to set and retrieve their crab traps. We were placed in a nice large 60-foot slip at the southeast end of the facility. The slip was great, but it was a bit of a long walk to shore for our 13-year old dog. The folks that live on their boats in this part of the marina were also very friendly, offering to take our lines, inviting us to use their Wi-Fi service and giving us directions to the harbor office and town. In short, it was a great welcome.

Our dog Prince quickly gave the marina a doggy stamp of approval. Across the street from the marina is a lovely park with excellent paths to stroll along and grassy areas for resting and watching people and wildlife. A lovely sculptured sign with a waterfall marks the entrance to the park on the east end. The park extends west to the start of the public fishing pier. It makes for very nice dog walks and evening strolls with your family. One can enjoy beautiful sunsets looking out over Semiahmoo Bay.

The pier area is very old and is really starting to show sign of its age.

Photo below - The entrance sign to Blaine Marine Park





Photo above - Commercial fish sheds on the pier. Photo below - the Little Red Caboose Café in Blaine.

Parts of the pier were blocked due to decay. The eastern end is mostly taken up by commercial operations with working fishing boats coming and going. At the far west end, there is a public fishing area where locals were tossing in their crab traps, while kids and dogs played on the pier.

The Town of Blaine and Peace Arch Park

The town of Blaine is an easy 15 minute walk from the marina. As a border town, it is often visited by travelers going up and down the I-5 corridor. Like many small towns in the Pacific Northwest, Blaine shows signs of the economic struggle of recent years. The town has worked hard in making the main road safe and interesting to stroll.

At the north end of town, there is an urban park overlooking the harbor. While it was quiet at the times we visited, it looked like a nice spot

to sit with a drink or ice cream cone, watching the comings and goings. On the historic main street there are many dining options, from an

south end, there is the Little Red Caboose Café that also offers a light fare. For the shopper, there are a few gift shops and galleries to browse.

walk under the I-5 overpass to the east side and head north on 2nd Street at the round-about of 2nd Street and D Street. At the entrance of the state

park, walk west from the parking area to locate walking paths and restroom facilities. We visited early in the morning and had the entire park and gardens to ourselves.

The gardens are beautiful and there is a great deal of history and commemoration to the peaceful relationship between the two countries. Corinne and I were born in Canada and are now citizens of the United States. I have always said we have a foot in both countries. At the Peace Arch, it is possible for



upscale steakhouse to a small bakery and coffee shop. The Drayton Harbor Oyster Company offers fresh oysters which are farmed locally. Enjoy the oysters on the spot or take some back to your boat. Toward the

From the marina, a visitor can take 20-minute walk north to find the contiguous Peace Arch State Park of Washington and Peace Arch Provincial Park of British Columbia. To reach the parks,

anyone to literally have a foot in each country.

At the time of our visit, there were also some interesting sculptures on display. Prince wanted to look at all of the gardens in his usual doggy

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Seattle Boat Show
East Hall
#610



59' Selene "Celestine"



38' Moody "Escapade Plus"



38' True North "Further"



46' Sparkman & Stephens



54' Bracewell



52' Wahl



44' Nordic



48' TriStara



44' Nova



40' Sparkman & Stephens



43' Albin



38' Golden Star



40' Hinckley



34' Glacier Bay



29' Hinckley



38' TaShing Panda

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way, meandering from garden patch to trees. Prince is mostly in “shuffle and drag” mode these days, but had a great time with all the interesting gardens paths to follow.

Around 9:30 a.m., the foot traffic of the park started to pick up. We notice signs in several languages asking people to please stay out of the garden plots. It was clear that some people were ignoring the signs to pose for photos. It was unfortunate, because folks on both sides of the border had gone to a lot of trouble to create these beautiful gardens for everyone to enjoy.

A visit to Semiahmoo Resort

Semiahmoo Resort is located across the opening to Drayton Harbor on Tongue Point. There are two easy ways to get to the resort from Blaine Marina; take your own dinghy or catch a ride on the historic passenger ferry *Plover*. We chose to ride to the resort on the *Plover*. It takes a fairly indirect but fun sightseeing route over to Semiahmoo and back. It is very popular with locals and tourists. The weekend of our visit in August, the weather was marginal but the ferry was packed for the crossing. The captain of the *Plover*



Photo above - Peace Arch Monument at the US - Canadian Border. Photo below - Garden and pond in Peace Arch Park



allows several small kids to “pilot” the boat. Of course this means lots of giggling for the kids and pictures for mom and dad.

The Semiahmoo Resort is lovely and a popular destination for meetings and weddings. While we were there, a wedding party and photographer were using the old building along the pier as a backdrop for their photographs. The resort has a restaurant and outside deck that would make the perfect spot for a sunset dinner.

Near the docks, there is a small store with a coffee/lunch counter. The store offers a variety of marine-themed knick-knacks and some nice fine art photos. Outside the store, there is a collection of tables and chairs on a patio that offer a wonderful spot to picnic and watch the people who stroll by. If you are interested in a picturesque walk, follow the shoreline to the west end of the marina and find the mile and a half trail along the Semiahmoo Spit.

The marina looks to be well maintained and would make a very good weekend destination, except when strong winds blow across Drayton Bay from the south. While there is a solid breakwater system that protects the marina from wave action, there would still be strong winds hitting the superstructure of the boats. The marina has all the usual amenities, including 30 and 50 amp electrical service, potable water, washrooms and showers, and BBX Internet service. There is also a golf course nearby.

As we departed from Semiahmoo on the *Plover*, the captain drove around the breakwater to the south side of the marina where a large group of harbor seals were enjoying some sunbathing. The kids and some of the adults on *Plover* got a real kick from the antics going on, on the dock.

Overall, we found that Blaine and Semiahmoo Resort made for a nice weekend destination with no lack of things to see and do. There are plenty of places to walk and some nice park areas to view the beautiful sunsets. Since this destination is away from the popular San Juan and Gulf Island parks and harbors, it offers a nice destination away from summer boating crowds. We had a great time and will return to Blaine and Semiahmoo again in summers to come. **↓NWY**



Corinne and Shawn Severn have lived and cruised in the Pacific Northwest for more than 30 years. They currently cruise on *Salish Lady*, an American Tug 485. They spend the summer and winters writing and photographing their favorite locations.

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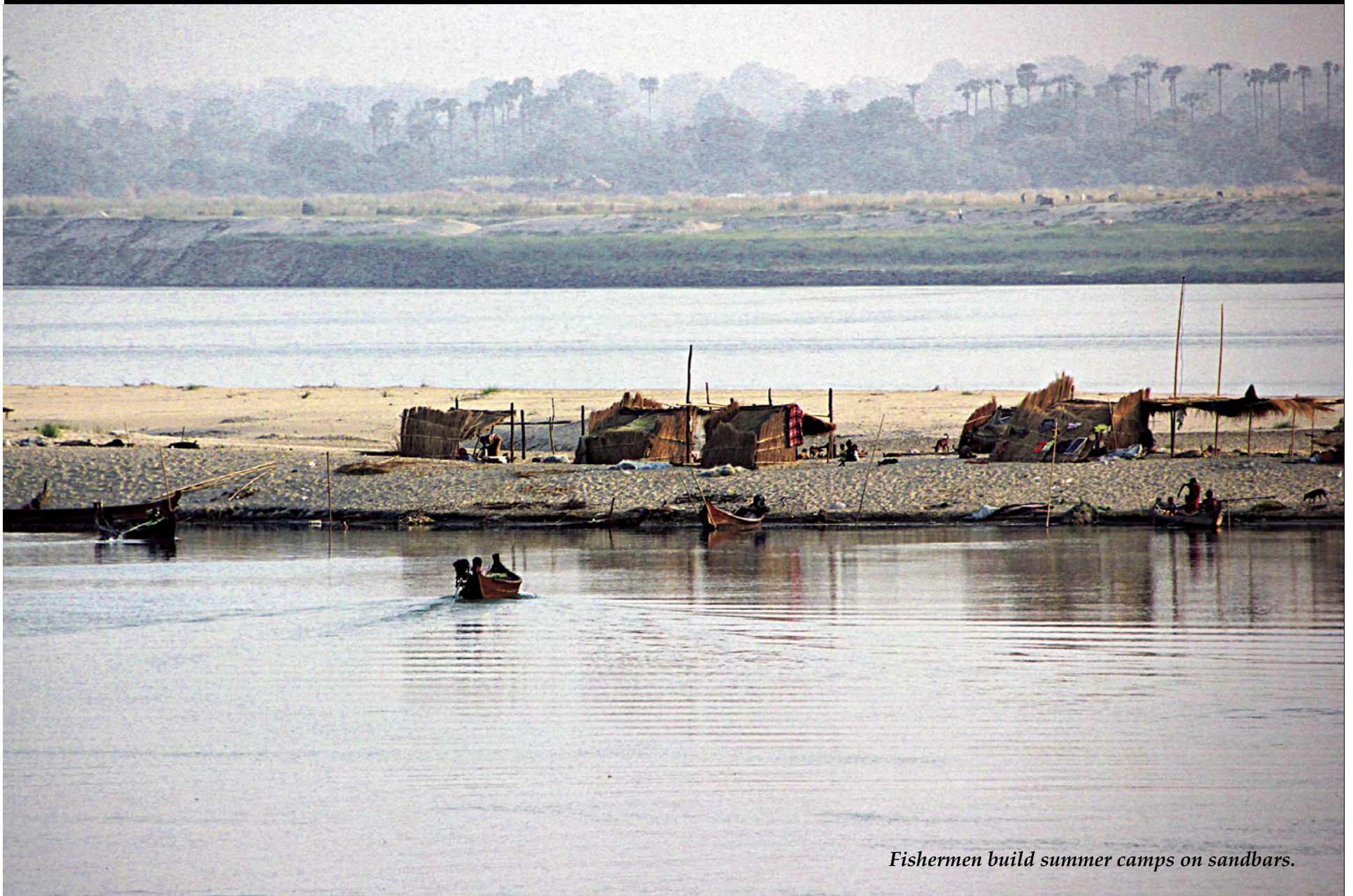


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UP THE IRRAWADDY

A BOAT TRIP ON MYANMAR'S ICONIC RIVER



Fishermen build summer camps on sandbars.

By Marianne Scott

“The Irrawaddy almost bisects Myanmar and has been a vital part of the country’s economy, transportation and irrigation systems, and spiritual life for millennia.”

An immense crimson orb rises swiftly above the dun mudflats bordering the broad river. As the sky brightens, the MV *Irrawaddy Explorer* fires its engines while six shore-side helpers loosen the mooring lines tied to heavy poles stuck deep into the riverside sediment. Deckhands are pulling in the lines to the ship. She enters the swift current and the other 49 passengers and I are on our way to visit another village in Myanmar.

Myanmar changed its name from Burma in 1989, claiming the name was based only on the Burman tribe, but that the earlier moniker didn't reflect all of the nation's ethnicities. Canada recognizes the new name; the U.S. is sticking with Burma. Our *Explorer* crew was adamant about wanting their country to be known as Myanmar.

It's rare that we give up the helm of our sailboat, *Beyond the Stars*, and let someone else do the navigating and the cooking. But as it was improbable

we'd ever sail to such a distant and mysterious country as Myanmar, we signed up for a Queens' University alumni trip on a 188-foot riverboat, the *Irrawaddy Explorer*. She was newly built—launched only eight months previously in Yangon. We boarded her in April.

Myanmar's tourism expansion is recent. Although intrepid backpackers had traveled through this ancient country, our type of river trip only became possible when the ruling military junta loosened some

of its 30-year-old iron controls that effectively isolated the nation from outside influences. Since that door creaked open in 2011, eager travelers—and investors—have been arriving and hotels and resorts are welcoming guests.

At about 261,000 square miles, Myanmar's land area is slightly smaller than Texas. It's located between Thailand, China and India, and also shares borders with Bangladesh and Laos. Its shorelines include the Andaman Sea and the



Photo above - A pilot boat on the Irrawaddy River in Myanmar. Map courtesy of Haimark Travel.



Bay of Bengal. Its population of 56 million is younger than that of the U.S. or Canada—and it shows. I've never seen so many children. Everyone we met was friendly; even male teenagers, often with bleached and abundantly gelled hair, greeted us enthusiastically. The Burmese are generally shorter than westerners, and are slender and well built. No obesity epidemic here.

Myanmar was ruled by several dynasties beginning in 1044; it became a British colony in 1885 after three Anglo-Burmese wars had subjugated its territory and was annexed to India. The colonizers modernized

the economy and developed administrative structures. During World War II, to hasten independence, Burma first fought with the Japanese and later switched supporting Allied forces. It became an independent nation in 1948, just five months after India gained its nationhood.

Starting in Yangon

Before boarding our riverboat, we'd flown into Yangon, well known for its beautiful colonial buildings—the Brits rebuilt the city in the 19th century. But past decades of national poverty and isolation

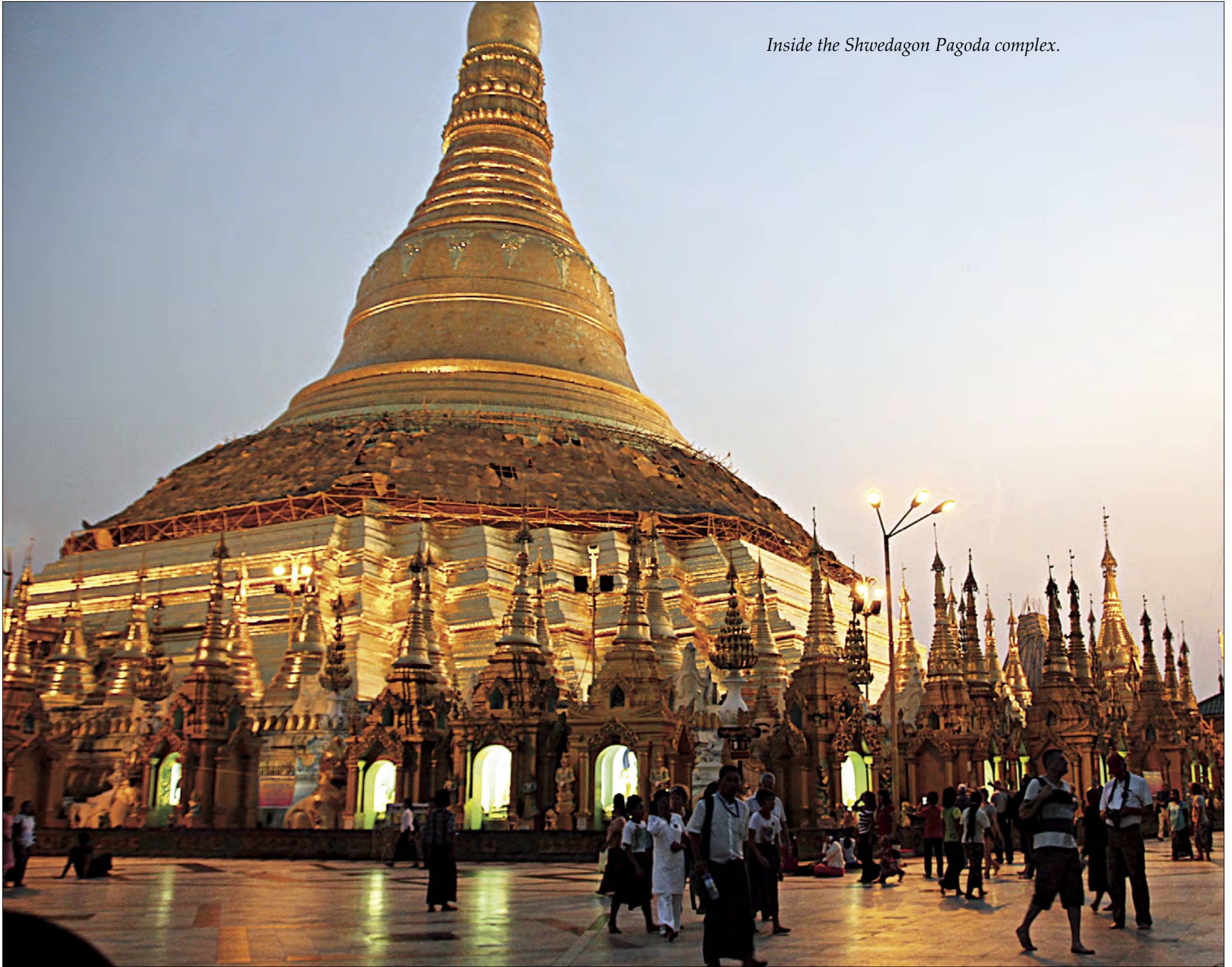
have neglected them dreadfully. The humid tropical climate has fostered the growth of mosses and black mold on the facades of many structures; sometimes small trees sprout on a pediment or ledge. A few buildings are being restored and painted, but many of the densely occupied 120-year-old structures are in dire need of repair.

We toured the city with the highlight being a visit to Shwedagon Pagoda, a 325-foot high gilded temple visible from all parts of the city of five million inhabitants. Myths proclaim the iconic pagoda, the largest in Myanmar, is 2,600 years old. It is

so revered by Buddhists, it rivals the Kabaa in Mecca, to which Muslims are expected to make one pilgrimage in their lifetime. It is believed that eight strands of the Buddha's hair are stored inside the Pagoda. Its golden hue is not paint but real gold; about three tons of gold have been layered upon it over the centuries, with more gold leaf applied every ten years. The crown (stupa) is adorned with 5,448 diamonds and 2,317 other gems; a single, 76-carat diamond is at the stupa's apex. The Pagoda's terrain, measuring 114 acres, also contains innumerable small pagodas, prayer rooms, shrines holding statues of the

Photo below - A market vendor grating fruit and wearing thanakha on her face.





Inside the Shwedagon Pagoda complex.

Buddha, animal statues, lion sculptures and other embellishments.

All visitors to all pagodas must remove footwear when entering. This is sometimes tough; the pavement can be burning hot under the relentless tropical sun; stones and hollowed-out brick floors can make walking in bare feet quite uncomfortable. But the rule is sacred. When the British occupied Burma, their unwillingness to remove their shoes contributed to the nationalist movement for independence.

The Irrawaddy

Several rivers in the world are cultural icons and with a mystical allure. The Amazon is the world's longest; the Nile has been Egypt's lifeline of civilization; the Rhine is castle-laden and a major European transportation highway; the Ganges is sacred to Hindus; China's Yangtze has a large economic and cultural role; and the Volga is symbolic of mother Russia.

The Irrawaddy almost bisects Myanmar and has been a vital part of the country's economy, transportation and irrigation systems, and spiritual life for millennia. Two

rivers originating in the Himalayan glaciers of Upper Burma, the N'mai and Mali, join to form the Irrawaddy, which ends in a massive flood plane and delta. The delta begins to split into nine arms 58 miles north of the Andaman Sea. The 1,348-mile-long river is so silt laden, the delta expands into the Andaman Sea by 160 feet

annually. We could not have taken our river cruise between May and September when the monsoons start their season, dropping as much as 80-117 inches of rain. Ports maintain low- and high-season docks as the water level can vary up to 45 feet.

Rudyard Kipling, in his poem "Mandalay," created a magical aura

around the Irrawaddy, calling it "the road to Mandalay." It reads in part:

*Come you back to Mandalay,
Where the old Flotilla lay:
Can't you 'ear their paddles chunkin'
from Rangoon to Mandalay?
On the road to Mandalay,
Where the flyin' fishes play,
An' the dawn comes up like thunder
outer China
'crost the Bay!*

According to Professor Andrew Selth, who writes for the New Mandalay, an on-line magazine devoted to analysis and perspectives on mainland Southeast Asia, Kipling's poem stimulated a mystical view of Burma, one that colored both literature and music. Selth writes that, "During the colonial period, Burma . . . became an easily recognisable reference point, representing exotic places far away, full of mystery and promise. This was particularly true of Mandalay. Like Timbuktu, Samarkand and other semi-mythical places that captured the popular imagination of the West during the 19th and early 20th centuries, the old royal capital became a powerful symbol."



Photo above - Local women carry 50-pound suitcases from the bus to the ship.



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If you aren't able to bring your boat or prefer to spend the night in a warm and cozy room, listed below are a few lodging options. Invite your friends to you join! Find more ideas at: VisitKitsap.com/lodging.

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- Poulsbo Inn & Suites - Little Norway - 800.597.5151 | poulsboinn.com
- Clearwater Casino Resort - 360.598.8700 | clearwatercasino.com
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Port of Kingston Marina



Port of Brownsville Marina



Port of Manchester



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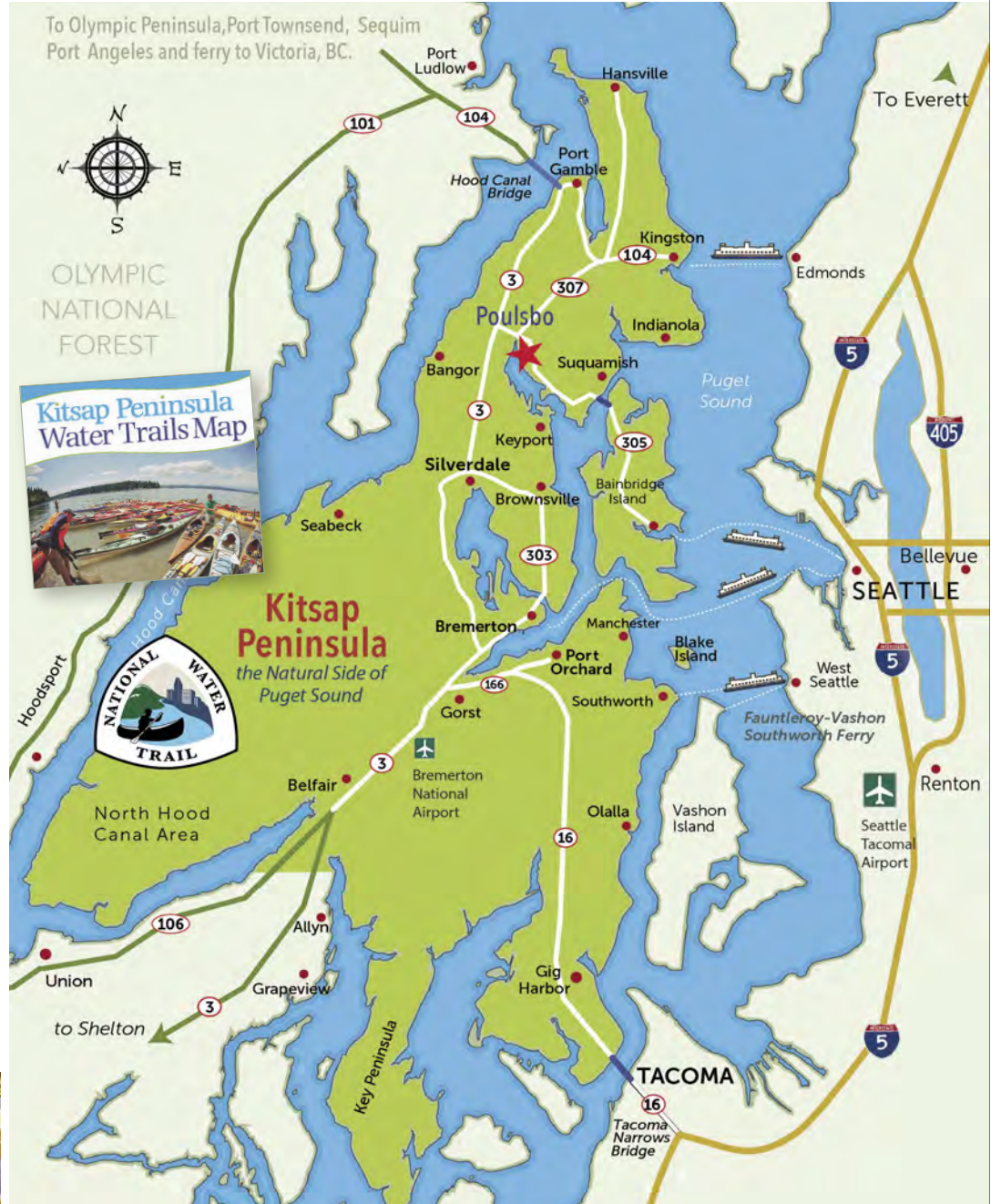


The Kitsap Peninsula region offers boaters more than 370 miles of shoreline and miles of inlets, bays and harbors. Every city and major town in Kitsap is located on the water, many offering lodging, dining, shopping, attractions, entertainment and events to enjoy all year round. Shown are just a few. Find many more at VisitKitsap.com.

Port of Bremerton/Port Orchard Marina



Port of Silverdale



visitkitsap.com/boating for destinations & events

Mandalay is no longer Myanmar's capital. It moved to Yangon (Rangoon) when the country was under British rule but was shifted again to a brand-new town, Nay Pyi Taw, in 2005. No one is sure why the capital was transferred to a location 200 miles north of Yangon, but it shows the generals had enormous power.

After a rather harrowing 160-mile bus ride, we reached the 2,026 metric-ton ship in Pyay and were led to our air-conditioned room. Our home on the coast of British Columbia had liberated me from that cold, machine-produced, noisy air, but here we were grateful. Temperatures ranged from 100-107° during the day; lows were around 77°.

Soon our luggage arrived. Their transport to the ship was a revelation. Tiny Burmese women walked down the 30 degree mudbank in flip-flops, carrying a suitcase on their head. Our bags weighed close to 50 lbs. and were tough to lift. But these women hoisted them above their height, strode down the bank and up the gangplank seemingly without difficulty.

The first evening we became acquainted with fellow passengers from Canada, the U.S., U.K., and Israel. We were also introduced to the staff and guides. For Myanmar citizens, working on a cruise ship is a good job and they were highly professional and helpful. Except for two guides, all were young men, including the cooks, servers and cleaners.

Meals were a mix of Burmese and western foods—the Burmese dishes are spicy and delicious and I tried them all with relish.

The ship left quickly and we got a first view of the Irrawaddy. It's a broad, meandering river. Depending on the light, the water is fawn-colored because of the enormous quantities of sediment carried from the Himalayas, the river's banks and many tributaries. Due to swift currents and all that mud and sand, sandbanks and small islands build up on the riverbed and shift frequently. To avoid getting stuck is one of the reasons the ship only traveled during daylight.

On the Bridge

The captain (Kyaw Win Naing) and a first and second officer (Tun Tun Zaw and Aung Mynt Than), keep a vigilant eye out from the bridge. The first thing I noticed was the dearth of instrumentation. Our Hanse 411 sailboat has many more instruments aboard than this ship. One of the guides, Myo Set, served as translator. The captain explained that although they had a GPS, they didn't count on it for navigation. The ship carried no charts—paper or electronic. When I questioned this seeming deficiency, I was told the river changes shape so often, charts cannot keep up with the ever-moving sandbanks and shorelines. "There's a continually changing



Photo above - The Hsinbyume Pagoda near Mandalay. Photo below - A Yangon Condo building.

topography, especially during the monsoons," said the captain, "and the currents redeposit the sediment. We look at the water and notice the changing surface tensions and reflections. That's how we navigate."

The depth sounder showed a mere 14 feet below the hull. "Sometimes, we go below two meters (six-and-a-half feet)," the captain said. "But we only draw four-and-a-half feet." That said, from our balcony I'd noticed that sporadically an arm would materialize from the lower deck, handle a lengthy stick and sound the depths—especially when

the ship was maneuvering close to shore. "How many times has this ship hit bottom?" I asked. "Never," the captain said with a grin. "But then this ship is only eight months old."

Occasionally, we saw pilots coming aboard. Neatly uniformed, these pilots drove a narrow boat with a blue tarp on metal arches constituting the cabin. Used tires serve as fenders. It was propelled the same way most small boats here are: an engine mounted on deck with a ten-foot almost horizontal shaft turning a prop. In the shallow water, it's easy to lift the shaft and prevent



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Photo above - The 1850 U Bein teak bridge spanning a lake near Mandalay.

the prop from churning the mud. I don't doubt, however, that many a propeller gets mangled or lost.

The Irrawaddy's currents run at about two-and-half knots in the dry season. During the monsoons, currents can easily reach five knots. "We have challenges both in the dry and rainy season," the captain continued. "Right now the water level is low and we have to look out constantly for shallows. During the rainy period, we have higher water but the current is fast and the water carries debris and is extremely muddy." The *Explorer* doesn't host visitors during the monsoon months.

The ship is propelled by two 470hp Cumming engines built in China, and has neither a rudder nor a bow thruster. The knot meter showed we were traveling between 6.7-6.9 knots, with a top speed of nine knots. That also explained why we didn't board the *Explorer* in Yangon. Cruising at trawler speed, and only during daylight, we could not have covered the distance to Mandalay in the time allotted.

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Village Explorations

Thayet Myo was the first village providing a glimpse of how the Myanmarese live outside big cities. Although the locals ride scooters, small motorbikes or bicycles, small horse-drawn carts delivered us across bumpy, dusty lanes to a spread-out market that hawked everything from 50-pound bags of rice to dried fish. Generous flat baskets displayed a kaleidoscopic cornucopia of spices, vegetables, fruits, hot peppers, potatoes, eggs and a host of edibles I couldn't identify. A good example of "local and sustainable." The merchants, regardless of gender or age, were capable of sitting cross-legged on the ground, a feat most of us westerners cannot accomplish. Hardware and household goods were also on show. Booths with clothing (especially the convenient longyis that both men and women wear here) and packaged foods were interspersed with raw food stands. Unrefrigerated meats were available, drawing the inevitable flies. One booth displayed rows of shirts and t-shirts, drawn from bales of used clothing—the surplus from western second-hand emporiums.

Another ubiquitous item is the betel nut. I'd noticed the *Explorer's* first officer, Tun Tun Zaw, didn't want me to photograph him as his mouth, gums and teeth were stained a purplish red. He chews betel nut, an addictive regional tree fruit that is mildly stimulative and addictive. Like chewing tobacco, long-term use can lead to mouth lesions and oral and esophageal cancer.

It was also when I saw that most women—and some men—wore smears of ivory-colored goop on their faces. It is thanakha, a facial base powder made from the wood

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Photo above - A cow and goat herder in Bagan.

live during the dry season. Their boats are lined up in front of the huts. Higher up, houses are built of woven bamboo mats, some finished with a coffee-colored, oil-based stain that helps protect them during monsoons. All along the river, above the houses, we saw hundreds of pagodas, made of brick or plastered white, some leaning like the Tower of Pisa, others crowned by a golden stupa.

Our visit to Bagan, once the capital of an ancient kingdom, reinforced how important spiritual life is in Myanmar (they practice the Theravada branch of Buddhism). Between 1100-1300, the kingdom saw the construction of 10,000 pagodas and 3,000 monasteries. Like medieval Europe where rich patrons built churches and chapels, or commissioned paintings and sculptures, well-off Buddhist erected temples.

Today, Bagan is home to 2,229 pagodas. We walked among a few dozen on the dusty plains—where housing construction is prohibited—completely surrounded by shrines of every condition and size: brick, plaster, whitewashed, new and ruined. Some were surrounded by vegetable fields. Herders drove cows and goats among the multiple structures. Each contained niches with figures of the Buddha—showing eclectic and stylized interpretations of the religious leader's features.

and bark of the limoniaacidissima tree. Mixed with a bit of water, it's used as a natural cosmetic cream and claims to act as a sunscreen, anti-ageing potion and insect repellent. The cream is widely used, and

even babies and young children are anointed with thanakha. Having observed many people carrying parasols against the hot sun, I suspect it's also used to remain as light skinned as possible.

Bagan

Traveling up the Irrawaddy, we saw small shacks fashioned from reeds and bamboo on sandbanks or on the waterline, where fishermen



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One of the largest pagodas we visited was the Ananda Temple, sometimes called the “Westminster Abbey of Burma.” It was built at the end of the 11th century but looks brand new. That’s because it was hit by an earthquake in 1975—a frequent occurrence in this region—and the Temple has been restored. It has rows and rows of leogryphs, lion-like creatures that guard many a pagoda entrance.

Although Buddhism is considered a nontheistic religion, we noticed that many people bow down, kneel and pray in the temples. It’s estimated that Myanmar is home to about 500,000 pagodas. With our western views, we wondered how much the construction and maintenance of this huge collection

of religious structures prevent the development of much needed infrastructure in the country. Add to this the estimated 500,000 maroon-robe-wearing monks and 75,000 pink-garbed nuns—people who beg for food and alms, and receive publicly supported housing, and it becomes obvious that religion dominates practicality. (Monks and nuns do not have to sign up for life; some enter a monastery for only a few months.) The military—numbering 406,000 active troops—also absorb a good part of Myanmar’s GDP. Much employment focuses on agriculture and thus the standard of living remains low. Per capita income (only a crude measure of financial wellbeing as it includes such items as military expenditures)

is \$4,800 a year. Yet in the area we visited, people seem content (we didn’t see the regions where oppressed minorities reside). We hope the recent election, with a landslide victory for Nobel Peace Prize winner Aung San Suu Kyi and her National League for Democracy, will lead to a further transition to greater democracy and prosperity.

We visited workshops producing artistic, highly labor-intensive products. Lacquerware is made of strips of bamboo and takes dozens of handwork treatments to result in a beautiful box or vase. Gold leaf, used to decorate pagodas, takes many hours of mallet beating and further processing. One village has found relative prosperity by making clay pots that are sold everywhere.

Another village lined up several classes of beautiful but shy school children who sang a song for us weird white folks. We watched a parade of sumptuously dressed and heavily made-up pre-teen girls on their way to become nuns. Aboard, we had the pleasure of watching an ingenious, colorful puppet show and traditional Myanmar dancers in dazzling silk costumes.

We also saw one of the scourges created by the west: plastic waste. Along the roads and lanes, and outside houses and shacks, we saw large piles of beverage containers and other plastic. Without being collected or recycled, this nearly indestructible debris will be carried off during the monsoons into the rivers to contribute to the ocean’s gyres filled with billions of tiny pieces of plastic (see my article in *NWY* March 2012, “How Plastics Are Colonizing Our Oceans.”)

Mandalay

The visit to Mandalay was the final treat. We saw, yes, more pagodas, with the Hsinbyume Temple being yet another fine architectural example—one completely different from any other in the land. The gigantic structure was surrounded by stony, sandy ground and much debris had been carried up the steps by worshippers. My feet had given out by then so I eschewed going in barefoot, but wandered around the undulating white stucco-covered brick temple.

We happened to visit Myanmar during the annual water festival—a five-day national holiday called “Thingyan” that celebrates the Buddhist New Year. It’s the most important holiday of the year, the end of the school year and the beginning of summer vacation. Kids and young people lined the streets with hoses and barrels and buckets ready to inundate any passersby. We got drenched several times, which didn’t feel bad in the 104° F heat.

We traveled through the city on foot and by bus and it seemed that everyone was out. Traffic jams abounded but while inching forward, the scene provided a terrific opportunity to observe the population at play. Pickup trucks were jammed with young people and others were crammed into and on top of busses—no nanny state here.

After the tortuous trip through Mandalay, we ended our voyage at the U Bein Bridge, a magical three-quarter mile footbridge built in 1850 and made entirely of teak, one of Myanmar’s most valuable trees. This longest and oldest teak bridge in the world is supported by 1,089 pilings and spans Taung Tha Man Lake in Amarapura just south of Mandalay. We boarded large, brightly painted canoes with a high prow and raised stern decorations. A

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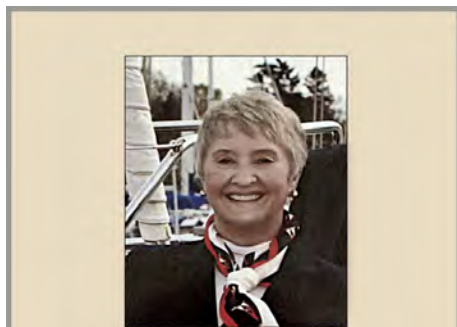
single boatman with criss-crossed paddles propelled our small vessel. While our guides handed us glasses of red wine, we ventured into the lake at sunset. Other canoes filled with local people who waved and smiled. Everyone was delighted to observe the wooden structure, surmounted by throngs of holidayers, bathed in a mystical tangerine glow. All of us toasted this nocturne—the crowning event completing our trip up the Irrawady.

If you go

A number of Myanmar river cruises are now offered and the latest election may entice more companies to offer this unique experience to a country that's still new to westerners. Our trip was organized by Chicago-based Haimark Travel (www.haimarktravel.com.) Both US and Canadian citizens need a visa to enter Myanmar. We sent our passports to the Myanmar Embassy to obtain visas in advance. We learned that temperatures are cooler in October or November. We found the people welcoming, the children charming, the landscape exotic and the pagodas' artistry enticing.

The *Irrawady Explorer* worked well with all the western comforts one can hope for. The entire crew was attentive and well organized. I par-

ticularly enjoyed exploring the tastes of foods quite foreign to us, but if your appetite or digestive system prefers western fare, it was amply available. We drank filtered water aboard and bottled water ashore. None of the 50 passengers aboard fell ill and I'd say that everyone enjoyed the uniqueness of the adventure. **UNWY**



Marianne Scott is an award-winning writer who has contributed to *Northwest Yachting* since 2001. Her sailing experiences range from a round-trip voyage from Victoria to French Polynesia, to her recent voyage to with husband David to Alaska on their Hanse 411 *Beyond the Stars*. She recently wrote, with Ben Vermeulen, *Before I Forget*, a memoir about the history of SonShip Yachts.

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The Troubles We've Seen



by Carolyn and Bob Mehaffy

“Whether we must perform a bit of maintenance, install a replacement part, or create a replacement out of unrelated equipment, . . . we must be prepared to find solutions, even if only temporary, to the inevitable breakdowns at sea.”

Smoke began to curl up from the engine room vent at the bottom of the pedestal and fill the cockpit. In the light winds of the Pacific Ocean between Midway Atoll and Kaua'i Island, the four of us aboard *Carricklee* had been playing a casual hand of bridge while the engine and the autopilot drove the boat through the placid waters. The mainsail was doing little more than stabilizing the boat.

Rushing below, I warily opened the doors to the engine room, fearing I'd be met by flames leaping up into my face. Instead, with great relief, I recognized the engine room

was filled not with smoke but with steam. My realization that we didn't have a fire in the engine room was immediately followed by another troubling one: Our Ford Lehman engine was seriously, and inexplicably, overheating. We quickly shut it down and rolled out the genoa to keep the boat moving, however slowly, toward Kaua'i.

Two hours later, when the engine had cooled sufficiently, I began the search for the malfunction, a search that was mercifully brief, but troubling: The flexible coupling on the shaft that drives the seawater pump had completely stripped out. With-

out this coupling, we could spend weeks sailing 1,000 miles upwind to Kaua'i.

By this time, with the setting sun racing toward the horizon, the two of us—along with our guests Vickie and Jon, Carol's sister and brother-in-law—met again in the cockpit to discuss our options since we didn't have a spare seawater pump coupling aboard.

One option was to return to Midway Atoll, approximately 150 miles behind us to the west. In the northwestern Hawaiian Islands Chain (now properly called Papehauaumokuakea Marine National

Monument), the aptly named Midway Atoll lies midway between the West Coast and Japan. The week we'd just spent there had been a rare but brief treat, but that week had been enough time for us to discern that Midway, until 1997 the site of a U. S. Navy base, now had neither parts for our aging Ford Lehman diesel nor a machinist to fabricate the part we needed.

With that option out, the best options remaining, we agreed, were either to sail the 900 miles on to Kaua'i, where we might get a part shipped to us, or to sail on an additional 100 miles beyond Kaua'i to

Honolulu, where we were relatively sure we could get a replacement for the failed drive coupling.

As we discussed the passage to Kaua'i, 900 miles virtually upwind in the Pacific trades on a heavy Hardin 45 ketch that doesn't sail well to weather, we concluded that a third—and preferable, perhaps even necessary—option was to effect some sort of temporary repair for the drive coupling.

Then, well after sunset, we had dinner before beginning our nightly rotation of the watch. As we sailed along slowly, ever so slowly, in the light airs, I continued to mull over the challenge for us to get the seawater pump back on line and regain the ability to power the boat to weather if the winds became too light for sailing.

Early the next morning over breakfast, we resumed the discussion. I had determined we needed to find a sacrificial piece of hard plastic somewhere aboard to replace the broken ½-inch-thick flexible fabric connector in the pump. We all walked around the boat, searching for anything that might work.

In short order, Carol noticed the hard plastic Magma fish table attached to the transom rail. The material and thickness of the table seemed ideal for the purpose, and we could continue the cruise perfectly well without the table—as we had done for many years previous to our installing it. With a saber saw, Jon and I cut two pieces from the fish table and then shaped these pieces into rounds the size of the original connectors. In these round pieces, we drilled holes replicating those for the drive pegs on the shaft and on the raw water pump.

Within two hours the diesel was running once more. And, assuming the plastic table we had cut up would no longer serve its original purpose, we made from it a second coupling to replace the first one if it failed—a back-up we fortunately never needed.

Such breakdowns at sea for which we have no immediate solutions at hand are obviously the most challenging. Yet other equipment failures, even those for which we may have replacement parts or supplies and tools aboard to correct the problem, may present their own challenges. Whether we must perform a bit of maintenance, install a replacement part, or create a replacement out of unrelated equipment, we sailors who venture far offshore must be prepared to find solutions, even if only temporary, to the inevitable breakdowns at sea.

Transmission Oil Cooler Failure

Though we never welcome any kind of equipment malfunction at sea, the least traumatic of those we've had on our boat are, of course, the ones simplest to resolve, either with a



Photo above - Nesting brown boobies on remote Isla Isabela, México with the authors' Hardin 45 ketch in the background. Photo below - Bob turns on the TillerPilot, attached to the wind vane, to steer the boat on windless days.

replacement from the spares or a bit of maintenance on the malfunctioning system. Such a failure occurred on *Carricklee*, our Hardin 45 ketch, when we were cruising under power on a windless day along the coast of Ecuador. In these settled conditions I went below to do a routine check in the engine room, where I observed a thick substance resembling a strawberry milkshake floating on the bilge water.

I called up to the cockpit for Carol to shut down the engine. Then, with a cup I skimmed off a small portion of the strawberry-colored liquid. Feeling oil as I rubbed it between my thumb and forefinger, I knew it had to be transmission fluid, the only red-tinted oil aboard. I looked next at the vent on the top of the transmission, where I found the same strawberry-colored foam. When I checked the oil in the transmission with the dipstick, little oil remained. Instead, seawater had replaced it.

Clearly, the oil cooler had failed, allowing sea water to be drawn into the transmission, where it mixed with the fluid. As the oil cooler drew in more seawater, the resulting mixture bubbled up through the vent on the top of the transmission and into the bilge.

If we had to have a breakdown at sea, this one was under ideal conditions: It occurred in the daylight; the

seas were calm; it was readily diagnosed; and we had a replacement part aboard. Once we'd identified the problem, we merely replaced the failed oil cooler with the new one, drained and flushed the transmission twice, and then were under way again.

Although the transmission continued to function until we reached our next destination in Ecuador, Puerto Lucía Yacht Club, apparently some of the parts in the transmission had not fared well in the salt water bath provided by the oil cooler failure. When we reached the yacht club,





Bob installs a newly fabricated bobstay to replace the back-up spare he installed at Isla de San Cristóbal, Galápagos.

we had to have the transmission rebuilt in a shop before it performed normally again.

Algae in the Fuel System

Clearly, the solution to the problem with the transmission oil cooler had been one of our easiest to effect under way. In other cases where the solution was fairly simple, requiring that we neither fabricate nor change out a part at sea, the difficulty had been in the analysis of the problem. A memorable example occurred when we were arriving offshore of Acapulco. At the end of a notably rough passage from the north, we were eager to get into a protected anchorage. As a consequence we took the shortcut between the offshore island of La Roqueta and the peninsula separating Bahía de Acapulco from the Pacific Ocean. Seeing heavy small-boat traffic ahead and never before having navigated this constricted channel, we took the precaution of starting the engine and dropping the sails as we entered the cut.

The engine ran perfectly for about 15 minutes before it slowed and then shut down entirely. Quickly hoisting the main and rolling out the genoa to take advantage of then breezes in the cut between the island and the peninsula, we sailed (more accu-

rately, “drifted”) eastward through the remainder of the narrow passage.

In a cove in the northeast corner of La Roqueta, we dropped anchor, and I began to troubleshoot the engine failure. As is usual when our engine fails, I began by checking both the primary and secondary fuel filters. Both were clean.

I then attempted to bleed the injector pump and the injectors but could get no fuel to the injectors. Next I focused on the lift pump; it checked out as functioning normally. Weary from the long day and the discouraging conclusion, I decided to give up for the evening,

hoping for inspiration after the dinner Carol had prepared and a rejuvenating night’s sleep.

The next morning, having thought about the fuel problem whenever I awoke during the night, I began taking apart the fuel lines between the Racor filters and the fuel tanks. In the tee of the crossover fuel line between the starboard and port fuel tanks, I discovered what appeared to be a piece of black polypropylene line jammed into the fuel line, completely blocking the flow of diesel.

At a loss to explain how a piece of polypropylene line had jammed itself into a fuel line, I began to pull

Picturesque Isla Isabela, México, with its expansive fish camp and thousands of frigatebirds and Brown and Blue boobies circling overhead.



this line out with needle-nose pliers. The decomposed “line” came apart in pieces which I had to extract bit by bit. I then recognized it as a rope of dead algae. Once I had removed this rope of algae, the fuel began to flow freely once again.

No doubt I had inadvertently been responsible for the fouled fuel line. About a year earlier, I had stopped pouring a biocide additive into the fuel tanks because I had read various opinions suggesting such chemicals were unnecessary and perhaps even potentially harmful to engines.

After I had stopped adding the biocide, however, each time I changed the fuel filters, I noticed black deposits resembling algae in the used filters. As a consequence, I resumed the addition of biocide when we filled our fuel tanks in Puerto Vallarta a few months before the appearance of the “polypropylene rope” in the fuel line. Over the subsequent months this dead algae had obviously been pumped out of the tanks and into the crossover fuel line, where it jelled to become the rope of algae that had obstructed the flow of fuel to the engine. Now, whenever we take on fuel, we unfailingly add biocide to our tanks, and we’ve never again had dead algae plugging our fuel lines.

Steering System Failure

In other equally common equipment failures, we have had neither spares for the failed part, the resources to repair the part, nor the ability to fabricate a temporary replacement. In these situations, we can sometimes find a substitute among other equipment aboard to serve temporarily.

In 1996, when we were outfitting our boat prior to beginning our full-time cruising with a passage from San Francisco to Hawai’i, we installed a wind vane to reduce the time we’d spend either hand-steering or using the energy-hungry autopilot. One of the limitations in our choice of the vane was that *Carricklee*, our heavy full-keel ketch with a center cockpit, was designed for hydraulic steering.

As we explored the various wind vane options, we decided the optimal choice would be the Sayes Rig. One of the primary advantages of the Sayes is that it connects directly to the rudder. Therefore, if the hydraulic steering system fails, we can use the Sayes Rig even on a windless day to steer the boat. In fact, over the 15 years we’ve had the Sayes aboard, the hydraulic steering has failed on three separate occasions.

One of the more potentially dangerous instances of these failures occurred near the Pacific Coast entrance into the Canal de Panamá. When our hydraulic failed, we were in the midst of the busy area where northbound ships anchor and come and go as they prepare to enter the



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Write or phone - we'll be glad to give you all the details.

Canal. One minute we were steering confidently among the scores of ships; the next, we had no helm.

With absolutely no wind to enable us to hoist sails and use the wind vane to steer the boat, we could have found ourselves in a perilous situation. But the Sayes vane came to the rescue. I hastened to the stern, set up the vane quickly, and stood on the transom in the warm tropical rain, steering with the counterweight knob on the airvane mast while Carol monitored the throttle. In an hour and a half we had cautiously, but without incident, transited the ship-holding area.

In at Balboa Yacht Club, Panamá, we took a mooring for a few days while the Protecса Company rebuilt the hydraulic steering pump.

Broken Rigging

In the course of our many years of cruising, we've experienced rigging failures of various types. Twice over the years, we've collided with unseen objects in the ocean, these objects heavy enough to break the bobstay. The more recent of these breakages beset us on a passage from Bahía de Caráquez, Ecuador, to the Galápagos (officially designated the Archipiélago de Colón). Unlike too many other problems that visited us at sea, this collision occurred in ideal conditions: a bright sunny afternoon under blue skies and in only 10-15 knots of wind.

The two of us had been relaxing in the cockpit, the wind vane effortlessly steering the boat close-hauled on a port tack. Shattering our tranquility, the boat abruptly lurched as the bow momentarily pointed skyward. In seconds, the large genoa began flapping wildly as the boat fell off to starboard.

Knowing the boat must have hit something, we each stepped onto opposite side decks, looking at the water's surface aft and then all around to see what the boat might have struck. We could see nothing in any direction. Going forward then, we saw that all the rigging for the main mast was slack. At the bow, we discovered the bobstay of 3/8-inch stainless steel wire had been severed from the bottom fitting and was now slapping against the hull.

Knowing that with the broken bobstay on our ketch-rigged boat the large genoa could put enough stress on the bowsprit to break it in rough seas, we quickly rolled up the genoa. Then we set up a spinnaker halyard to a bow cleat, tightening it with the jib halyard winch to stabilize the main mast. Using a boat hook, we pulled the slapping piece of bobstay up over the port bow roller and tied it off to a deck cleat.

With the immediate dangers averted, we returned to the cockpit to decide on our next course of action. Knowing we could make up a replacement bobstay with the spares we had aboard, we considered de-

ploying the sport boat to take the remaining part of the bobstay off the fitting at the waterline to rig a new one. But with the boat heaving in the choppy water and big swells rolling in from the southern Pacific, we decided against any heroics. Instead, we dropped the main, leaving only the mizzen set, and motored slowly the remaining 90 miles to Cristóbal, the island of the Galápagos most proximate to our position.

Arriving at mid-morning the next day, we anchored in the first protected bay on the lee side of Cristóbal, where we took off the remaining upper and lower por-



As a preventive measure, we employed Julio, our mechanic and friend, to install a new engine oil cooler while Carricklee was on the dock in Marina Mazatlán, México.

tions of the broken bobstay. Within four hours we had fabricated a new bobstay, installed it, and tuned the rig. Soon thereafter we were on our way to Wreck Bay (Puerto Baquerizo Moreno), on the southwest shore of Cristóbal, where we would check in with the Ecuador authorities.

In the sportboat to go ashore to check in, we first carefully examined *Carricklee* for other damage. Whatever we had hit had also gouged through the bottom paint to the gel coat in three places on the starboard side, just a few inches below the waterline 10 or so feet aft of the bow. Of more immediate concern, however, one piece of the stainless steel tubing on the wind vane had been fractured. We would not have the use of the vane until we could have it repaired—we hoped on Santa Cruz, the next island we could legally visit in the Galápagos.

We still have no convincing answer to the question of what we hit: a log, a whale, a low-lying container from a ship, and no doubt other possibilities. The one thing we do know, though, is we want to be prepared for the next such collision at sea. We now keep a replacement bobstay

made up and at the ready for installation. If we're not relatively close to our destination (as we had been near Cristóbal, in the Galápagos), we can turn downwind, put the sport boat into the water, and replace the broken bobstay with the made-up one, even though doing so might be difficult.

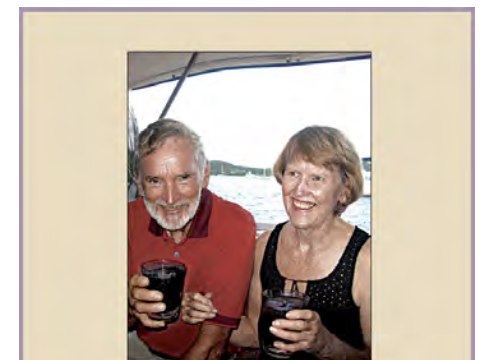
The greatest challenge resulting from a broken piece of rigging, however, came on a previous sailboat, a Mariner 31 ketch. On a passage between Hawai'i and San Francisco, we were broad reaching before a 15-knot wind over the port stern. Without warning, the backstay

one solution: to cut a 2-foot piece of 5/16-inch chain off the spare anchor rode to use as a substitute tang at the top of the mast. With the piece of chain wrapped around the mast and three shackles holding the chain to the tops of the headstay and the port and starboard upper shrouds, we had a strong substitute tang. I used another shackle to attach the ends of the short piece of chain to a block and tackle, which we then attached to the port cleat on the transom of the boat. Using a genoa winch to take up the slack, we tightened the backstay.

With this solution, we sailed the remaining 1,000 miles to San Francisco without severely limiting the amount of sail the boat could carry. Although we've experienced numerous other rigging failures, the fact that this one occurred mid-ocean demanded the most creative solution. This failure, too, undoubtedly presented the greatest potential for a dismasting, one of the disasters every ocean-voyaging sailor dreads.

If we have learned nothing else during our 45 years of cruising, we've learned that equipment failures and boats are inextricably entwined. We attempt to prevent these failures at sea by careful inspections before each passage. As the years go by, we look more and more carefully at the shackles and rigging and other such items we can readily examine.

Though past experiences have also taught us we're never going to be prepared to solve all the possible problems, we carry as many tools and equipment spares as we reasonably can, limited by both the space aboard *Carricklee* and a waterline we can't raise many more times without seriously compromising the sailing characteristics of our ketch. Nevertheless, we know that bluewater voyagers must not only be as prepared as possible but also be creative in finding alternate ways to solve the inevitable problems that do not have a ready solutions. **UNWY**



Carolyn and Bob Mehaffy are regular contributors to *Northwest Yachting*. Their books "Destination Mexico"; "Cruising Guide to San Francisco Bay," 3rd Ed.; and "Cruising Guide to the Hawaiian Islands," 2nd Ed. are available in marine stores, at www.paracay.com or by calling 800-736-4509.



LED Conversion Guide

Dr. LED 2016 ©

Incandescent Bulbs:

Bulb Image	Ancor #	Trade #	Base	Voltage
	521158		BAY15D	12
	521162			24
	521166			24
	529340			12
	529341			24
	529342			32**
	529343			12
	529344			24
	529416			12/24
	529420			120
529348		120		
	521164		BA15D	120
	529303			120
	529300			12
	529301			24
	529412			12
	529413			12
	520094	94	BA15D	12
	520306	306		24
	521076	1076		12
	521140	1142R		12
	521142	1142		34**
	521160			12
	521176	1176		12
	521204	1204		24
	521004	1004		12
	521159			32**
521226	1226	24		
521252	1252	12		
521692	1692	12		
520068	68	12		
520082	82	6**		
520090	90	12		
520304	304	24		
521224	1224	32**		
523030	90	12		
	520093	93	BA15S	12
	521141	1141		12
	521156	1156		12
	521003	1003		12
520067	67	12		
520097	97	12		
	521034	1034	BAY15D	12
	521157	1157		12
	529338	G4	G4	24
	529368			
	529361			
	529362			
	529367			
	529370			
	529371			
	529421			
529422				
529423				
	521125	MR16	G5.3	12
	529424			
	511016	15G12/12	E26	12
	531015	15A17/12		
	531025	25A17/12		
	531050	50A17/12		
	531075	75A17/12		
	532025	25A17/24	E26	24
	532050	50A17/24		
	522129	Perko Fig. 72	S8.5	24
	529102	Perko Fig. 71		
	529200			
	529095	10576		
	529096	10576R		
	522126	T11x41		
	522127			
	522131	T15x41		
	529104			
	522112	211-2		
522122	212-2			
529417				
529333				
529419				
	520053	53	BA9S	12
	520057	57		
	521126			
	521416	1416		
	521815	1815		
	521816	1816		
	521895	1895		
	529337			
	529355			
	529369			
520965	965	Edison	10	
521487	1487	Edison	12	

For tricolor lens 12/24V R/G/W PN:8001450	For green lens 12/24V Green PN:8001771	For clear lens 12/24V White PN:8001757 120V White PN:9000388	For red lens 12/24V Red PN:8001764	For bicolor lens 12/24V Red/Green PN:8001634	For yellow lens 12/24V Yellow PN:8000043

For green lens 12V Green 8001405	For clear lens 12/24V White 8001078 120V White 9003744	For Red lens 12V Red 8001382	120V White 9003744

				2" Dia. Dome Light Kits: 12V White 9000159 12V Red/White ¹ 9000333 24V White 9000395 24V Red/White ¹ 9000401 ¹ With two original bulbs.
12V White PN:9000425	24V White PN:8001627	12V White PN:9000128	12/24V White PN:8001269	
12V Red PN:9000517		12V Red PN:9000135		

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12V White PN:9000111	12/24V White PN:8001245	12/24V White PN:8000067		12/24V White PN:9000449

12/24V White PN:8001157 Automobile Bulb	12V White PN:9000142	12V White PN:8001252

				2" Dia. Dome Light Kits: 12V White 9000159 12V Red/White ¹ 9000333 24V White 9000395 24V Red/White ¹ 9000401 ¹ With two original bulbs.
G4 LED Disk 1.2" dia 12V White 9000081 12V Red 9000098 12V Blue 9000364 24V White 9000340 24V Blue 9000418	Mini G4 0.5" dia 12V White 9000432	G4 Tower 0.8" dia 12V White 9000104	MR11 1.4" dia 12/24V White 8001238	

		Authorized Resellers:
MR16 1X 12/24V White PN:8001825	MR16 3X 12/24V White PN:8001832	

12/24V White PN:8001818	Edison 1X 12/24V White PN:8001795	Edison 3X 12/24V White PN:8001801

12V White 9000173 24V White 9000463	12V Red 9000173 12V Green 9000463		12V Red/Green PN:8001122

12V White PN:8001849	12V White PN:9000166			12V White PN:8001559	12V White PN:9000371



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Keep For Future Use

Washington State Haulout Facilities

To some, haulouts are a necessary evil. But to others, haulouts are a chance to pamper the boat and log in the hours that will pay dividends in trouble-free cruising later in the year. Regardless, choosing the right haulout facility is key, and in Washington state we're lucky to have a wide variety of high quality facilities from which to choose.

There are nearly as many factors to consider in choosing a boatyard as there was when you bought the boat. Do they allow you to do your own work? Do they allow outside contractors to come in? Is the haulout equipment capable of hauling your boat? Is it close enough to home for you to get there in the early or late hours to squeeze in some boat work?

To help weigh all those factors, we've surveyed boatyards throughout Washington State including San Juan Islands, Port Angeles, Port Townsend, Lake Washington and all points in between to bring you our 19th annual guide to haulout facilities.

This year we decided not to survey the rates. Assessing rates is somewhat of a challenge because of the variety of services included and offered. We have, however, included a comprehensive list of fee considerations to serve as a guideline in your own research. Many haulout facilities offer a package deal on bottom paint, and some of those deals are well worth taking.

It's been several years since the new environmental regulations for boatyards went into effect and very few of the boatyards are not yet fully into the program. Some dropped pressure washing from their list of services rather than deal with the expensive problem of installing catchments, basins and the ancillary containment and filtering devices required for treating washdown wastewater. Others have discovered compliance with the new regulations isn't all that bad and is indeed helping the environment.

To their credit, haulout facilities and yards in our area have generally been proactive in dealing with environmental guidelines. And new regulations will in turn create new opportunities as boatyards and marine service companies help customers comply.

Over 16 years later we still haven't seen the full effect of DOE's Environmental Advisory of April 28,



1999. This prohibited commercial divers from cleaning vessels in the water that had sloughing and ablative anti-fouling paints or had tin-based (TBTO or TBTF) anti-fouling paints. This theoretically should have had the effect of sending more customers to the yards. Our survey revealed that this was not the case. Divers are definitely being more selective about the boats they can work on, but a lot of boat owners are simply letting the gunk grow rather than hauling out if divers won't do the job.

On a positive note, there are still plenty of yards that will allow you to work on your own boat, as long as you follow the rules. We take that as an indication that owners who work on their own boats are cooperating with the yards and adhering to yard regulations regarding proper disposal of waste materials, clean-up (daily) and noise. Most yards give do-it-yourselfers a printed listing of the regulations and require a signed acknowledgment that they have been read and understood. You may work on your boat in old clothes but you'll be working under a sign that says, "Work clean" or BMP (best management practices.)

To assemble these listings, we contacted each one of the boatyards and asked them a group of questions about their facilities and services. The directory that follows includes the information we gathered from that survey, current as of February 1, 2016. To help you better understand and use the directory, here are the things we asked about:

Type of boats. Because of their facilities or equipment, some yards can only haul powerboats. Some that do haul sailboats can only accommodate those with full keels. Some have limitations on beam, draft and/or length.

Type of haulout facility. There are three basic types of haulout facilities: slings (Travelift, Acme lift or crane, where boats are lifted from the water via slings attached to a fixed crane or a traveling hoist), a railway (boats are pulled from the water on a railway track) and dry dock (a submerged platform which, once the boat is in place, is floated to a dry position). The nice thing about a sling system is that, once hauled, a boat can be placed in a cradle and worked on without tying up the hauling facility, as in a railway or dry dock. Keep this in mind, especially if you're planning to have your boat out of the water for a long period of time.

Maximum tonnage. All yards have limits on the size of boat they can haul so we've shown the tonnage limit in parentheses after each type of haulout facility a yard has. In most cases, however, they should be able to handle **your** boat, unless it's awfully **big** - in which case, let your paid hand worry about it!

Rates. Boatyards have a variety of rates for different services: It's good to understand all charges beforehand. For clarification: "one-way" refers to simply picking up the boat and loading it onto a trailer (or visa versa). Many yards have a "quickie" rate for lifts of two hours or less (such

as for a survey or a quick below-waterline repair) where the boat remains in the slings and then goes right back in the water.

"Round trip" indicates a haulout where the boat is lifted, put in a cradle or left on the dry dock and then, after whatever work being done is completed, is put back in the water. "Lay day" refers to the time spent in the cradle, although many yards provide one or more free lay days (most yards don't charge for lay days if they are working on your boat). There may also be charges for blocking or cradle, dolly or trailer use.

Pressure wash. Most yards charge a separate fee (by the foot or by the hour) for using their pressure washdown equipment on your hull as the boat comes out of the water (all that stuff sticking to the hull won't come off easily after it dries). Some yards have specials that include the pressure wash in the haulout fee. Again, it's a good idea for clarification ahead of time.

Environmental fee. This fee is charged by yards because they have to contain all the water used in washing your boat and filter or settle all the solids out of it before discharging it to the appropriate place. It takes equipment and labor to do this. Most yards assess the fee by the job, usually just passing along the actual cost of cleaning up the wastewater. Those same yards may have a separate fee for disposing of used oil, flushed-out antifreeze, paint chips and any other toxins the work on your boat generated. Others

HAULOUT FACILITIES

have a flat fee assessed to every boat hauled and/or worked on in their yard. And still others have incorporated the costs of meeting environmental regulations directly into their rates. If there's no listing for an environmental fee, you can assume the latter is true.

Space for boats. We asked how many boats a yard could accommodate at one time - whether being worked on by the yard or by the owner. The answers varied from one to 1,000. Wherever possible, we tried to differentiate between the various types of space (for boats being worked on by yard personnel, by owners, on cradles, in the water, short-term, long-term, etc.).

Notice. By all means you should give a yard plenty of notice of when you want your boat hauled, especially if you're using a railway or dry dock (lifts are somewhat more flexible). If you've got an emergency, most yards will do some schedule shuffling to help you out. A few yards specialize in emergencies; where that information is available, we've noted it. Also remember this

is a seasonal business; you'll have a much better chance of getting a haulout on short notice during the off-season, such as fall, winter or early spring, than you will in the middle of the season (and may even get a better rate!). Unless otherwise noted, the times we've included are for the peak season.

Do-It-Yourselfers. While we noted earlier in this article that the number of yards where owners are permitted to work on their boats is stabilizing, many yards do limit the kind of work owners can do. If you're planning to do your own bottom or even wax and buff your hull, you better be sure the yard you've selected will allow you to do so. And if you do work on your boat in the yard, be prepared to stick to their policies on clean-up, dust protection, waste disposal and noise. On the other hand, yards that encourage do-it-yourselfers will often rent you tools or provide other types of assistance at minimal fees.

Using "outside professionals." Many yards will only allow their own personnel to work on your

boat unless the job you need done requires expertise the yard can't provide. Nearly all the yards that do allow outside professionals will require them to provide proof of liability insurance and a business license. Some may also charge a yard fee. Ask if in doubt.

Power and water. Whether you just want to keep your batteries charged or you want power to run tools, you can't always presume there will be a place to plug in your shore power cord or even just a long extension cord. Likewise, it's nice to know if you'll be able to top off your water tanks when you leave or even just get a bucket of water while the boat's in the yard.

Restrictions. Boatyards often have restrictions on what types of work can be done in their yard (such as no sandblasting or spray painting). Others have time restrictions or have restrictions placed on them because of the area in which they are located (for instance, Shilshole's Seaview Boat Yard does not allow the use of power tools before 8 a.m. or after 6 p.m. be-

cause of local noise ordinances). And only a handful of yards will allow liveboards to continue to do so while their boat is in the yard.

Services and facilities. "Full service" yard means just what it says: the yard can do just about everything - from supplying zincs and paint, to fiberglass and engine repair - or they can arrange for such services to be provided. If the yard offers a unique service or facility, we've included that under "Special Notes."

For do-it-yourselfers, the notation marine store means that the store is right on the premises so you won't have to travel miles every time you need sandpaper.

Again, we feel this is a pretty complete list but, without a doubt, we've left someone out. If so, our apologies. And, in case anyone is interested, we have published this list of haulout facilities as a public service to our readers. There was no charge to these boatyards for inclusion in this directory. **www**

Directory of Washington State Haulout Facilities

SOUTH PUGET SOUND (Chart 1)

Olympia

1. Swantown Boatworks

Location: 650 Marine Dr. NE
Olympia, WA. 98501
Contact: 360-528-8059
F: 360-528-8095
boatworks@-portolympia.com
VHF Channel 65

One 77-ton Travelift for vessels up to 22 feet wide with 24-hour emergency haul out ser-

vices available. Landscaped, fenced, lighted, 2.9-acre boatyard with capacity for 45 vessels. Concrete work dock with utilities & state-of-the-art wash-down & water treatment facility. Power, water & compressed air to all work areas. Crane & forklift services available. Garbage & recycle center, mast storage area; security, public restrooms. Short & long-term storage. Call for rates.



2. Zittel's Marina Inc.

Location: 9144 Gallea NE

Olympia, WA 98516

Contact: 360-459-1950 F:360-459-8984
Powerboats & sailboats up to 46. Hydraulic trailer (25 tons). Sling (2 tons). Call for rates. Pressure wash. Space for 10 boats. One to two week's notice. Owner work okay with prior approval. Outside professionals allowed with proof of insurance. Power, water, marine store & full service yard. Long term (minimum of four months) at reduced rates.

CENTRAL PUGET SOUND (Charts 2A & 2B)

Gig Harbor

3. Gig Harbor Marina & Boatyard

Location: 3117 Harborview Dr.
Gig Harbor, WA 98335
Contact: 253-858-3535
service@gigharbormarina.com
www.gigharbormarina.com

Travelift (capacity 50 metric tons). Travelift round trip rates are billed per foot. Full list of rates available on website Haulout + Bottom painting packages available. Pressure washing available. No outside contractors may apply top-side or anti-fouling paint. Power, water & air. No spray painting or sandblasting allowed. Full service yard.

Tacoma

4. Hylebos Marina Inc.

Location: 1940 Marine View Dr. N.E.
Tacoma, WA, 98422
Contact: 253-272-6623
hylebosmarina@yahoo.com
www.hylebosmarina.com

Power & sail. 35-ton & new 75-ton Travelift. Round trip rates available. Pressure wash: lay days: Reasonable environmental fee. Marine store, power & water. Mast stepping, bottom painting, prop, shaft, & zinc service. Some owner work permitted, providing the Dept. of Ecology Boatyard Permit does not make it illegal or imprac-

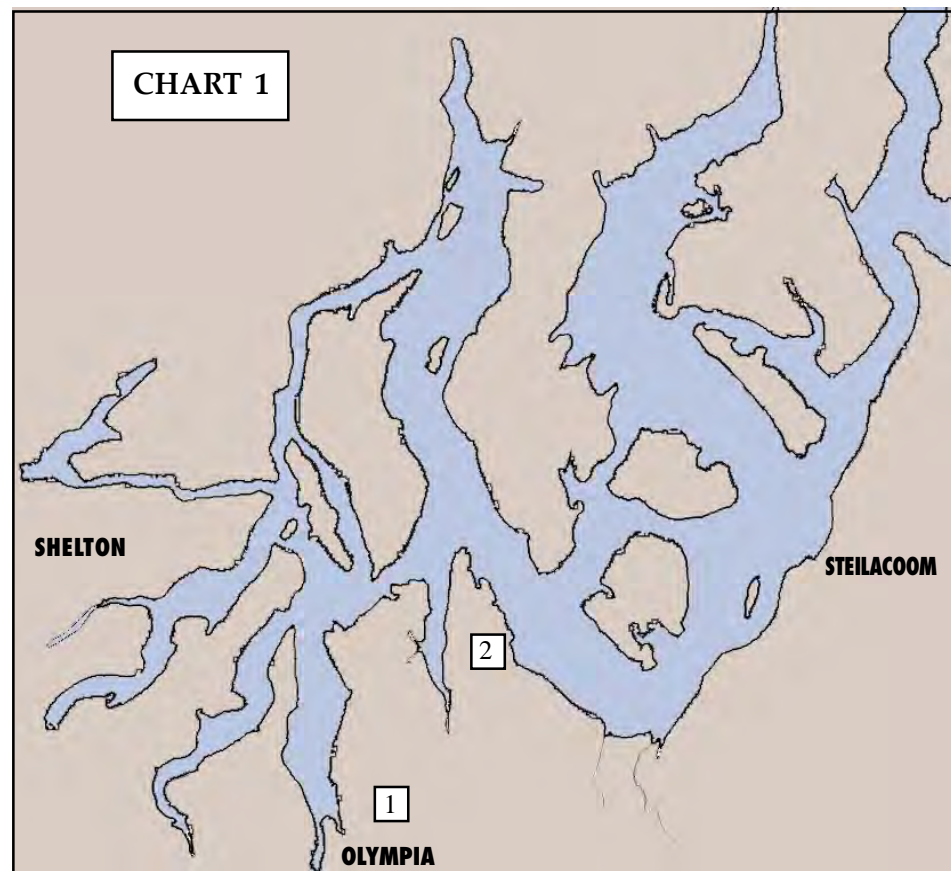
Clean Boatyards

Just before the end of 2012, the Clean Boating Foundation announced additions to its certification levels; Clean and Clean Leadership.

Clean certification comes from full compliance with all legally-required items of the checklist, which is based on the boatyard NPDES permit and hazardous waste regulations. The additional Leadership Clean certification is awarded to those yards which demonstrate a true commitment to environmental protection and are going well above and beyond the legally required items.

To see exactly what this means you should go to their website at:

www.cleanboatfoundation.org/clean-boatyard-program. Boatyards which have received these certifications are identified in this directory with the associated decals.



tical. Outside professionals allowed with prior written approval. Working hours: 8 a.m. to 5 p.m. Tuesday-Saturday .

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Water!**

Catalina // Yachts
12'-47'

 **Tayana**
37'-64'

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Motor Yachts

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BRAND NEW DeFever 52 Euro
has ARRIVED and will be joining us at the
2016 Seattle Boat Show!



The DeFever 52 Euro is a distinct boat that you will find hard to miss! Following the DeFever trend, this vessel comes to you with a full keel and a hand-laid fiberglass hull. The 16' beam in this offshore cruiser gives more room for guests on the main deck and below. Seldom has a yacht been designed with almost as much living area on the outside as in!

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Tayana
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2016 Catalina 355

As "Boat of the Year" in 2011, the Catalina 355 comes to you with a new hull design giving a long waterline, moderate beam and freeboard, and a handsome low-profile cabin structure. Precise mainsail control is a snap with a 5' long traveler. Long, inboard genoa tracks accommodate headsails from a powerful 155% genoa to a storm jib, allowing a balanced sail plan for all wind conditions. The 355 is fast and comfortable with qualities proven in its pedigree that are sure to win you over!



Innerspring Mattress!

2012 Grady-White 36' Express

This motor yacht has been very well kept and includes \$50k in electronics! With only 119 hours on the 3 engines, she could pass as new!



\$380,000



\$574,021

2013 Tayana 46' Pilot House

This never owned, "all weather" blue water cruiser with an inside helm is capable of sailing the world or simply to the San Juans in style!

Current Power Listings



30' Bayliner \$24,900



42' Arden/Histar \$119,900



37' President Aft Cabin \$74,900



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NORTHWEST YACHTING REPORT

Haulout Directory (cont.)

5. Modutech Marine

Location: 2218 Marine View Dr.
Tacoma, WA, 98422
Contact: 253-272-9319 F: 253-272-9337
darrin@modutech-marine.com
www.modutechmarine.com
Powerboats only. Railway (up to 100 tons) & an 85-ton uncovered End Travelift. Pressure wash available. Space for 35 boats. Call to schedule. Owner work limited. No outside contractors. Painting by yard personnel only. Power, water, air, & full service yard. Covered moorage up to 34 ft..

Des Moines

6. CSR South

Location: 22501 Dock Street S
Des Moines, WA 98198.
Contact: 206-878-4414 F: 206-878-4417
info@csrmarine.com
www.csrmarine.com

25 BFM travel lift capable of lifting a boat weighing 55,000 lbs with a max beam of 16 1/2'. Hours: Monday - Friday 8:00 a.m. to 5:00 p.m. A friendly experienced full service boat yard specializing in Insurance work, fiberglass, gel coat, bottom painting, electronic & mechanical services. Current rates available online.

Seattle (chart 2B)

Seattle

7. Alexander Marine USA

Location: 2505 1001 Fairview Ave. N.
Seattle, WA 98109
Contact: 206-344-8544
service@oceanalexander.com
www.alexandermarineusa.com

Haulouts to 100 tons, oil changes, Tiara, Pursuit, Regal & Ocean Alexander parts, mechanical, plumbing, bottom painting, hull & topsides buff & wax, water maker installation, shaft & prop services; electronics service & installation.

8. Canal Boatyard

Location: 4300 11th Ave. N.W.

Seattle, WA 98107

Contact: 206-784-8408
F: 206-784-0206

minkov@canalboatyard.com
Power & sail. Travelift (55 tons). One-way for boats up to 50'; round trips available including blocking. Space for 35 boats. Owner work & qualified outside professionals okay. Power, water, & air. Limited marine supplies on premises, marine store nearby. Full service available by adjacent marine contractors. Unable to update for 2016.



9. CSR Marine

Location: 4701 Shilshole Ave. NW.
Seattle, WA 98107
Contact: 206-632-2001
info@csrmarine.com
www.csrmarine.com

Two 70 ton travelifts capable of lifting a boat weighing 154,000 lbs with a max beam of 21', to 75' in length. Hours, Monday - Friday 8:00 a.m. to 5:00 p.m. A friendly experienced full service boat yard specializing in Insurance work, fiberglass, gel coat, bottom painting, commissioning, offloads, & mechanical services. NMEA & ABYC certified technicians. Current rates online.



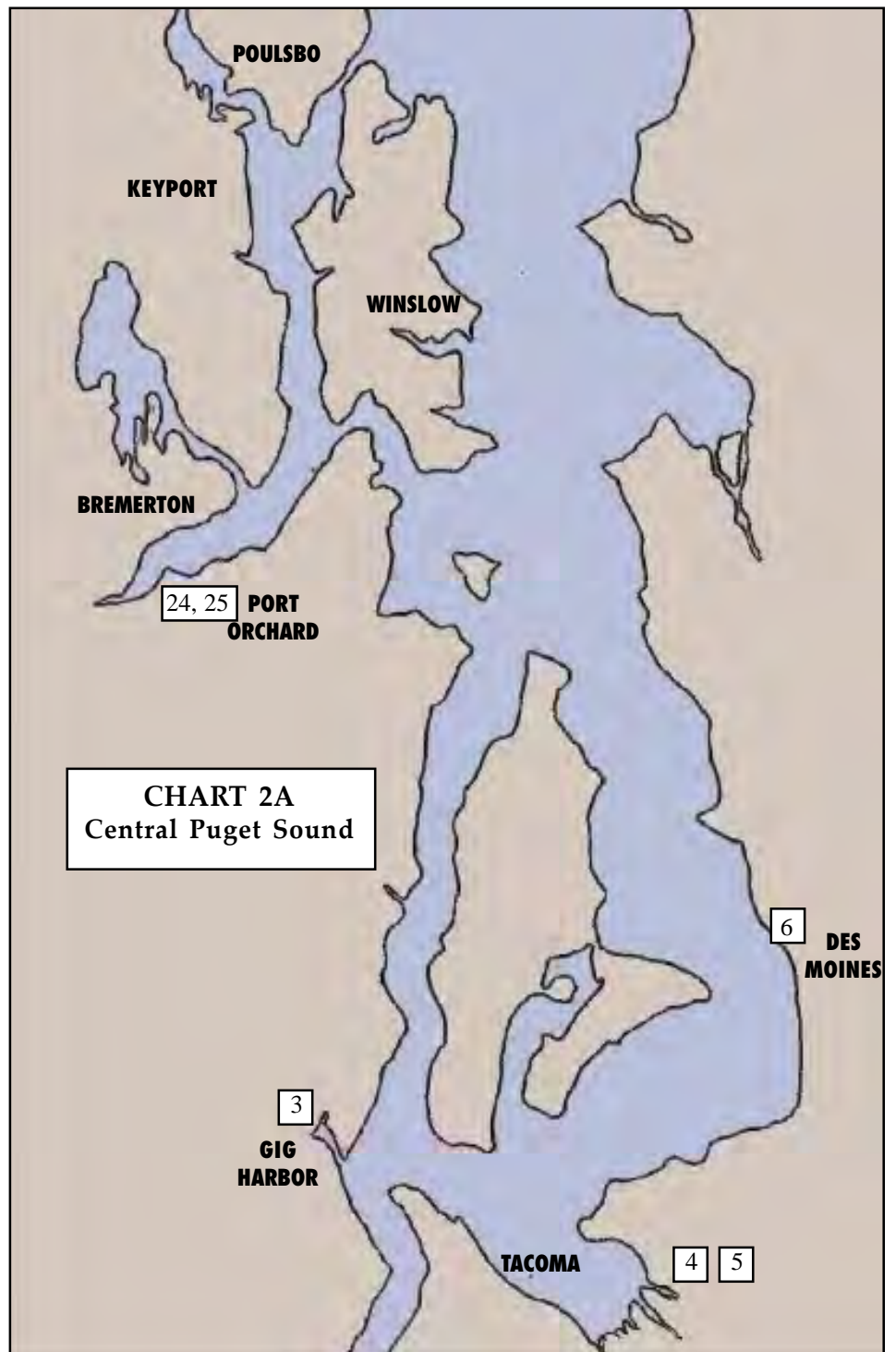
10. Delta Marine Industries

Location: 608 S. 96th
Seattle, WA 98108.
Contact: 206-763-2383 F: 206-762-2627
www.deltamarine.com.

Power & sail. Crane (400 ton). Three large assembly buildings, dry storage, & shops for all the marine trades, 560' of dockage, handling vessels up to 300' long. A 100-ton crane is available for smaller jobs.

11. Dunato's Marine Service Inc.

Location: 2309 N. Northlake Way
Seattle, WA, 98103.
Contact: 206-547-7852 F: 206-548-9171
patti@dunato.com
www.dunato.com



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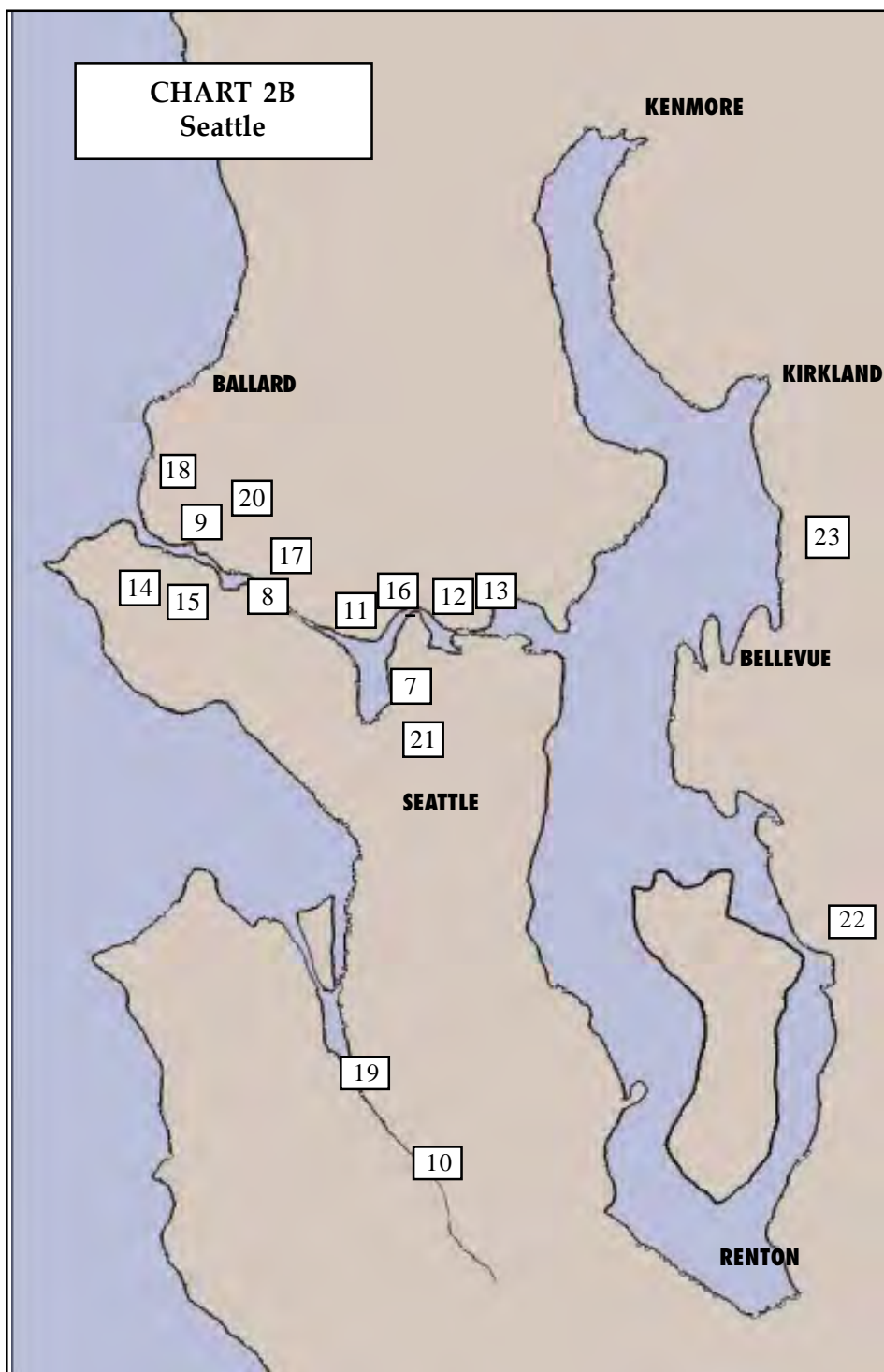
BULLFROGBOATS.com **360-714-9532**

52' SEAHORSE LRC 2004

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One owner vessel, kept undercover. Single 6 cyl John Deere 6068. Cruise @ 3PGH for economy and long range. Dual radar, rib w/Honda, dsl heat, full nav pkg. Full canvas & 2015 bottom paint. Needs nothing buy food and clothes! ONLY \$434,900

HAULOUT FACILITIES



60-ton Travelift, 20-ton crane, full service boatyard, towing & salvage service. Floating boathouse for boats up to 75', indoor heat controlled shop for boats up to 55', wood shop, mobile service. Rates posted online. On Lake Union since 1970.



12. Jensen Motor Boat Co.
Location: 1417 NE Boat St.
 Seattle, WA 98105
Contact: 206-632-7888 F: 206-632-0911
 info@jensenmotorboat.com
 www.jensenmotorboat.com

Facilities include 80-ton marine railways, 12-ton inside lift, & 10,000 sq. ft of covered workspace. Major & minor hull & cabin repair, modifications & restorations. Interior joinery, custom cabinet work. Bright work & paint. Surveys & yearly maintenance programs available.

13. Larsson Marine LLC.
Location: 1005 NE Boat St.
 Seattle, WA 98105
Contact: 206-632-8472
 info@larssonmarine.com or
 larssonmarine@hotmail.com
 www.larssonmarine.com

Powerboats only. Covered dry dock to 40 tons, 58' length, & 18' beam. Pressure wash available. Outside professionals allowed with proof of insurance & yard approval. Full service yard, featuring insurance work, survey haulouts, rot repair, shaft & prop work, & bottom painting. Yacht exterior & interior paint & varnish specialists. Interior & exterior remodel, full shipwright services, electronics installation, bow thrusters, heaters, oil changes, tune ups, & buff & wax are also featured.

14. LeClercq Marine Construction, Inc.
Location: 1080 West Ewing Street
 Seattle, WA 98119
Contact: 206 283-8555 F: 206-286-1726
 info@leclercqmarine.com
 www.leclercqmarine.com

Power & sail, pleasure & commercial. Travellift (35 tons), Crane (100-250 tons), larger drydock available. Call for quotes in the water, in a shed, or on the hard. Three days notice, please. Outside professionals allowed with proof of insurance. Power, water, & a full service yard. Note: Expanded-lifting capacity accommodates

150' boats, dry-dock 250 tons, quality yacht construction/refit.

15. Miller & Miller Boatyard Co.
Location: 2700 W. Commodore Way, #A-2
 Seattle, WA, 98199.
Contact: 206-285-5958 F: 206-285-3055
 info@mmbotyard.com
 www.mmbotyard.com

Full service yard (except engine work) specializing heating, refrigeration, electronics, electrical systems, woodwork, remodeling, stainless & aluminum fabrication & charging systems.

16. Northlake Shipyard
Location: 1441 N. Northlake Way,
 Seattle, WA, 98103
Contact: 206-632-1441 F: 206-632-8628
 www.northlakeshipyard.com

Power & sail, with two dry docks, (up to 1,900 tons). As little as one day notice. Outside professionals or owners allowed with proof of insurance, yard fee. Full service yard with power, water, & a marine store nearby.

17. Pacific Fishermen Shipyard & Electric
Location: 5351 24th Ave. NW
 Seattle, WA, 98107
 General Mgr: Doug Dixon

Contact: doughd@pacificfishermen.com
 www.pacificfishermen.com

Full service shipyard for vessels over 50 ft since 1870. Haulouts on a Marine Elevator (no slings) & two marine railways. Ships chandlery store. Professional ship & yacht Repair to 300 ft. 260 ft. moorage dock with 100ft. & 160ft. Marine Railways to 600 tons. 145 ft. x 600-ton covered dry dock & side-track for climate controlled work. Large yachts & charter vessels.

18. Seaview West
Location: 6701 Seaview Ave. N.W.
 Seattle, WA. 98117

Contact: 206-783-6550 F: 206-789-0092
 west@seaviewboatyard.com

Full service yard located at the south end of the Shilshole Bay Marina. Power & sail. Travelift (55 tons). Space for 55+ boats. Appointment required. Do-it-yourselfers welcome. 3600 sq.ft. state-of-the-art indoor paint facility. Power, water, & air at all stalls. Services include refits, fiberglass repair, engine & mechanical, electronics,

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www.williamdevoelaw.com

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www.dunato.com

2309 North Northlake Way Seattle, WA 98103

NORTHWEST YACHTING REPORT

woodworking, varnish, topside painting, prop & shaft repair, metal fabrication, bottom painting, blister repair, waxing, detailing, rigging, mast, booms & furlers. Cranes available for engine lifts & mast work. Docksides services for in-the-water work at our dock. Onsite chandlery. Insurance work welcome. Environmentally compliant. Outside professionals allowed with proof of insurance. Affiliated with Seaview Yacht Service Fairhaven in Bellingham.



19. South Park Boat Yard

Location: 8604 Dallas Ave. S. Seattle, WA 98108
Contact: 206-762-3880 F: 206-767-3066
 Adjustable trailer (powerboats to 20 tons, sailboats to 15 tons). Crane (15 tons). One

week notice please. Three & a half acres of land storage. Owner work & outside professionals okay. Power, water, marine store & repair shop are nearby.

20. Waypoint Marine Group

Location: 5350 30th Ave NW Seattle, WA 98107
Contact: 206-284-0200
 info@waypointmarinegroup.com
 www.waypointmarinegroup.com
 Two bull forklifts, haulouts up to 17,000 lbs. & 34' in length, inboard, outboard & stern drive maintenance, repair & re-powers, tune-ups, oil changes, complete out drive repair & replacement, preventative maintenance services, computer diagnostics for late model Volvo, MerCruiser, Crusader, Mercury, Honda, Yamaha & Suzuki outboards, winterizing & Spring

Service, electrical systems troubleshooting & repair, electronics installation, trailer service & repair; mechanical surveys for prospective buyers & insurance estimates; warranty work for Honda, Yamaha, Suzuki, Torqeedo, Volvo Penta, MerCruiser & Crusader.

21. Yachtfish Marine

Location: 1141 Fairview Ave. N. Seattle, WA 98109
Contact: 206-623-3233 F: 206-667-9743
 Power & sail. Travelift (60 tons). Round trips available. Pressure wash available. Space in yard for 15 large boats. No owner work. Outside professionals allowed with proof of insurance & yard approval. Power, water. Full service yard. Survey haulouts.

Lake Washington (chart 2B)

22. Seattle Boat Company

Location: 3911 Lake Washington Blvd. S.E. Bellevue, WA 98006
Contact: 425-641-2090 F: 425-641-8579
 tom@seattleboat.com
 www.seattleboat.com

Travelift (35 tons). One-way & round trip available. Pressure wash available. No owner work or outside professionals allowed. Power, water. Full service yard. Marine store, Chevron gas station & diesel.

23. Yarrow Bay Marina

Location: 5207 Lake Washington Blvd. N.E. Kirkland, WA. 98033
Contact: 425-822-6066 F: 425-822-7405
 yarrowbaymarina.com
 service@yarrowbaymarina.com

Power boats only. Forklift with 11-foot extensions & 20-foot straps (up to 18,000 lbs. & 32'). No owner work or outside professionals. Full service yard. Full marine accessories. Fuel dock diesel & gas.

Port Orchard (chart 2A)

24. Suldan's Boat Works Inc.

Location: 1343 S.W. Bay St. Port Orchard, WA 98366
Contact: 360-876-4435 F: 360-876-9575
 Power & sail (may not be able to accommodate some fin keel boats). Three railways (up to 35 tons, 55ft.). Space for three boats. Ten day's notice please. No owner work or outside professionals allowed. No bottom painting. Power & water. No sandblasting allowed. Full service yard. Marine store & moorage.

25. Yachtfish Marine Northwest

Location: 53 SW Bay Street Port Orchard, WA 98366
Contact: 360-876-9016 F: 360-876-6491
 yachtfishmarine@aol.com
 www.yachtfishmarine.com

Full service boatyard power & sail 30 ton travelift, 45 ton Grove crane. Large portable tents 20 slip marina Power/water, no owner work, free estimates.

NW PUGET SOUND (Chart 3)

Edmonds

26. Port of Edmonds

Location: 336 Admiral Way Edmonds, WA 98020
Contact: 425-775-4588 F: 425-670-0583
 mkempf@portofedmonds.org
 Power & sail. 50-ton travel-lift & 10,000 lb. sling launch. One way haul & re-blocks up to 24' Self-service boatyard, outside professionals allowed with proof of insurance & signed Hold Harmless Agreement. Power & water are available. Boatyard hours: dawn to dusk daily. Public launch roller round trip & one-way available as well as bunk round trip & one-way. Appropriate sales tax will be added to travelift, parking, launch & boatyard rates. Monitor VHF69. guest moorage: approx. 1,000 lineal feet Pump-out no charge. Fuel dock: ValvTect marine fuel. Call to schedule an appointment & rates.



Kingston

27. Port of Kingston

Location: 25864 Washington Blvd. N.E. Kingston, WA 98346
Contact: 360-297-3545 F: 360-297-2945
 info@portofkingston.org
 Boat ramp available, power & water.

AMERICAN TUGS AND TRAWLERS

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365

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 Gorgeous Flybridge American Tug 41 with companionway to the boat deck. Teak interior, 3-axis crane, Raymarine electronics. Low-hours & Super well kept. Now \$627,500



2011 American Tug 41 \$599,500



2005 American Tug 41 Inquire!



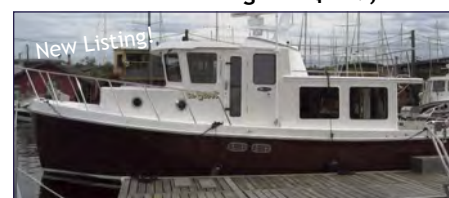
2006 American Tug 34 \$309,500



2006 American Tug 34 Sold!



2007 American Tug 34 Pending



2007 American Tug 34 \$329,500



2008 Nordic Tug 37 \$374,500



1977 Chris Craft 360 \$139,500



2005 Jeanneau 43 DS \$239,500



2004 Camano 31 \$142,500

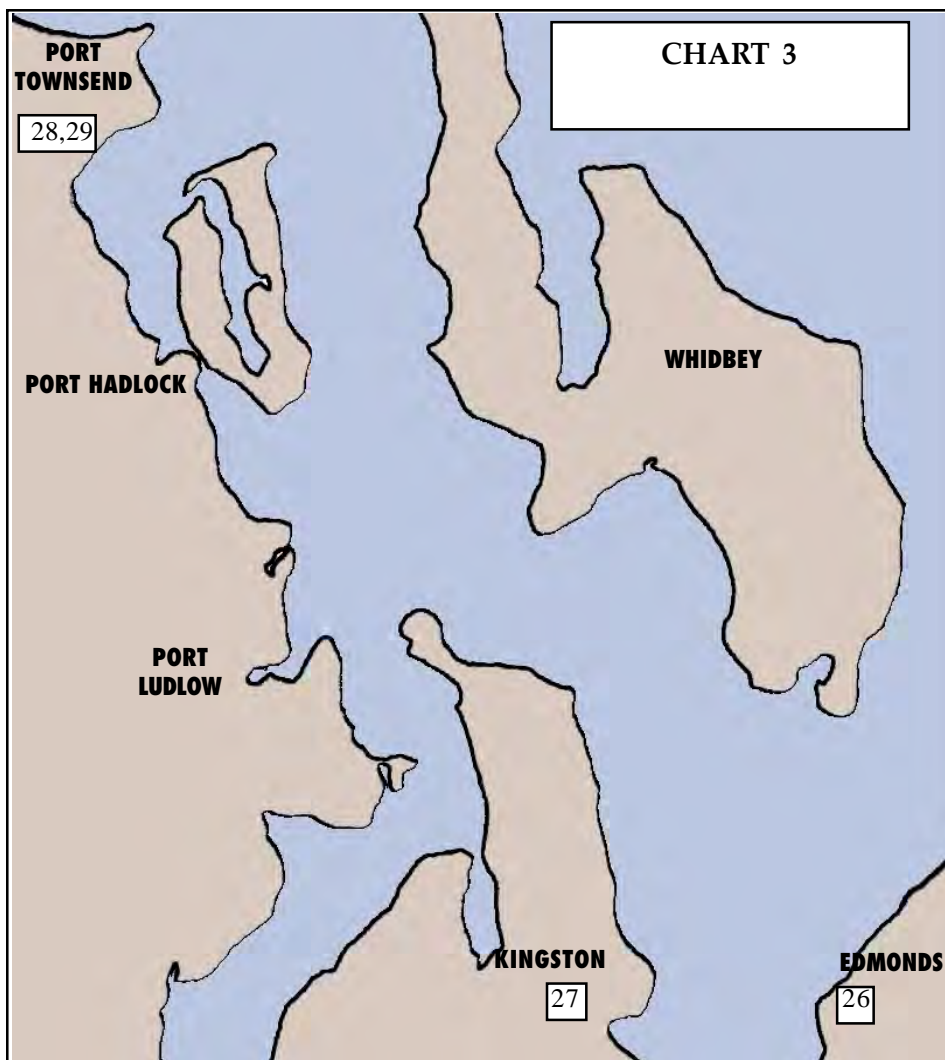


1980 Nauticat 44 \$184,500



2013 Ranger Tug 31 now \$229,500

HAULOUT FACILITIES



Port Townsend

28. SEA Marine

Location: 419 Jackson Street
Point Hudson Marina
Port Townsend, WA 98368
Contact: 360-385-4000 or 800-952-6962
F: 360-385-2178
info@seamarineco.com.
www.seamarineco.com.

Full service boatyard for power and sail up to 60 feet and 30 tons 200 feet of dock at Point Hudson in beautiful Port Townsend. On the hard storage for over 70 boats (long and short term). Inside temp controlled space for painting & repair. Services include mechanical, electrical (all major electronics), paint bottom and tops, rigging, joinery, canvas, fiberglass, gelcoat repair, solar. DIY work allowed per yard rules. Beta Engine dealer and installer. Call 360-385-4000.

29. Port of Port Townsend

Location: 2790 Washington St.
Port Townsend, WA 98368
Contact: 360-385-6211 F: 360-385-9560
terry@portofpt.com
www.portofpt.com

Travelifts for both power & sail vessels. (Lay days include power). Also available 300-ton Travel lift; All lay days are subject to Lease hold Tax after 29 days. Do-it-yourself yard, outside professionals allowed with a City of Port Townsend & Washington State Business License. Various qualified Marine Trades businesses & marine stores located convenient to Port

facility. *Special note: \$300,000 liability insurance required as well as current documentation on all boats stored in Port of Port Townsend Yards.

NE PUGET SOUND (charts 4A & 4B)

Everett

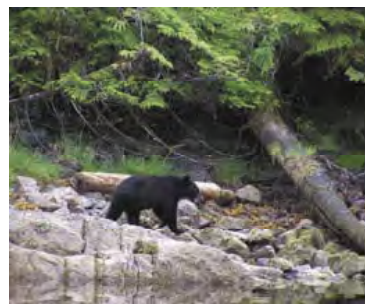
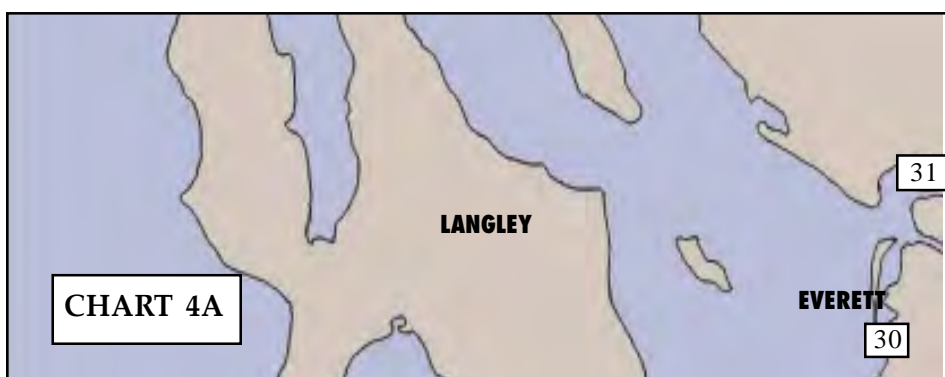
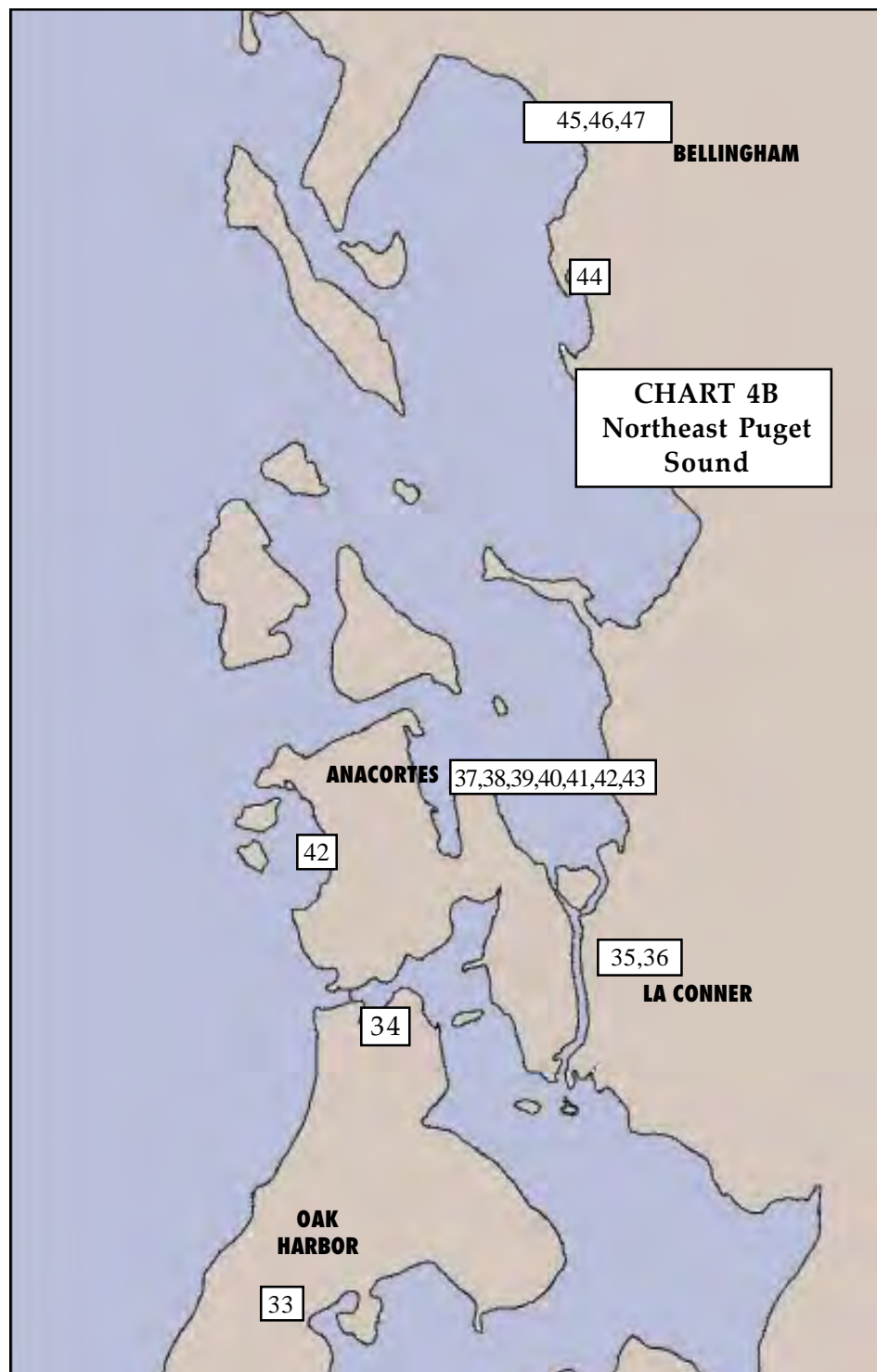
30. Dagmar's Marina

Location: 1871 Ross Ave.
Everett, WA 98201
Contact: 425-259-6124 F: 425-742-5191
Dry moorage as well as haulouts for power & sail. Forklift (12 tons, up to 35'). With forklift wash down pad/pressure wash use. Space for 1,000 boats. Two to three days notice. Owner work okay. Outside professionals allowed with owner notification to yard. Power, water. No spray painting.

31. Port of Everett

Location: Waterfront Center
1205 Craftsman Way #105
P.O. Box 538
Everett, WA 98201
Contact: 425-388-0678 F: 425-259-0860
travelift@portofeverett.com

www.portofeverett.com/marina/services
Power and Sail (Travelifts 35 and 75 tons)
One way & round trip available. Port provided pressure washing services available. Boatyard environmental fee applies. Discounted winter monthly yard rates available November thru March: MONTHLY. One to two week advance notice preferred.



**ATTENTION:
BOAT OWNERS
JOIN A FLOTILLA OF
FELLOW BOATERS ON A
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THREE GREAT CHOICES!
Call for pricing & details**

#1: **DESOLATION SOUND:** 6/11-25; We will also be visiting the Octopus Islands!
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#3: **CENTRAL B.C.:** 7/9-8/20; Bring your camera and fishing gear as we cross Cape Caution and explore the Central Coast! All cruises allow time to relax and explore with the flotilla or on your own. **"Learn, Cruise & Have Fun!"**



**NORTHWEST PASSAGE YACHTS, INC.
CALL FOR DETAILS: 360-961-4948
OR VISIT OUR WEBSITE:
WWW.NORTHWESTPASSAGEYACHTS.COM**

NORTHWEST YACHTING REPORT

Owner work or outside professionals allowed. All must comply with POE Best Management Practices (available online). Yard accessible dawn to dusk seven days/week. Power and water available. No sandblasting or spray painting allowed. Boomtruck and forklift service available. Full range of marine services available from local providers, call for listing.

Oak Harbor

33. Mariners Haven

Location: 1701 S.E. Catalina Dr. Oak Harbor, WA 98277.

Contact: 360-675-8828
www.marinershaven.com.

Power & sail up to 55'. Space for 70 boats. Owner work allowed. Full service boat yard.

34. Marine Services & Assist Boatyard

Location: 221 Cornet Bay Road Oak Harbor, WA 98277

Contact: 360-675-7900 F: 360-675-8896
www.vesselassistnw.com.

A nautical services company located on Cornet Bay, just inside Deception Pass, on Whidbey Island. On shore, they offer a boat shop stuffed with tools & supplies, a machine shop, lots of boat gear, new & salvaged. Outside in the boatyard (haul out to fifty feet) they have room for lots of on-going projects & constructions. Provider of Vessel Assist/Tow Boat US services throughout Puget Sound.

La Conner

35. La Conner Maritime Service

Location: 920 W. Pearle Jensen Way La Conner, WA 98257

Contact: 360-466-3629 F: 360-466-3632
service@laconnermaritime.com
www.laconnermaritime.com

Haulouts to 110 tons. A friendly full service yard with experienced & certified technicians. 34 years in business.

36. Latitude Marine Services

Location: 18578 McGlinn Island Lane Box 940, LaConner, WA 98257

Contact: 360-466-4905 F: 360-466-5615
Latitude@fidalgo.net
www.litudemarine.com

Power & Sail. 100-ton sling-lift. Call for rates. Round trips available. Pressure wash, storage, owner work okay. Full service yard, wood, metal & fiberglass repair & fabrication. Installation of all types of systems & components.



Anacortes

37. Cap Sante Marine, Ltd.

Location: 2915 W Ave Anacortes, WA 98221

Contact: 360-293-3145 F: 360-293-0794
davek@capsante.com
www.capsante.com

Full service boatyards with haul-outs up to 50 tons.

38. Dakota Creek Industries

Location: 820 4th Street, Box 218 Anacortes, WA 98221

Contact: 360-293-9575 F: 360-293-6432
www.dakotacreek.com
davel@dakotacreek.com

Large yachts. Syncrolift (5,000 tons). Call for round trip rates. Call for rates. Outside professionals on a per job basis. Full ser-

vice yard. Specializing in steel/aluminum construction & repair.

39. Lovric's Sea-Craft

Location: 3022 Oakes Ave. Anacortes, WA 98221
On Guemes Channel

Contact: 360-293-2042
lovricseacraft@gmail.com
www.lovrics.net

Power & sail. Marine railways up to 150 foot. Haul out rates upon request. Small Drydock (boats to 45') One day to three weeks advance notice for haul out. Outside professionals allowed only if specialty not available from yard. Power, water. Full service yard.

40. Marine Servicer

Location: 2417 "T" Ave. Anacortes, WA 98221

Contact: 360-293-8200 F: 360-293-9648
www.marinesc.com

50 ton Travelift, full service boatyard. Fiberglass repair, bottom jobs, insurance repairs, marine store, dry storage. Friendly, knowledgeable staff!

41. North Harbor Diesel & Yacht Service

Location: 720 -30th Street, Anacortes, WA 98221

Contact: 360-293-5551
service@northharbordiesel.com
www.northharbor-diesel.com

Full Service facility utilizing Sea-Lift technology for haulout capacities up to 65' long & 45 tons. 22,000 sq. ft. heated indoor shop for yacht restoration, modification, or anything goes! Over 5 acres of boatyard for repowers, repairs, storage, sales, etc. Pressure wash pad, propeller shop & marine store on location. Located in Fidalgo Bay.

42. North Island Boat Company

Location: 1910 Skyline Way Anacortes, WA 98221

Contact: 360-293-2565 F: 360-293-7459
info@northislandboat.com

Power & sail. Travelift (55) & hydraulic trailer (20 ton). Located in Skyline Marine. Gas & diesel engine service. Full service yard with 19 years of experience offering all phases of mechanical, carpentry & fiberglass services, including refits & repowers. Yanmar, Kohler & American Diesel Dealers. Now offering a complete line of marine electronic packages with installation of all vessels. Dealers for Simrad, Icom, Nauticomp, Comnav & others.

43. Pacific Marine Center

Location: 2302 T Avenue Anacortes, WA 98221

Contact: 425-418-7658
bfilip@pacmarinecenter.com
www.pacmarinecenter.com

A full marine yacht service center including, dryland storage of yachts up to 70' in length on approximately 36 acres with a huge refit building just under 34,000 square feet & private access to the water along with 360' of service dock. Management has over 50 years combined experience in the marine industry working with US Marine Bayliner, Maxum, Meridian & Sea Ray Yachts in engineering, manufacturing, testing, mechanical, electrical, fiberglass, sales & service.

Bellingham

44. The Landings at Colony Wharf

Location: 1001 "C" St., Building A Bellingham, WA 98225

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New Look - Same Great Products

Tea Tree Power now has a fresh new look to compliment the healthy air it safely and effectively cleanses. Perfect for any location where mold or musty air is a problem, its unique pure Australian Tea Tree Oil formula microscopically neutralizes airborne bacterial and mold contamination. Tea Tree Power will create a fresh air environment on the boat, in the home or anywhere!

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- ✔ Long-Lasting Protection
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800-742-4262
www.landingscolonywharf.com

Power, sail or multihulls. Full or self service yard w/over 20 qualified contractors. Fiberglass, propellers, bottom painting, electrical, engine, annual maintenance, we do it all. Short or long term storage available. Indoor repair facility. Over 4 acres of yard space. Load/offload barges.

45. Seaview Yacht Service Fairhaven

Location: 805 Harris Ave.
Fairhaven Marine Industrial Park
Bldgs 4 & 5 Bellingham WA 98225
Contact: 360-594-4314 F:360-594-4315
fairhaven@seaviewboatyard.com
www.seaviewboatyard.com

Power & Sail. Travelift (35 tons). Long term storage available for outdoors. Space for 40 boats, 18,000 sq.ft. indoor paint facility. Services include refits, fiberglass repair, mechanical, electronics, woodworking, varnish, topside painting, prop & shaft repair, metal fabrication, bottom painting, blister repair, waxing, detailing, rigging, mast, booms & furlers. Crane available for engine lifts & mast work. Dockside services for in-the-water work. Affiliated with Seaview West Boatyard in Seattle & Seaview North Boatyard in Bellingham.



46. Hilton Harbor Marina

Location: 1000 Hilton Ave.
Bellingham, WA 98225
Contact: 360-733-1110

Powerboats up to 28'. Hoist up to 12,000 lbs (6 tons). Space for 150 boats. One day's notice. Outside professionals allowed with proof of insurance, yard approval. Power & water. Marine store nearby. Ninety-two octane gasoline available.

47. Seaview North

Location: 2652 North Harbor Loop Drive
Bellingham WA. 98225
Contact: 360-676-8282 F: 360-676-8285
north@seaviewboatyard.com
www.seaviewboatyard.com

Power & Sail. Travelift (35 tons). Long term storage available for outdoors. Space for 40 boats, 18000 sq.ft. indoor paint facility. Services include refits, fiberglass repair, mechanical, electronics, woodworking, varnish, topside painting, prop & shaft repair, metal fabrication, bottom painting, blister repair, waxing, detailing, rigging, mast, booms & furlers. Crane available for engine lifts & mast work. Dockside services for in-the-water work. Affiliated with Seaview West Boatyard in Seattle.

Blaine/Point Roberts

Not on charts

48. Walsh Marine

Location: 218 McMillan Ave
Blaine, WA 98230
Contact: 360-332-5051 F: 360-332-5506
walshmarine@yahoo.com

Travelift to 30 tons, marine railways to 250 tons. Serving both commercial & recreational vessels.

49. Westwind Marine

Location: 721 Simundson Dr.
Point Roberts, WA 98281
Contact: 360-945-5523 F:360-945-5525;
service@westwindmarine.net
www.westwindmarine.net

Travelift (35 tons). Full service yard, marine store & parts. Factory trained technicians for Mercury/Mercruiser, Volvo, Yanmar. Interlux paints, & Vacuflush.

STRAIT OF JUAN DE FUCA (Chart 5)

Port Angeles

50. Platypus Marine Inc.

Location: 102 North Cedar Street
Port Angeles, WA. 98363
Contact: 360-808-4303
capt@platypusmarine.com
www.platypusmarine.com.

330 ton Travelift & 50 ton mobile crane. Environmentally controlled bays, can handle up to two 160 foot vessels inside, on 5 acres of property. Engine change outs, interior refresh, galley appliance upgrades, pilot house electronic upgrades, bow &

stern thrusters, watermaker installations, Northern Lights dealer. Radiant heated floors for an unsurpassed paint job.

51. Port Angeles Marina

Location: 832 Boat Haven Dr.
Port Angeles, WA 98363
Contact: 360-457-4505 or 360-452-4444.
Power & sail. Travelift (70 tons). Travelift round trip & one-way lift available. Space for 30 boats on land, one day notice please. Owner work & outside professionals okay. Yard approval required for spray painting. Power, water, & marine store in yard. Self-service public yard with independent contractors offering a variety of repair services.

SAN JUAN ISLANDS (Chart 6)

Lopez Island

52. Island Marine Center, Inc.

Location: P.O. Box 88, Fisherman Bay Rd.
Lopez Island, WA 98261
Contact: 360-468-3377 F: 360-468-2283
imcservice@rockisland.com
www.islandsmarinecenter.com

VHF 69. Travelift for power & sail up to 15 tons & 13' beam, two week notice preferred. Pressure wash available. Uncovered dry storage yard. Restrooms w/coin operated showers, pump out, garbage, parking, Permanent & guest moorage, full service yard full marina chandlery with a NAPA auto parts store. Stores, restaurants, bike & kayak rentals within walking distance.

Orcas Island

53. Deer Harbor Boat Works

Location: P.O. Box 203
Deer Harbor, WA 98243
Contact: 360-376-4056
michaeld@rockisland.com

Knowledgeable & friendly boatyard in Deer Harbor. Haul outs on hydraulic trailer. Launching ramp. Covered work areas for owner work. Short & long term storage. Shipwright & mechanical services, ships store. On-water service calls.

54. West Sound Marina, Inc.

Location: P.O. Box 119
Orcas Island, WA 98280
Contact: 360-376-2314 F:360-376-4634
betsy@westsoundmarina.com
westsoundmarina.net

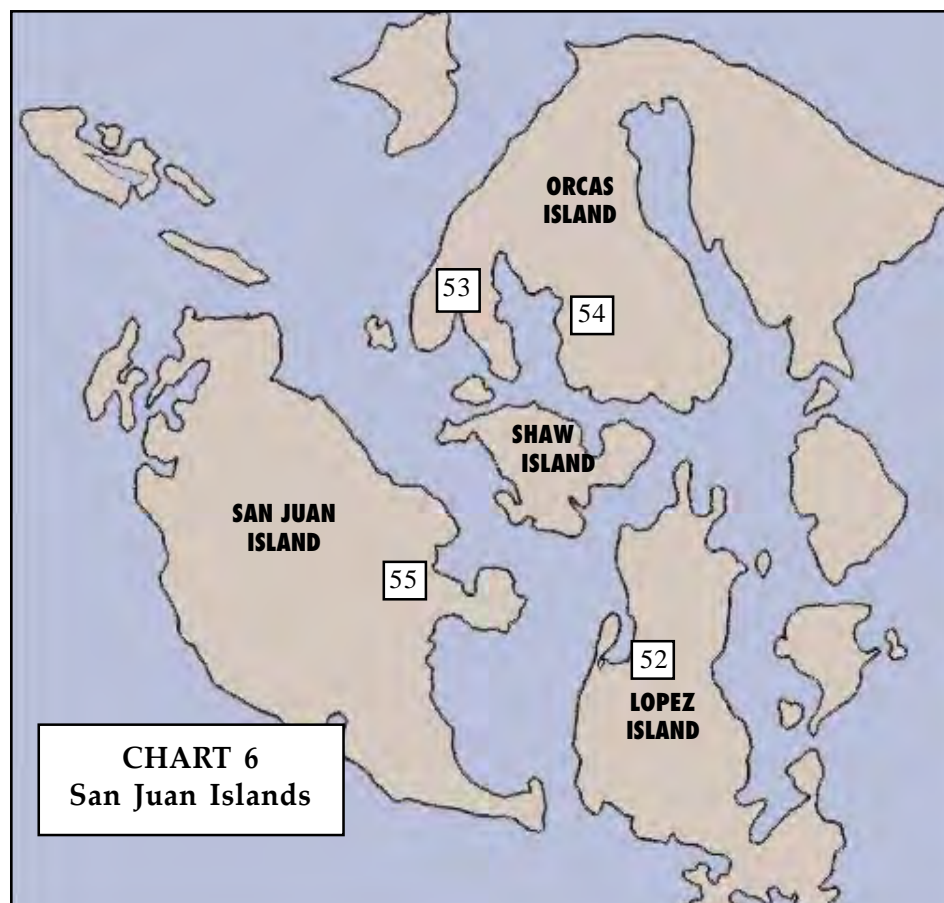
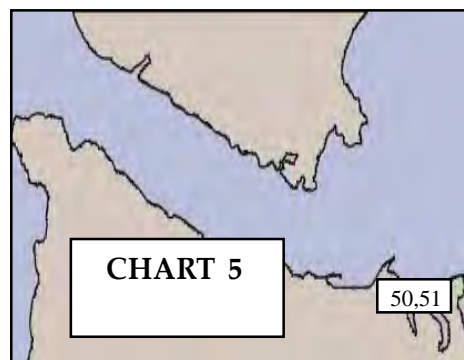
30 ton Acme Hoist, 17-1/2 ft beam max, mast crane. Able to haul at most tides, full service yard & chandlery, moorage & dry storage. Open year round. No owner work. Outside professionals only for services not provided by yard.

San Juan Island

55. Albert Jensen & Sons Shipyard

Location: 1293 Turn Point Rd.
Friday Harbor, WA 98250
Contact: 360-378-4343
www.jensenshipyard.com.

Both power & sail. Travelift (35 tons). Pressure wash. Some owner work okay. Outside professionals allowed only on yard subcontract. Power, water, full service yard with marine store.



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“For this sized vessel, an enclosed flybridge makes a lot of sense ... it gives the helmsman and anyone else interested in seeing our beautiful waters a great view.”



The side decks are wide enough for comfortably making one's way forward to the Euro-style foredeck with built-in tiered lounge areas complete with table. Aft, the cockpit is set up for fishing action with a bait tank, tackle station and sink. The covered cockpit features a day head, no doubt a great way to keep the action rolling and any messes on deck.

Below deck, there's a four stateroom layout plus a cabin aft of the engine for crew or guests. To port and starboard of the companionway are cabins with twins. Forward is the "VIP" stateroom with an island queen. The master stateroom utilizes the full 20-foot beam, and features a walk-in closet among many amenities. Each stateroom, including the crew's quarters, has its own ensuite head and shower. The master stateroom head is actually three compartments; the shower, the head and the double sink vanity area.



Horizon Yachts has established a reputation for bringing Taiwanese boat-building expertise and flair to both the megayacht and large modern power yacht markets. The new Horizon V-80 is the latest in a line that delivers comfort and elegance in a semi-production package.

The first of these models to arrive in the Pacific Northwest will be on exhibit at the Seattle Boat Show. For the discerning potential owner, it would be well worth getting over to Chandler's Cove to see it first hand.

The V80 is a development of the successful V72. The additional length provide a very noticeable difference in entertaining area and general roominess aboard. There are several areas throughout the boat suitable for entertaining. Moreover, on a long cruise, an extended family would enjoy plenty of spots where privacy or a quiet moment could easily be found.

For this sized vessel, an enclosed flybridge makes a lot of sense. For starters, it gives the helmsman and anyone else interested in seeing our beautiful waters a great view. Just as importantly, the main deck of the yacht itself needn't be cluttered with a steering station. There's plenty of space on the upper deck for a crane and tender.

The engine room leaves nothing to be desired with the twin Caterpillar C32 ACERT diesels plus 27.5 and 17 kW Onan gensets. The two Cats are rated at 1622 HP at 1600 rpm, which is enough power to drive the V80 at nearly 26 knots.

Local Dealer:

Emerald Pacific Yachts, 901 Fairview Ave. N. Suite C-170, Seattle, Washington. Phone: 206.587.0660 or go online to:

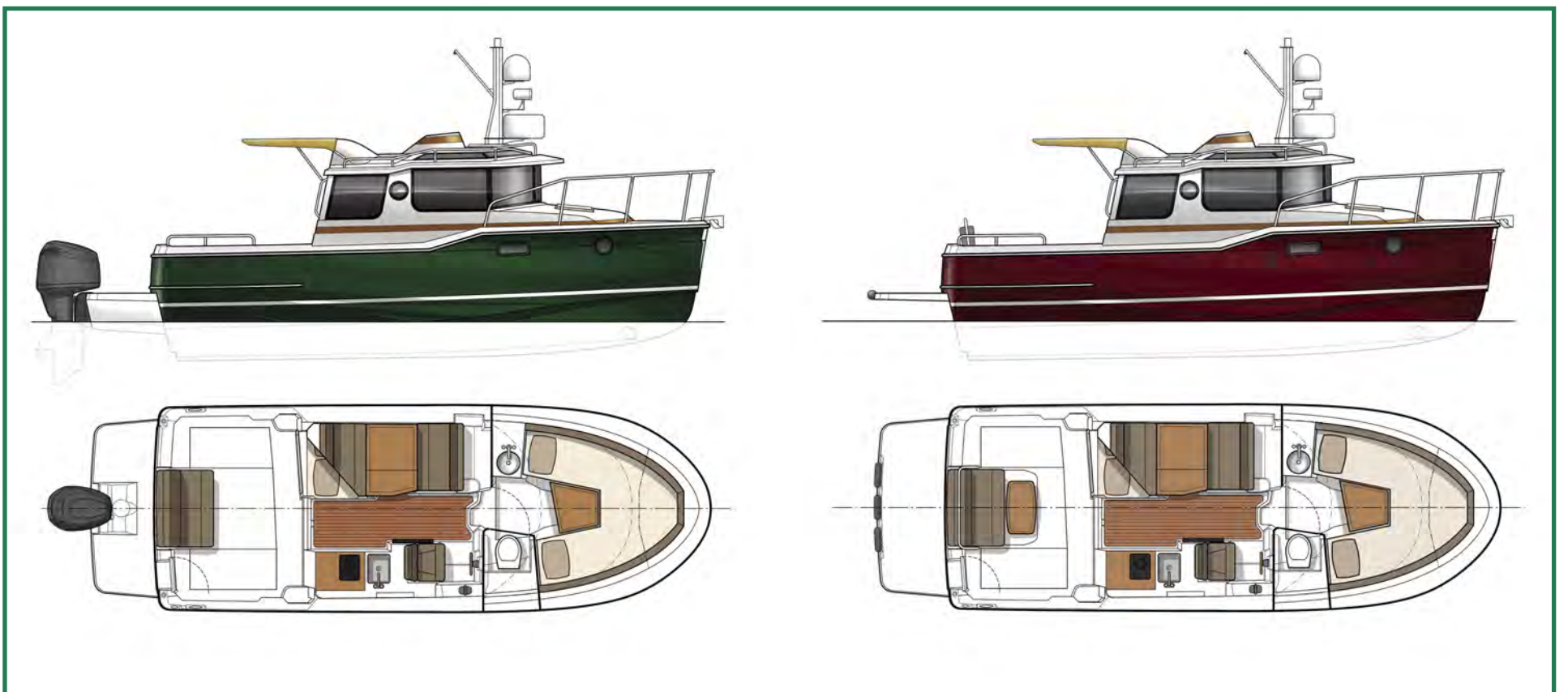
www.EmeraldPacificYachts.com or visit **Horizon Yachts** at: www.horizonyacht.com

SPECIFICATIONS

LOA	83' 4"
Beam	20'6"
LWL	70' 5"
Maximum Draft	5' 9"
Displacement	136,686 lbs.
Fresh Water Tanks	300 gal.
Fuel Tanks	Alum. - 1800 gal.
Holding Tanks	100 gal.

Ranger Tug R23

The R-23 is Ranger's Answer to the Perfect Pocket Cruiser



The brand new Ranger Tug R-23 should be a first stop for many Seattle Boat Show visitors this month. Billed as “the perfect pocket cruiser,” it could well be all that and more.

Ranger Tugs has redefined the recreational tug genre by producing high quality yachts that line up exactly with what many boaters are looking for today: a classic look, great comfort and a fair amount of speed for making quick passages.

The R-23 will be offered in both outboard and sterndrive versions. The outboard version is powered by a 200HP Yamaha while the I/O is a 170HP Volvo Penta diesel. A bow thruster is a \$2,500 option.

The layout below deck is very straightforward, with a helmsman’s seat and galley to starboard and a small dinette with reversible forward seat to port. There is standing headroom and more than ample light. The R-23 has a dramatic, curved windshield and visor, which is

emphasized by a curved overhead skylight. There are four opening roof hatches, sliding side windows, and an opening bulkhead hatch, which give a very open and airy feeling inside and out. Opening portlights also allow for a nice cross breeze in the cabin.

The forward cabin on the R-23 has plenty of room for sitting around the teak table, separate sleeping for two or sleeping two together with the filler-cushion. The mid berth is great for kids or storage, and the dinette converts to a sleeper as the third berth. The well-appointed galley on the R-23 is standard with refrigerator/freezer, cooktop, and microwave. The forward head includes a marine toilet with holding tank, shower, sink, and mirror.

The Ranger Tugs R-23 is standard with Garmin 7610 GPS with Depth Sounder/Fish Finder and available with optional HDX radar. A VHF to stay in touch, illuminated compass, cabin nightlight, cockpit and

exterior side trail lighting, and a patented built-in safety trailering lights (brake, turn, and reverse) are all standard equipment making the R-23 ready to cruise. The cockpit on the R-23 is built to fish and ready to entertain with standard rod holders, optional downrigger pads and outlets, a folding double seat, and cockpit table.

The R-23 is perfect for overnighting or extended cruises. It incorporates many of the same amenities as a larger cruising yacht that until now were not offered on a boat of this size and price point. Whether you are new to boating or a seasoned yachtsman, the R-23 is a great option for your next adventure.

In the 2006 Seattle Boat Show, Ranger Tugs introduced the Ranger 25, the next generation of faster tugs. With over 20 sold at the 2006 boat show they knew they had a winner. The overwhelming response was just the beginning for the Kent, Washington based manufacturer.

Local Dealer:

Ranger Tugs, 25802 Pacific Highway South, Kent, Washington. Phone (253) 839-5213, or go online to:

www.rangertugs.com or www.tugnuts.com.

SPECIFICATIONS

Hull length	22' 8"
Length rigged (LOA)	27' 8"
Beam	8' 6"
Draft (outboard motor down)	30"
Draft (outboard motor up)	19"
Draft (drive down)	35"
Draft (drive up)	19"
Weight, dry w/motor	5,000 lbs.
Bridge clearance (mast down)	8' 6" lbs.
Fuel capacity	80 U.S. Gal
Water capacity	22 U.S. Gal
Holding tank	11 U.S. Gal



HH42 – DEFINING THE NEW WORLD OF RACING

Over the last couple of decades racing sailboats have made a comeback. That doesn't mean there's necessarily more racing, but the racing boats of today barely give a nod to cruising comforts. The speed of these boats is simply incredible, make no mistake, they're high powered and require a great deal of skill to get the most out of them.

This trend is no more apparent than in the 40-foot range. And the HH42 currently stands atop the heap that started with the Carkeek 40 and includes the McConaghy 38 and Farr 400 orders. All these boats are a couple order of magnitude faster than the Farr 40, once upon a time the fastest of the 40s. These new boats are so much different, in fact, that they often sail under their own handicapping system, the High Performance Rule (HPR).

The formula is straightforward. Get a proven designer, make everything possible out of carbon, keep anything unnecessary out of the boat (including headroom), power it up with more sail area than one

might think possible, and keep the rig fairly straightforward with swept-back spreaders. One last trick, put a bulb at the bottom of a fin keel as deep as you dare.

In the case of the HH42, the designer is the German Judel-Vrolijk office, and the builder is Hakes Marine in China, headed by Paul Hakes, in conjunction with Hudson Yacht and Marine. The construction is all pre-impregnated (pre-preg) carbon. The boat's

power comes from a tremendously large mainsail, non-overlapping headsails and a huge asymmetrical spinnaker. Upwind area is 1,141 square feet and downwind sail area

is more than twice the upwind area. Hard chines create a great shape for off-the-wind planing and providing power to weather.

One of the real advantages of creating a purpose-built racing boat is the freedom to design the very best deck layout for crew maneuvers. The HH42 cockpit takes up nearly half the length of the boat with the companionway sitting immediately aft of the mast.

This leaves a lot of room for a large crew to get their jobs done without falling over each other.

There are just enough amenities to gain entry to classic cruiser races events

such as Sydney Hobart and Fastnet.

Hakes has a reputation for building great boats, and the HH42 has been racking up wins around the world. We don't see many new racing boats in this area, in fact the hot boats are the TP52s that have already been racing in other areas but are past their prime. But it doesn't take much imagination to ponder an HH42 coming to town and giving those boats fits under whatever handicapping system is in vogue that day.

Local Dealer:

Raven Marine, #18 – 2300 Canoe Cove Road, North Sannich, BC, Call Brian Huse at: 778.426.3924 or go online to:

www.ravenmarine.com



SPECIFICATIONS

LOA	41.3'
Beam	14.3'
Draft	9.2'
Displacement	10,913 lbs.
Upwind Sail Area	1141 sq.ft.
Downwind Sail Area	26.27 sq. ft.

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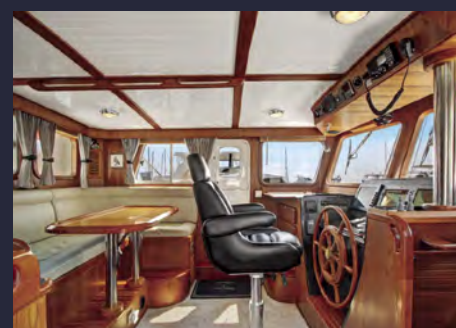
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NEW BOATS

Helmsman Trawlers 31



If the new Helmsman Trawlers 31 looks familiar, that's because it's based on the much loved Camano 31 designed by Bob Warman. The original Camano, with over 270 built, is well-known for many reasons including its outstanding hull design with great sea-keeping characteristics and economy through a wide range of cruising speeds. Helmsman Trawlers has acquired the tooling, updated the lines, completely redesigned the interior, and has created a true bantam trawler yacht offered at a remarkable price.

There have been several updates and upgrades to the venerable Camano. Down below, the vee-berth was replaced by a private stateroom featuring a pedestal berth and plenty of storage. A separate shower compartment was added.

The biggest interior change revolved around the galley. It was moved up to the salon level, and

much more storage was added along with increased refrigerator/freezer room. A fixed lower helm seat and a separate forward-facing companion seat were added.

There is a completely new propulsion system centered around the new Hyundai Seasall S270 V-6 electronically-controlled common-rail 3.0 liter diesel (specially configured by Hyundai for Helmsman Trawlers in a 240 hp commercial-duty rating) providing remarkably smooth and quiet power. Though not a familiar engine – yet – this machine is beautifully-designed and built for easy service. Available in Europe for years, Seasall has earned an outstanding reputation for performance and reliability.

Local Dealer:

Helmsman Trawlers, 2400 Westlake Ave. North, Seattle, Washington. Phone 206.282.0110, or:

DeFever 52 Euro



The DeFever 52 Euro Provides Great Comfort at Sea

With their distinctive looks, including Portuguese flared bow, DeFever Euro at the Seattle Boat Show. Those classic looks, spacious interior and covered walk-around deck should garner a crowd. The 52 pilothouse has all the essential ingredients of a true offshore passagemaker. Its design reflects the sea-going heritage of all DeFever Offshore Cruisers. The pilothouse affords excellent visibility ahead and abeam; quick and easy access to port and starboard side decks; a thoughtfully designed instrument console; a settee that offers the mate or crew excellent visibility as well as a comfortable watch berth, and enough room for a comfortable fixed helm seat.

Below, the saloon/galley offers comfortable seating, great views

through large, tinted windows and a convenient entertainment center. The engine room is accessible through a watertight door in the main stateroom or through the lazarette. It's roomy and designed for easy engine maintenance. There's plenty of space for the workbench, additional equipment and storage. The large aft lazarette offers even more storage for long-range cruising needs.

The DeFever 52 Euro has a pair of 200HP (@2500 rpm) John Deere 4045 AFM85 diesels (300 HP optional). Standard equipment includes hydraulic steering, a Maxwell windlass and many other components.

Local Dealer:

Seattle Yachts, 7001 Seaview Ave. NW, Suite 150, Seattle, Washington. Phone 206.789.8044, or visit online at:

www.seattleyachts.com

Bayliner Back With Economical VR5



Bayliner may be long gone from our neck of the woods, but the brand is still alive with innovation.

The new Bayliner VR5, which Lake Union Sea Ray will display at the Seattle Boat Show, is an impressive update on the V-bottom bowrider that helped put Bayliner on the map so long ago. While its length overall is more than 20', it should really be compared to 18-footers as the aft two feet are exclusively for the swim platform.

The VR5 delivers on its promise of comfort and usability. The Beam-Forward design carries the full 8 feet of beam further forward in the boat than has been traditionally done, and the self-bailing cockpit features Bayliner's new "AftAdvantage" design increasing the aft seating area by extending it to the aft most point of the running surface, then adding the swim platform at the end of the running surface. This keeps the plat-

form apart from the usable interior space, rather than encroaching on it.

The result is a compact boat with a comfortable layout for socializing while on the water or just enjoying the ride.

Three Mercruiser I/O power options are available, the standard 4.5-liter 200 HP, a 3-liter 135 HP or a 4.3 liter 220 HP. The top speed with the standard power setup is around 45 mph.

In keeping with Bayliner tradition, the entry price of \$26,999 is designed to get people into boating as economically as possible.

Local Dealer:

Lake Union Sea Ray, 3201 Fairview Ave E, Seattle, Washington. Phone: 206.284.3800, or online at:

www.lakeunionsearay.com

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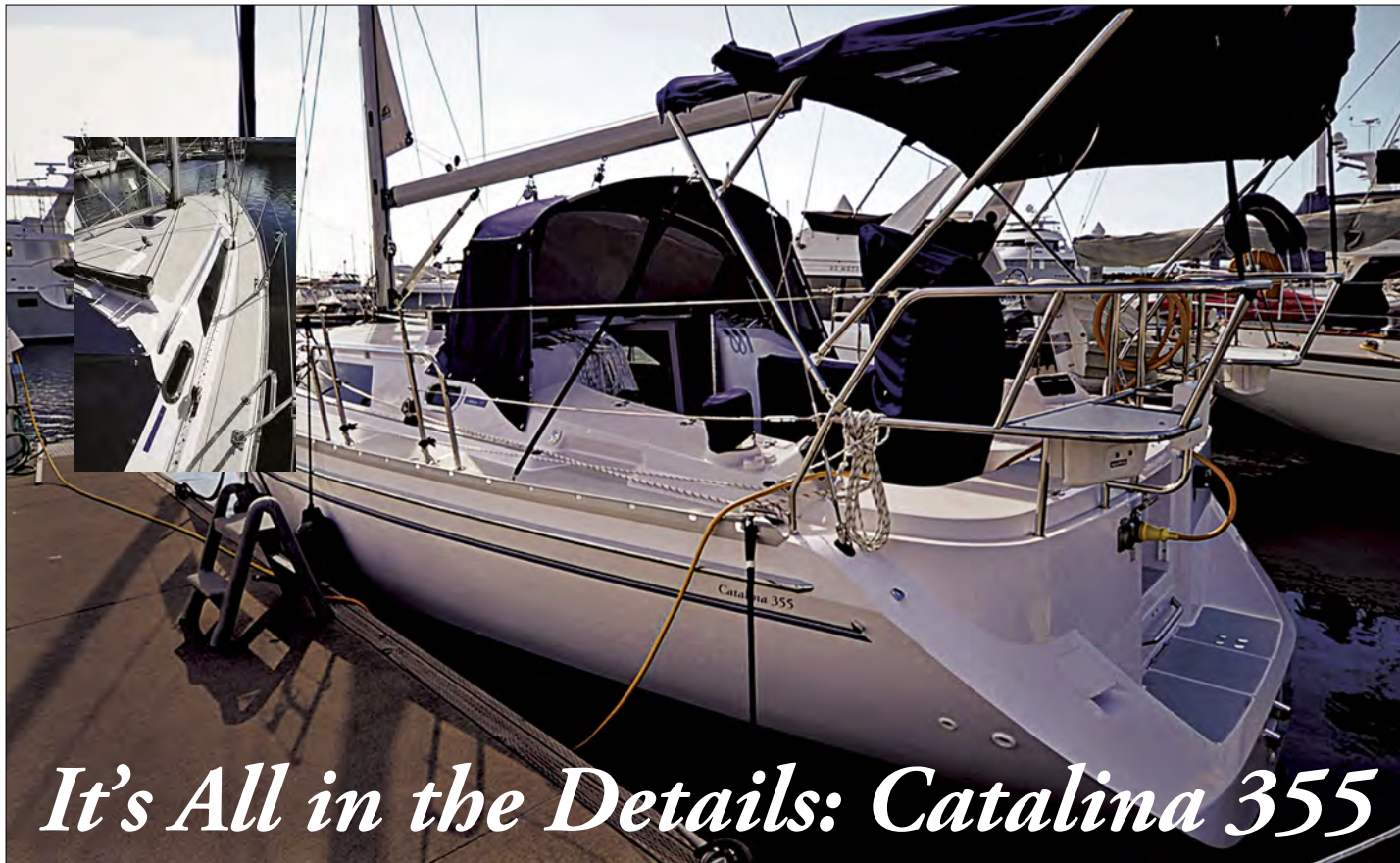
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It's All in the Details: Catalina 355



It would be hard to find a boat manufacturer anywhere with a more loyal following than Catalina. Gerry Douglas and company have been delivering a lot of boat for the money since the 1970s. And in the mid-30 foot range Catalina popularity is legendary.

While not new (it was originally introduced in 2011), the Catalina 355 represents the current thinking at the reknown company and we'll see a similar philosophy in the Catalina 425 currently under development. Seattle Yachts will

have the new 425 on display at the Seattle Boats Afloat show later this year.

The 355 features a two stateroom layout that would be very comfortable for two-couple cruising. The key is in the details. Everywhere you look on the 355, you'll find thoughtful additions, many a result of direct input from owners.

On deck, there are additional handrails aft on the cabintop for extra security and a safe spot to put loose items. The sitting and standing positions at the helm are designed

so everyone on the crew, not just the big sailors, have a good view. On the stern pulpit, in addition to the ubiquitous built-in seats, there's an outboard bracket, telescoping gate and recessed boarding ladder. The sailplan is straightforward and there's an optional sprit for asymmetrical cruising spinnakers.

Below decks the thoughtful touches continue. The forward and aft staterooms each have spring mattresses rather than bunk cushions. Storage is ample and, more importantly, easily ac-

cessible. The head of the forward island berth can even be raised electrically for better reading or TV watching.

Tankage is impressive for this type of boat with more than 100 gallons of water, 30 of diesel and 27 gallons in the holding tank.

Local Dealer:

Seattle Yachts, 7001 Shilshole Ave. NW (Shilshole Bay Marina), Seattle, Washington. 206.789.8044, or visit online at:

www.seattleyachts.com

DOGFISH DINGHY MAKES BIG SPLASH

Dogfish Dinghy

The Seattle Boat Show will feature plenty of large yachts abounding with quality and luxury. But one of the newest, and most exciting, comes in an eight foot, high-quality package - the Dogfish 8.

The Dogfish is roto-molded .935 density polyethylene, meaning that even if the hull were punctured, the hull material would actually float! It also means the hull will be durable for dragging over rocks, cleats or any other myriad things that would make a fiberglass dinghy look old in a hurry. There are even drag skids built in.

Other features include five built-in stainless steel handles, a brass drain plug and oar locks. The uniquely designed removable seat can be repositioned using the six integrated cup holders. Nonskid



is molded in, and the dinghy is rated for a two horsepower gas outboard. It can fit easily in the back of many trucks.

This practical dinghy weighs only 100 lbs. and best of all is available for an introductory price of \$895. It will be on display at both the Camano Marine and Ballard Inflatable booths at the Seattle Boat Show.

And, it seems, the Dogfish seems to please dogs as well as boaters!

Local Dealer:

Dogfish Boats, 220 McKenzie Ave., Bellingham, Washington. Phone us at: 360.550.5200, or visit online at:

www.dogfishboats.com. See website for a list of dealers.

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The new Tiara Q44 brings state of the art technology to the forefront. The Q44's standard power is twin 435 HP Volvo Penta IPS engines. The forward-facing propellers, pod drives and computer controls have been proven around the world and dramatically change the boat's performance and attributes. And, interestingly, the IPS setup is standard, and less costly than the straight-drive option.

The Helmsman can opt to use either standard steering wheel and throttle controls or a single joystick. Certainly coming into a tight slip in a marina might call for the joystick, allowing the computers to do their thing. If set up properly with navigational instruments, the IPS system can automatically hold a vessel on

station at a designated position.

The Q44, which is based on a previous 44 Coupe model, is geared at least as much toward the outdoor crew as the indoor crew. There's an emphasis on moving around the single-level deck and enjoying the voyage as much as the destination.

The Q44 makes no pretense at cramming a large family into cabins for weeks at a time. Instead, it is aimed squarely at couples who like to do adventurous day trips with friends or take longer trips by themselves. A unique setup below has a settee arrangement that opens up to a vee-shaped social area or closes to make an island double berth. With a small galley, a head aft to starboard and a separate shower to port, it's

easily enough accommodations for overnights or short cruises.

In keeping with the boat's adventurous intent, there's an optional "toy storage" system for the hardtop. Just grab your kayaks and mountain bikes from your car's roof rack, get them securely fastened on your boat's toy storage system, and you're good to go.

The new Tiara Q44 will be on display at the Seattle Boat Show.

Local Dealer:

Alexander Marine USA, 1001 Fairview Ave. N. Ste. 1400 Seattle, Washington, Phone 206.344.8566 or visit:

www.alexandermarineusa.com

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NEW PRODUCTS



Don't Call it Soft

Yeti coolers are on fire. Certainly, retailers feel that way. Ryan and Roy Seiders founded the company with the simple mission of creating the toughest and best coolers around. In the last 10 years Yeti has forged a reputation that lives up to that lofty goal. And while the Yeti hard-sided coolers established that reputation, the new soft-sided Hopper model may be the best one yet for use on boats.

In its promotional video, Yeti says "Don't call it soft. It's anything but." And a close look into the technology backs up that claim.

A leaky cooler on a boat can be a real problem. The Hopper is pronounced completely leak proof. The tough "Dryhide" material employed in construction is borrowed from white water rafts. All the seams are

RF welded, completely eliminating potential stitching problems. The Hydrolock zippers are similar to ones found on drysuits.



Two of the Yeti selling points have always been tie-down points and handles. The hard sided coolers have slots and channels as foolproof attachment points and the hinges and closing mechanisms are virtually indestructible. The Hopper

has welded handles to handle a fully stuffed cooler, or a shoulder strap. There are D-ring attachment points so tying it into a small boat should be no problem.

All this quality and toughness come at a price. In the case of the Hopper, that suggested retail price is \$349.99.

Available locally at Fisheries Supply. www.fisheriessupply.com. www.yeticoolers.com

The Edible Seasickness Alternative

Seasickness is sometimes considered a fact of onboard life. There are certainly remedies and preventative products out there. Too often they're applied too late to work effectively, or potential side effects are undesirable. The Anchor Nutrition Bar takes a different approach to the challenge, an edible one.

The product is based on research on the role of protein, ginger, and vitamins in reducing nausea. Research has shown the significant effect of protein on nausea. Ginger and vitamins, in particular B6, have also been shown to have an anti-nausea effect in a range of studies. Anchor Nutrition has combined these ingredients in a way that is tasty, healthy, and effective. Product testing has consistently show that 70% or more of people who tried the Anchor bar experienced relief from nausea.

The product was developed to be all-natural and avoid soy protein, artificial sweeteners, binders, sugar, high fructose corn syrup, and sugar

alcohols. The calorie count was kept below 200, and sugars minimal are held to about 10-11 grams..

The product contains 20g of protein, 11g of sugar, 7g of fiber, and 3g of fat. It includes the following ingredients: whey crisps, whey protein isolate, blueberries, fiber syrup (chicory root), almond butter, brown rice syrup, vanilla, salt, and ginger. The full nutritional profile with details about ingredients can be found on the web site. It is safe for pregnant women to consume the levels of vitamins found in this bar. In fact, according to the Food and Nutrition Board of the Institute of Medicine, it's safe to consume up to 100mg of vitamin B6 for women (including pregnant and nursing women) 19 years and older, and 80mg for women 18 years and younger. This bar has 10mg of vitamin B6.

Anchor Bars are available through Amazon or their website: anchornutri.com



Compact Fiberglass Muffler Easy to Fit, Just as Effective

In today's ever more crowded engine room, fitting a generator and its exhaust system into a new build or a retrofit can be challenging. Yet the muffler is one of the essential components in keeping gensets quiet and vibration at a minimum. Marine Exhaust Systems solves the space problem with its new whisper-quiet Series 4 Thinline Wall Pack Generator Muffler.

Currently designed for up to 35 kW gensets, the muffler is only 12" W x 17" H x 4" deep. It's adaptable, so it can be mounted on the hull side, a bulkhead or within the recess of a generator body—anywhere on the boat there's room.

However, its small stature doesn't diminish its sound-reducing capa-

bilities. Normal conversations can easily be heard over the engine exhaust. With rubber isolation mounts, it's also vibration-free.

The Thinline Series 4 Wall Pack Generator Muffler is built of superior-quality biaxial e-glass with flame-retardant Hetron FR 998 epoxy vinyl ester resin. Stainless steel crush-resistant rings are installed at all hose connections.

Marine Exhaust Systems engineers design marine exhaust system packages. It holds numerous patents on its products and technologies.

Marine Exhaust Systems Inc., 3640 Fiscal Ct., Riviera Beach, Florida. Phone 561.848.1238, or: www.marine-exhaust.com.





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\$112,028



36' Monk Single Diesel 1985
\$95,000



35' Tiara 3500 Open 2004
\$179,900



35' Carver Aft Cabin Diesel 1994
\$88,950



33' Silverton 330 Diesel 2003
\$95,500

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65 Pacific Mariner	1999 \$1,195,000	28 Bayliner 289	2008 \$59,997
47 Jefferson	1990 \$99,900	28 Cruisers 280	2005 \$59,500
42 Ocean Alexander	1989 \$145,000	28 Trophy 2802	1997 \$32,000
36 Grand Banks	1969 \$75,000	28 Cape Dory	1989 \$64,950
35 Carver Voyager	1995 \$64,500	26 Bayliner 265	2009 \$49,900
35 Bayliner 3587 (3)	From \$59,995	20 StabiCraft 609	2004 \$29,888
32 Bayliner	1987 \$39,900	16' ChrisCraft	1939 \$16,500



33' Bayliner 3388 1999
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NEW PRODUCTS



Heads-Up (displays)!

Looking to the latest electronic technology to gain an edge has been a theme in sailboat racing for the last 50 years, and the heads-up display (HUD) technology is finding its way into all manner of

outdoor sports is perfectly suited for keelboat racing.

The system was introduced about two years ago by the Vancouver (BC)-based Afterguard Marine, and is finding its way into more and

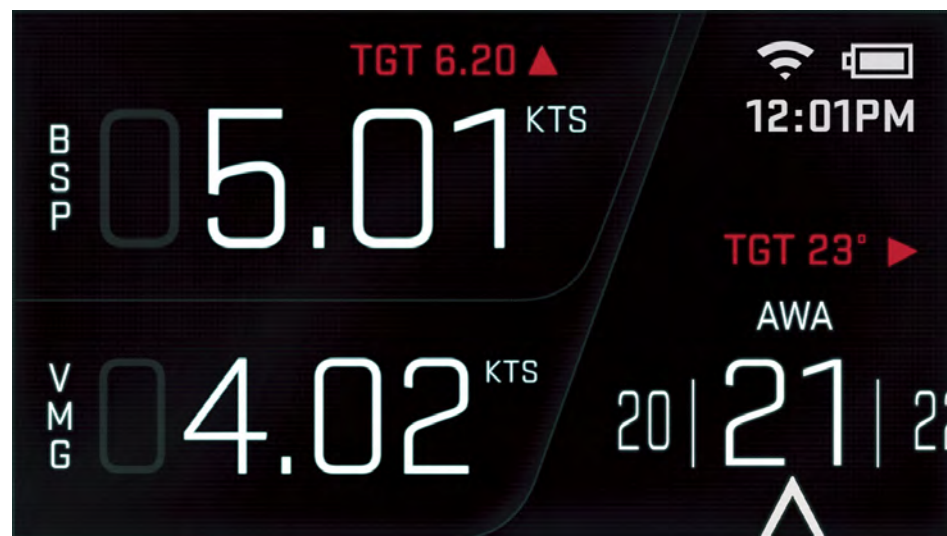
more cockpits. Its primary purpose is to display the boat's electronics data to the user's peripheral field of vision through sunglasses. With a quick glance the user can see all the relevant data without taking his eyes of the action ahead.

Afterguard draws from a boat's existing electronics system via WiFi, then adds some of its own calculations to help users judge things like crossing tack situations, distance to a starting line and layline approaches by incorporating the user's head and eye movements. It even has a time-to-kill metric that feeds the tactician that valuable tidbit of information at the start.

The unit attaches to sunglasses, and while it may look a little bulky on the outside, users report that it's comfortable to wear and not distract-

ing. An optical sensor allows the user to easily flip through various data screens to get to the correct one for the situation. The batteries are replaceable, and because they last about four hours, one would expect to have to replace them at some point during a typical day of racing.

Afterguard Marine, Phone: 604.910.1966, or: www.afterguard.com



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The new, environmentally friendly, water based Interlux® Aqua-One™ antifouling is cost effective and delivers strong

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heavy sanding between applications. Aqua-One protects against barnacles, zebra mussels, slime, algae and other forms of marine fouling, and can be used in all waters (salt, brackish and fresh water).

The innovative low VOC and low odor formula is compatible with most antifouling paints. Aqua-One can be applied both indoors and outdoors with a brush or roller and cleans up easily with soap and water.

It is available in red, blue, black and green in quarts, gallons and three gallon pails.

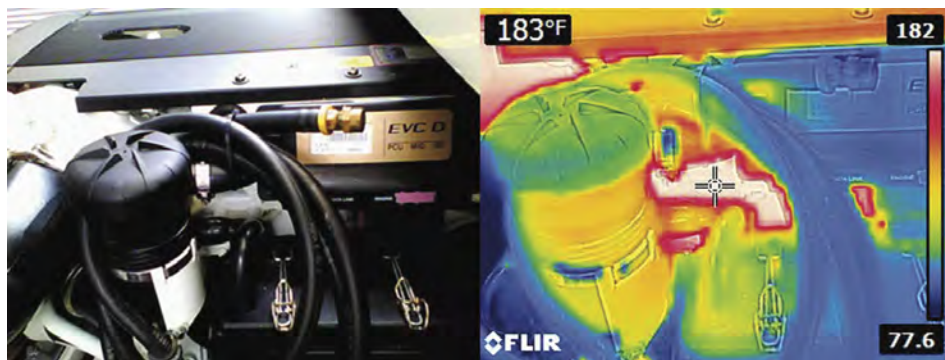
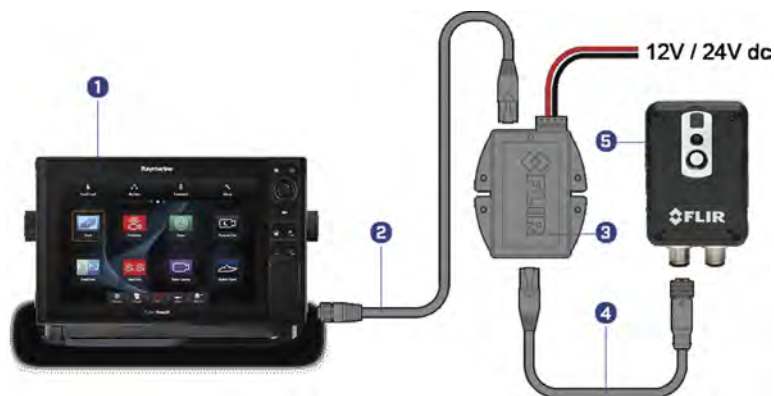
The product can be applied to fiberglass, wood, steel/iron and lead. It cannot be used on aluminum.

Interlux is available at Fisheries Supply (1900 N. Northlake Way, Seattle) and other fine stores around the region.

www.fisheriessupply.com
www.yachtpaint.com



Affordable High Tech Monitoring from FLIR



Gain an entirely new view of your vessel's mechanical systems with the new FLIR AX8 Thermal Monitoring Camera. Combining thermal and visible cameras into a small, affordable package, the AX8 integrates with your chartplotter to stream thermal images and send alerts when the temperatures rise above preset thresholds.

The FLIR AX8 can easily be installed anywhere you want to monitor temperatures. Each camera can monitor up to six zones with user controllable temperature alarms for each zone. The camera continuously

streams video and if an area exceeds the preset threshold, the camera will send an alarm to your network.

The camera keeps a watchful eye on critical equipment such as engines, exhaust manifolds, and shaft bearings. You will spot problems before they leave you stranded. with AX8.

The FLIR AX8 monitoring system is \$995 and up to eight cameras can be combined on a network.

Sold locally by Yacht Masters Northwest, 1341 N. Northlake Way, Seattle, Washington, Contact at 206.285.3460, or online at:

www.ymnw.com

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NEW PRODUCTS



Torqueedo Introduces High-powered Deep Blue Inboard



Torqueedo, the German company that has converted many boaters to electric outboard propulsion, now offers a shaft drive version of its 40 and 80 horsepower Deep Blue motor. The only electric drive designed for marine use from the ground up, the Deep Blue inboard shares all of the safety, power and performance of the original outboard system. It also features a quiet, low-maintenance, fume-free and environmentally friendly ride.

Torqueedo continues to drive the global shift toward sustainable boating with Deep Blue inboard. Customers see electric cars and buses on the streets and are intrigued by the benefits of this propulsion on their boats.

However, many systems on the market are off solutions without comprehensive safety features. Torqueedo has invested thousands of development hours in industrial-level safety and engineering.

Those efforts have been rewarded by insurers, boatbuilders and customers.

Launched in Europe last year, Deep Blue inboard opens up many possibilities for both new and re-powered vessels. Several European builders offer an electric version of their lake cruisers and tenders, finding the 1,800 rpm model provides the

torque and acceleration required for an exhilarating ride. With a range of over 100 miles at slow speed and a maximum speed of 18 mph, these luxury vessels meet the needs of many boaters.

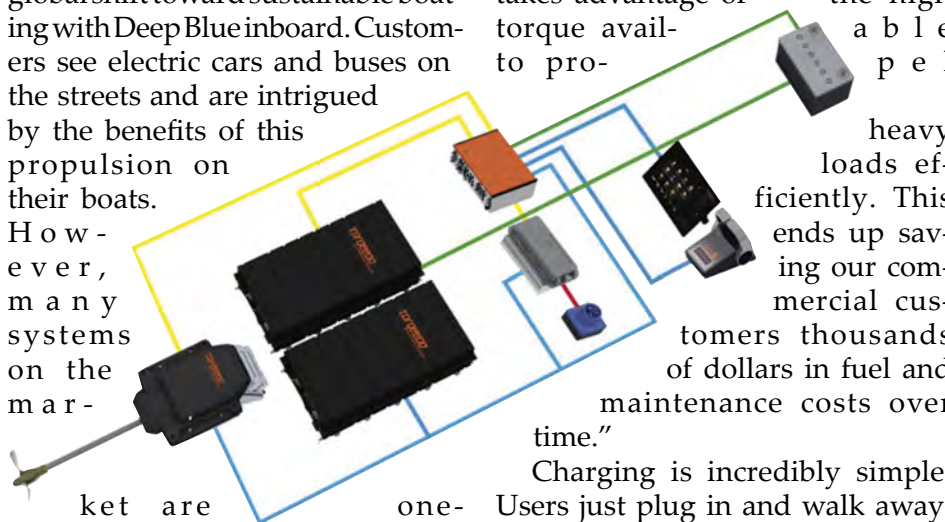
"Deep Blue inboard on recreational vessels is a lot of fun, but it also offers a compelling option to the diesel-dominated market of tour boats, water taxis, workboats and larger sailboats," said Chris Carroll, Torqueedo vice president of sales and marketing. "The 1,400 rpm version takes advantage of the high torque available to pro-

heavy loads efficiently. This ends up saving our commercial customers thousands of dollars in fuel and maintenance costs over time."

Charging is incredibly simple. Users just plug in and walk away. The high-voltage lithium batteries are manufactured in the US by Johnson Controls to Torqueedo's exacting standards of quality. They carry an industry-leading nine-year, 80% capacity warranty.

Torqueedo is working with select North American OEMs to integrate Deep Blue inboard into their lines. Those interested can contact usa@torqueedo.com for more information.

Torqueedo motors are available at West Marine and many other fine retailers. Torqueedo Inc., 171 Erick Street Unit A-1, Crystal Lake, Illinois. Phone 815.444.8806, or: www.torqueedo.com



FCI Watermakers at the Dock and at Sea



As we've noted many times before, watermakers are becoming ubiquitous on serious cruising boats, and with good reason. FCI is one of the standards in the industry, and two new offerings from FCI show they are not sitting on their laurels.

Dockside Water Treatment System

The FCI Dockside Treatment System (DTS) is another FCI Watermakers innovation, specifically designed to treat dock water.

Drawing on the success of its popular Dockside Treatment System (DTS), FCI Watermakers introduces a stand-alone version, the DTS+Solo. With its built-in pump, motor and membranes, boaters can purify up to 3,000 gallons of dock water per day for drinking, cooking, cleaning, storage, and spot-free rinsing.

FCI's DTS line removes 99% of total dissolved solids, and 100% of viruses, cysts and bacteria—essential in areas with questionable water supplies. Rinsing the deck and hull with this crystal-clear, mineral-free water will extend a vessel's paint and wax life, and save time drying. FCI Watermakers' DTS line starts at \$2,300.

Neptune Series Produces up to 9,500 gallons/day

The fresh water demands on a large yacht are considerable. Beyond mere drinking and bathing, there's often a need to fill hot tubs and pools, and use it for boat systems and routine deck washing. FCI Watermakers' innovative Neptune series makes from 1,275 to 9,500 gallons of pure, fresh water every day—enough for the most sizable vessel.

The Neptune is an industry standard for large, reliable and highly efficient reverse osmosis watermakers. Commercial-grade, non-proprietary parts and assemblies ensure 24/7 performance. It has type certification approval from ABS, CE, GL, Lloyd's Register EMEA, Det Norske Veritas and Russian Maritime Register of Shipping.

The unit comes with FCI Watermakers' next-generation V4 control system. The intuitive 7" color touch-screen panel provides instant access to the Neptune's watermaking processes. The unit is marine-certified for temperature extremes allowing for use in often hot and humid engine rooms.

With +APC (automated pressure control), the watermaking process becomes truly touch-free. The system will

start, make water, run diagnostics, shut down, complete a fresh water flush and come back online, all automatically.

The company offers models with capacities from 200 to over 265,000 gallons per day.

www.fciwatermakers.com

FCI Watermakers can be found at Fisheries Supply in Seattle.

www.fisheriessupply.com



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West Marine Named Title Sponsor of 2016 Northwest Salmon Derby Series

The Northwest Marine Trade Association (NMTA) is proud to announce that West Marine will be the title sponsor of the 2016 Northwest Salmon Derby Series.

The 13th annual Northwest Salmon Derby Series, produced by the NMTA, partners with 14 independent fishing tournaments to help promote its events and increase participation at each event. NMTA expects 7,000 anglers to fish in the 2016 Series.

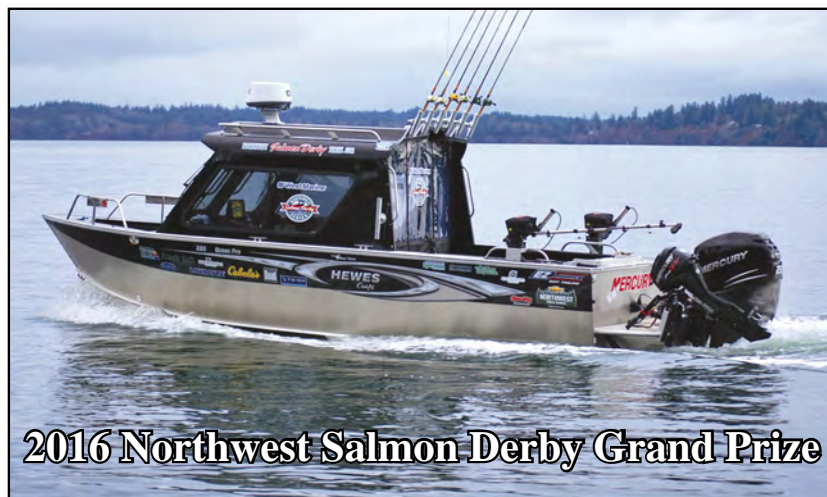
"West Marine is excited to offer its support behind NMTA's Northwest Salmon Derby Series," says Zack Eckert, West Marine Fishing Category Manager. "The sponsorship aligns perfectly with West Marine's emphasis on fishing, and so we felt putting our name behind the Series made good sense for both parties. NMTA runs a professional, well organized event, and we are pleased

to partner with them and help make this year's Salmon Derby Series the best yet."

The series began in 2004 partnering with six tournaments and has grown to include 14 events in 2016, including a derby that's new to the Series in Coeur d'Alene, ID. Since 2004, the Series has awarded a grand prize fishing boat package in an annual raffle drawing of all participating anglers registered in any of the derbies.

In its 13-year existence, the Northwest Salmon Derby Series has awarded 16 boat, motor and trailer packages. This year's grand prize boat is a fully rigged 22'

Hewescraft OceanPro powered with a 225-horsepower Mercury Verado outboard and 9.9 trolling



2016 Northwest Salmon Derby Grand Prize

motor on an EZ Loader Trailer, complete with Lowrance electronics, Scotty downriggers and a Dual Electronics stereo system. The boat is valued at \$85,000.

"Since 2004, the goal of the Series has always been to promote recreational fishing using NMTA's experience in promotion and advertising. West Marine will be a fabulous partner to help us take our promotions to a new level," says Tony Floor, NMTA's Director of Fishing Affairs and lead organizer of the Derby Series.

The 2016 Series gets underway Jan. 21-23 on San Juan Island with the Roche Harbor Salmon Classic, Jan. 21-23, where anglers will be competing for \$25,000 in cash prizes for the largest Chinook salmon. The

2016 grand prize boat will be on display in the West Marine - Northwest Salmon Derby Series display at the 2016 Seattle Boat Show, Jan. 29-Feb. 6 at CenturyLink Field Event Center.

"I am excited to see West Marine get behind Northwest salmon fishing in a big way. Salmon anglers are some of the most passionate

boaters and West Marine will help NMTA attract more of these anglers and encourage more anglers to fish more often," said NMTA President George Harris.

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Fishing and Crabbing Seminar Line-Up Announced for 2016 Seattle Boat Show

Learn how to, when to and where to go fishing, crabbing and shrimping from some of the best in the Northwest.

The Seattle Boat Show is known far and wide for the quantity, quality and variety of its free seminars. On the fishing stage, there will be nearly 60 free fishing and crabbing seminars by the Pacific Northwest's premier fishing experts. From Lake Washington's smorgasbord of freshwater species, to tuna off Washington's coast plus a blitz of the most knowledgeable salmon fishing presenters ever assembled, anglers will hear from the best of the best. And don't overlook the outstanding crabbing and shrimping presentations. There is no better way for an angler to improve his or her success on the water than investing in an hour or two at one of the show's seminars. So whether it's learning to mooch, learning dirty downrigger techniques, mastering kayak fishing or learning about San Juan Islands salmon secrets, the Seattle Boat Show is the place to be, Friday Jan. 29 through Saturday Feb. 6, 2016.

"Every year we work hard to make sure that the presenters are remarkable and this year is no exception — we have an all-star line-up," says Tony Floor, director of fishing affairs for the Northwest Marine Trade Association. "Come to the show to make your fishing plans for 2016: to learn how to, when to and where to go fishing from some of the best in the Northwest.

View the complete schedule of fishing and boating seminars at: www.seattleboatshow.com/seminars.

2016 Seattle Boat Show Fishing Seminars

Friday, Jan. 29th:

- 2 p.m. Successful Puget Sound Shrimping
- 3 p.m. Dungeness Crabbing in Washington
- 4 p.m. San Juan Islands Salmon Secrets
- 5 p.m. Salmon Fishing in Central Puget Sound
- 6 p.m. Dirty Downrigger Tricks
- 7 p.m. Deep Water Chinook Fishing on the North Coast

Saturday, Jan. 30th:

- 12 p.m. Triple Threat Salmon Angling
- 1 p.m. Dungeness Crabbing in Washington
- 2 p.m. Successfully Fishing Lakes Washington/Sammamish Year Round
- 3 p.m. Deep Water Chinook Fishing on the North Coast
- 4 p.m. Successful Puget Sound Shrimping
- 5 p.m. Lingcod Fishing in Central Puget Sound
- 6 p.m. Tuna Fishing off the Washington Coast

Sunday, Jan. 31st:

- 1 p.m. Dungeness Crabbing in Washington
- 2 p.m. Tuna Fishing off the Washington Coast
- 3 p.m. Salmon Fishing in Central Puget Sound
- 4 p.m. San Juan Islands Salmon Secrets
- 5 p.m. Learn to Mooch Puget Sound Salmon

Monday, Feb. 1st:

- 2 p.m. Lingcod Fishing in Central Puget Sound
- 3 p.m. Salmon Fishing in Central Puget Sound
- 4 p.m. Tuna Fishing off the Washington Coast
- 5 p.m. Deep Water Chinook Fishing on the North Coast
- 6 p.m. Tuna Fishing off the Washington Coast
- 7 p.m. Successfully Fishing Lakes Washington/Sammamish Year Round

Tuesday, Feb. 2nd:

- 2 p.m. Triple Threat Salmon Angling
- 3 p.m. Salmon Fishing in Central Puget Sound
- 4 p.m. Fishing for San Juan Islands Chinook
- 5 p.m. NW Kayak Fishing Skills
- 6 p.m. Salmon Fishing in Central Puget Sound
- 7 p.m. Tuna Fishing off the Washington Coast

Wednesday, Feb. 3rd:

- 2 p.m. Successfully Fishing Lakes Washington/Sammamish Year Round
- 3 p.m. Shrimp Fishing in Puget Sound
- 4 p.m. Learn to Mooch, Puget Sound salmon
- 5 p.m. Dungeness Crabbing in Washington



- 6 p.m. Deep Water Chinook Fishing on the North Coast
- 7 p.m. NW Kayak Fishing Skills

Thursday, Feb. 4th:

- 2 p.m. Successfully Fishing Lakes Washington/Sammamish Year Round
- 3 p.m. Triple Threat Salmon
- 4 p.m. Learn to Mooch, Puget Sound Salmon
- 5 p.m. Deep Water Chinook Fishing on the North Coast
- 6 p.m. Salmon Fishing in Central Puget Sound
- 7 p.m. Dirty Downrigger Tricks

Friday, Feb. 5th:

- 2 p.m. Successfully Fishing Lakes Washington/Sammamish Year Round

- 3 p.m. Fishing for San Juan Islands Chinook
- 4 p.m. Salmon Fishing in Central Puget Sound
- 5 p.m. Dungeness Crabbing in Washington
- 6 p.m. Successful Puget Sound Shrimping
- 7 p.m. Lingcod Fishing in Central Puget Sound

Saturday, Feb. 6th:

- 12 p.m. Top Tactics for Winter Blackmouth
- 1 p.m. Dungeness Crabbing in Washington
- 2 p.m. How to Maximize your marine electronics to locate fish
- 3 p.m. Fishing for San Juan Islands Chinook
- 4 p.m. Salmon Fishing: Coast & Puget Sound
- 5 p.m. Learn to Mooch, Puget Sound Salmon
- 6 p.m. Salmon Fishing in Central Puget Sound



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Marine Career Fair at Seattle Boat Show, Feb. 1, 2016
230+ Open Positions in Recreational Marine Industry and
FREE admittance to the Seattle Boat Show

For a complete list of participating companies, visit: www.seattleboatshow.com/job-fair

When: Monday Feb. 1, 9 a.m. - 11 a.m. **Where:** CenturyLink Field Event Center,
 1000 Occidental Ave, Seattle, WA 98134

To enter the building go up the stairs located between the CenturyLink Field Event Center and CenturyLink Field.

Attendees will be given free admittance to the Boat Show for Monday Feb. 1 so that they may explore the show, talk to exhibitors and learn more about the boating business and lifestyle. The show opens at the conclusion of the career fair at 11 a.m. and runs until 8 p.m.

The recreational marine industry is experiencing tremendous growth and we want to offer these jobs to you! Other affiliated businesses—local boat builders, yacht outfitters, boat yards and more—are experiencing similar growth, creating many job opportunities.

The immediate openings include:

- sales
- customer service
- administration
- marine technicians
- experienced mechanics & skilled laborers
- fiberglass work & repair
- welding
- glazing
- rigging
- painting

These are well-paid openings. \$70,800 is the average annual salary before benefits for maritime industry employees in Washington state—more than \$20,000 above the average wage in Washington.

We look forward to seeing you on Monday, February 1 at the Seattle Boat Show Career Fair!

The Pacific Northwest Sportsmen's Show
February 10-14

The great Northwest tradition returns for its 41st year to the Portland Expo Center, February 10-14! Presented by Federal Premium Ammunition and Bushnell, there is always something new to see and to learn.

Experience big names, big brands and a big selection, all in one big location at the Portland Expo Center. If you hunt, fish or just love to play in the great outdoors, this is the big one and it's right here in our backyard for only five days! Find something for everyone, all at special show pricing, including top-notch fishing, hunting and camping gear, guides and outfitters, taxidermy, information on lodges and resorts, boats, campers and tent trailers, ATV's, backpacking, optics, outdoor clothing, vacation packages and much more.

Show hours are Wednesday thru Friday, 11am to 9pm. Saturday's hours are 10am-8pm and Sunday the hours are 10am to 6pm. Tickets are \$12, \$5 for juniors and free for kids under 5. www.thesportsshow.com.

2016 Corinthian Yacht Club Seattle Winter Speaker Series

Once again Corinthian Yacht Club of Seattle is hosting its popular Winter Speaker Series. The bar will be open and dinner available at 6pm, and events usually run until 9pm. The series is free and open to the public.

February 5 - Al Hughes and crew from *Elsie Piddock* - Winner of R2AK 2015. Hear about their adventures and the tough conditions on the inaugural Race to Alaska. The race is being run again this year.

February 12 - Sally Christine Rodgers - "Convergence: A Voyage Through French Polynesia." Convergence is a personal story of one woman's adventure - her lifelong passion for the ocean, and her struggle to face her fears as she learns to surrender to nature aboard her Wylie 65' cat ketch.

February 26 - Mark Bunzel of "Waggoners Cruising Guide" and Margaret Pommert present their recent excursions to Alaska: "Cruising to Alaska - Flotilla or Solo?" Learn what it takes to cruise to Alaska and if sailing solo or with a group fits your needs.

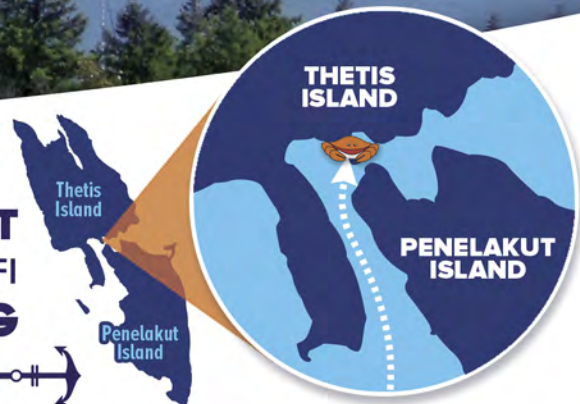


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LOCATED AT THE BACK OF THE BAY

Our Whole Bamfield Saga Pioneer Life on Vancouver Island's West Coast

by Judith Phillips

For those of you who traverse Juan de Fuca Strait to explore Vancouver Island's entrancing west coast, you'll enjoy getting to know a pioneer family that settled in Bamfield on Barkley Sound.

Judith Phillips spent more than two decades researching, collecting, organizing and translating large portions of her husband's family history—people who'd spent more than a century in Bamfield. Marc Phillips is the grandson of one of Barkley Sound's and Bamfield's earliest pioneers, Alidor Vanden Wouwer, who emigrated from Belgium. Newly published, "Our Whole Family Saga—Pioneer life on Vancouver Island's West Coast" adds significant and deeply personal material on early settlers who arrived on this rugged coast—which even today remains a mostly impenetrable jungle.

Phillips' book recounts the memories of several generations. The family's dozens of documents and preserved letters translated from French, the many photographs saved and the transcriptions of numerous oral interviews bring this book alive with memories. We discover what it took to survive and patch together a life in an untamed environment. We learn about the history of Bamfield, today a charming tourist attraction and home to the world-renowned Bamfield Marine Science Centre, but once a vital link in Britain's communication system serving at the end of an 8,000nm telegraph cable from Queensland, Australia.

The story begins with Alidor Vanden Wouwer, 21, who landed in Canada in 1889 among a group of 53,000 new arrivals. Vanden, as he became known, could only preempt land if he was a citizen, so after naturalization, he claimed land at Port San Juan near Port Renfrew. Real estate continued to interest him and he bought acreage on Turret Island and then in Bamfield. At age 52, he decided to find a wife. His long, complicated quest finally led to marrying Wilhelmine Muller of Brussels, Belgium. Two of their children, Gabrielle and Johnnie, contributed their recollections to this book. The third child, Cecile, married Geoff Phillips and became the mother of Marc.

Judith Phillip's narrative describes the facts of the family's evolution. The interview transcripts, dominated by Johnnie's recollections and complemented by photographs, reveal life as it was lived. Fishing, boat building, whooping cough, school, music making, hard work, poverty, growing food,

cutting wood for the Cable Station, looting wrecks—these are some of the tales that describe living in an isolated, remote village. Our Whole Bamfield Saga will please anyone who loves learning about this region's history and coastal living in the early 20th century.

To order, email Bamfieldsaga@shaw.ca. Cost is \$45 plus shipping and handling. — Marianne Scott

Our Whole Bamfield Saga



Pioneer life on Vancouver
Island's West Coast

Judith Phillips

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Happy 50th Birthday Forespar!

The year is 1966...A gallon of gas is 32 cents and the average car will cost you \$2,650. A new home you can expect to spend about \$14,200. Pampers just released the world's first disposable diaper, and you've probably seen the first ever episode

of Star Trek on TV. Simon and Garfunkel released Sounds of Silence and avid sailor Robert Foresman of California has just invented the telescoping whisker pole.

Fast forward to the end of 2015 and a company started in a garage with

one product is about to celebrate its Golden Anniversary. Over the last 50 years Forespar has become a diversified supplier of sailing and boating products to the world market. The team at their plant in Rancho Santa Margarita, California, comprised of many dedicated boaters themselves, has continually advanced the quality of the sailing and power boating experience. Along with the support of a global network of representatives,



Robert Foresman



Old logo



New logo

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Moving ahead into the next 50 years, Forespar is setting a course to become even more diversified. This winter they will introduce some of their signature Boat Care line of products such as MareLube, Lanocote, ReFresh, and Tea Tree Power, to the RV market under the rebranded umbrella of Performance Control & Maintenance Products by Forespar. This year will also bring a celebration of the Forespar 50th anniversary with special product releases, contests, giveaways and parties at select events throughout 2016.

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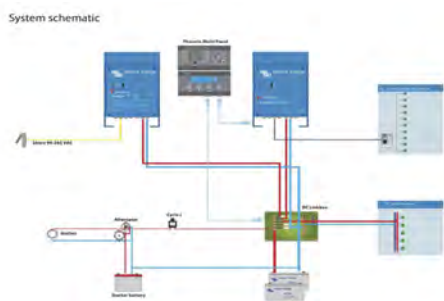
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\$15,000 for Non-profits Promoting Boating in the Northwest

The Northwest Marine Trade Association (NMTA) is pleased to announce a grant program for non-profits seeking assistance in promoting boating in the region. The grants are being awarded through the NMTA's Grow Boating program whose mission is to increase the number of boaters and encourage current boaters to boat more often. Since 2003, NMTA has spent more than \$1 million to promote boating in the Pacific Northwest through various events, sponsorships and programs. The NMTA will award multiple grants totaling \$15,000 by April 15th, 2016. The application can be downloaded at: www.NMTA.net/grant.

The NMTA established Grow Boating in 2003 to promote the benefits and lifestyle of boating in the region. The program develops and sponsors training, events and promotions. NMTA's Grow Boating program is funded by a portion of space rental fees collected by the association at its Seattle Boat Show each January.

"We are very excited to make these grants available to help promote boating in the region," said George Harris, NMTA's president. "Our own efforts and programs have

introduced boating to well over a million people since 2003. These grants should help us build new partnerships in the community to spread the benefits and joys of boating to even more."

Youth Boating Grant

Awarded to a group or organization seeking funding support for an event or program aimed specifically at getting or increasing youth participation in boating activities.

Discover Boating Grant

Awarded to a group or organization seeking funding support for an event or program aimed specifically at introducing new people to boating.

Boater Education / Safety Grant

Awarded to a group or organization seeking funding support for an event or program aimed specifically at educating new or current boaters on how to be safe on the water.

Grants will be awarded by April 15th, 2016.

For questions, contact Karsten McIntosh at NMTA: karsten@nmta.net or 206-634-0911.

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Meagan Randall Moves

Marine lender, Meagan Randall, has moved to Lending Associates. Randall, who has been in the marine lending business for 25 years, remains at her location at 1500 Westlake Ave. North in Seattle. She can be reached by phone at (206) 784-7773 or (206) 915-1997, or email at Meagan@Sea-CoastMF.com. Visit online at www.lendingassociates.com.

Tom Ringold Joins CSR

Tom Ringold has over 35 years of experience in marine construction and repair. In 1975 Tom worked as a fiberglass lead building San Juan sailboats and several one design sailboats. In 1978 Tom moved into the construction of commercial fishing vessels for both Sunnefjord and Delta Marine industries. Tom started his company, Quality Glass in 1980 performing mobile fiberglass repair. He became an employee of Seaview Boatyard in 1985 in fiberglass repair and cosmetic touch ups. During the 1992 Americas Cup Tom worked on the shore crew for Chris Dixon and



the Nippon Challenge. Tom became an assistant manager of composites and coatings at Seaview Boatyard West in 1995. Tom joined the team at CSR Marine as an operation manager in late December of 2015.

In the mid 1980s and 1990s, Tom raced on various local sailboats. He was a member of the crew on 2 winning Swiftsure races and a second place finish in the J 35 nationals.

CSR is located in the Ballard area of Seattle on Shilshole Ave.

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Stan Miller Yachts Opens New San Diego Office

Stan Miller Yachts is pleased to announce the opening of its new San Diego, California office at Intrepid Landing on Shelter Island.

The new location at Intrepid Landing offers one of the best locations in San Diego for serving area boaters, as well as clients looking for new and pre-owned yachts. As the authorized dealer for Viking, Hatteras, MJM Yachts, Mag Bay Yachts, Back Cove, Sabre and Sanlorenzo, Stan Miller Yachts is thrilled to be located in this new, contemporary facility.

Company President John Buettner says "We represent premier new boat brands and quality pre-owned listings, and as such, our San Diego office needed to be located in a modern facility like Intrepid Landing. San Diego is one of our hottest markets right now, and we're thrilled to grow our business at this new location." The new space has room for a team of brokers to accommodate Stan Miller's growing San Diego staff. Visitors to the new Intrepid Landing office will enjoy complimentary parking, a bright, new office environment as well as modern docks – all on the famed America's Cup Harbor.

The company's new address is 2805 Dickens Street, Suite 105 in San Diego, California 92106. The new Intrepid Landing location signals the close of Stan Miller Yachts' former office on Shelter Island Drive.

www.stanmilleryachts.com



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Northwest Yachts Appointed Dealer for Nimbus and Paragon Boats.

Northwest Yachts has been appointed as the Pacific Northwest Dealers for Nimbus Boats and Paragon Yachts.

"Nimbus and Paragon are available in 12 sizes and styles from 21' to 44' and are built in Sweden where the boating conditions are remarkably similar to what we have in the Pacific Northwest", said Peter Whiting, President of Northwest Yachts.

Nimbus Coupé models, which include 305, 365, and 405 (32', 38', and 44' LOA), are for experienced and

novice boating people alike, who enjoy social activities, comfortable living quarters, ease of handling (bow and stern thrusters are standard), and excellent cruising properties.

Nimbus Nova models come in sizes of 21', 25', 27', and 34'. These are

beautifully crafted boats with close to endless usability and are the perfect platform regardless of activity.

Paragon, built by Nimbus, builds



Nimbus 305 Coupé

four boats from 25' to 31'. The Paragon motto is "Out There 365 Days a Year." These rugged patrol craft styled boats are built by craftsmen with long experience in building world-class motor boats of the highest quality.



Nimbus Boats Sweden AB was established in 1968. Nimbus manufactures leisure boats for the North European, and North American market. They build all their boats in Sweden, primarily at their own boat yard in Mariestad. Brands include Nimbus Boats and Paragon Yachts. Nimbus has its head office with its permanent exhibition and full service marina at the Royal Gothenburg Yacht Harbor in Gothenburg on the west coast of Sweden.

Northwest Yachts has been assisting buyers and sellers of new and brokerage boats since 1992. It is located in beautiful Anacortes, Washington.

For more information about Nimbus or Paragon, contact Northwest Yachts (844) 692-2487, crew@northwestyachts.com or visit the website at <http://northwestyachts.com>



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By Rick Strollo

A NEW ENGLAND EAGLE IN THE PACIFIC NORTHWEST

Originally from the New England region, I was well aware of the quintessential design of the “Beals Islander / Jonesporter,” a workboat with beauty of purpose, specifically built for their own geographic Downeast fishing conditions. Known by historians as the best working form ever constructed and an inspiration both visually and spiritually, these classic wooden watercraft are recognized as the most beautiful and

fastest of their time, due in part to their “skeg construction.” She’s a



rare breed and a rare find, as most were left to rot with the advent of

fiberglass, when more powerful engines and mechanized means of hauling traps became common and graceful lines with shear and low freeboard soon vanished.

Built of wood in 1962 by Vinal Beal and son Osmond Beal on Beals Island, Maine and launched in 1963, *Flying Eagle* (original name) had fished lobster in the cold northeast Maine waters for 43 years and has since been retired from working traps (lobster pots) for the last 10 years. Although her original lifting

Flying Eagle, left, in her new stomping grounds of the San Juan Islands just ahead of the Anacortes ferry. Below left, Diane Strollo rowing toward the anchored *Flying Eagle*. A succession of owners has kept the *Flying Eagle* both operational and largely original. Photo by Alan Stameison.

equipment: hauler (winch) and davit (crane) had been stripped away to make her into a so-called picnic boat, astonishingly no one had yet installed bronze cleats to her decks! You see, Downeast lobstermen shied-away from cleats, preferring flush decks to avoid the risk of entanglement. Should their (fishing) gear foul (tangle) on such deck obstructions, the ever present risk of death from falling overboard would have become reality. It should be noted that this is the primary reason for “caging” their underwater running gear (prop). True, the underwater cage did create drag thus slowing the vessel, but it prevented lines from fouling and saved lives.

Before her journey to the Northwest, I had the challenging and satisfying project of restoring her to close to, and some cases better than, original condition. I am the latest in a succession of owners that understand this boat’s significance.

Flying Eagle had a rough 10-day, 3,600 mile journey on a flatbed truck from New England to Anacortes that ended May 1, 2015. She is now moored in Massacre Bay and sometimes slipped in Deer Harbor on Orcas Island. Orcas is one of the most beautiful islands of the San Juans. Other than a lighter 2013, 383 Mercruiser gas V8, *Flying Eagle* is very much original including her Newport green color and dual dry-stack exhaust.

My focus has been to preserve what once was and what will never be again. Beauty of purpose, whether hauling pots or bait barrels, a gill net or dredge, these magnificent Downeast lobster boats are a constant, unending source of visual interest and artistic inspiration.

Recalling the Downeast mantra “What would a lobsterman do?,” we’ve already replaced much bad wood; forefoot, garboard and the like, restored her throaty dry-stack exhaust, replaced the fuel tank, the original trap hauler, and recreated the davit and even the unseen bronze prop cage which kept lines clear beneath the surface, all while retaining the patina of unpolished bronze and brass. In fact, any brass or bronze added to *Flying Eagle*, first gets soaked in salt water, tossed and temporarily abandoned onto our home roof and remains there until it reaches the perfect crusty vintage finish.

Soon, the Northwest School of Wooden Boat Building students in

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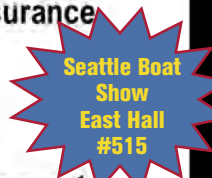
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The uncluttered helm station and companionway, right, are original as is the dual dry stack exhaust.

Port Hadlock will build a "nutshell pram," commonly towed from astern of the old Maine lobster boats. By the way, the tiny 7' 7" pram is destined to be named *Eaglet*.

Our intended use is as a family (day) boat throughout the Pacific Northwest, running to one island or another for lunch, site-seeing close to shore or a stealthy eagle or whale-watching platform. Many believe she'll also be the perfect dungeness crab and/or shrimp boat because of her design and the way she's equipped, I just need to learn how. Funny enough, our pup Molly-Brown is ever so attracted to the mooring balls & buoys, which she believes are running away from us as we pass by, not realizing we are the ones.



LINEAGE: / OWNERS:

1st Designed & built by Vinal Beal (w/ son Osmond) on Beals Island, Maine for Floyd Pinkham of Gouldsboro in 1962.

2nd Tim Beal, (eldest son of Isaac Beal. Vinal was Isaac's Uncle) Named her *Uncle V*. Timmy & Isaac fished lobster and replaced three ribs damaged from the harmful effects of herring (lobster bait) oil.

3rd Tom Nelson bought from Timmy Beal supposedly around 1992 and worked for only 1 year, then sold her in 1993 to Jason Tyler.

4th Jason Tyler, a South Addison, Maine lobsterman who worked her to 1995, reportedly as *Painted Lady*.

5th Tony and Robin Santiago, Columbia Falls, Maine. (Hailing from Eastern Harbor) Named her *Perfect Timing*.

6th Alec Brainerd and wife Erin of Artisan Boatworks (www.artisanboatworks.com) named her *Janette Lamson* when purchased in 2012. She sold in late 2014 after being repowered .

7th Currently owned by Rick and Diane Strollo, who purchased *Flying Eagle* in November, 2014 in Rockport Maine. She was restored as an operational lobster boat at Artisan Boatworks, renamed the original *Flying Eagle*, and transported to Anacortes, Washington.

Flying Eagle

DESIGNER/ BUILDER: Vinal Beal, 1963.

LOCATION: Beals Island, Maine.

MODEL: Down East Maine Lobster Boat (Referred to as "Joansporter / Beal's Islander").

POWER: 383 Cu. In. Displacement MerCruiser, Mercury Plus-Series "MAG Bravo 4V" which is a 6.3L V8 gas motor w/ 350 HP & heat exchanger, is a lighter weight V8. Original: Oldsmobile 455 which

was a V8 gas motor with 400 HP & closed circuit "Keel Cooler".

TRANSMISSION: ZF Marine Arco, MOD. # ZF 63 A, Ratio I: A=2.04, B=2.02

PROP: 19" diameter, 18" pitch, 4-blade bronze.

LENGTH: 33'

BEAM: 9.5'

DRAFT: 3'

Woods Used

TOPSIDES/BOTTOM: Carvel Planked Cedar

STEM: Raked stem of Oak

STERN: Transom Stern of Cedar, FRAMES: 1 1/8" x 2 1/2" Steam-bent Oak on 10" centers (sistered below cockpit),

FLOOR TIMBERS: 2" Oak sided on 20" centers,

DECK BEAMS: 2" x 2 1/4" Oak on varying centers,

DECKS: Caulked & Laid Cedar w/ Fiberglass Over,

KEEL: Long-run Skeg Keel of Oak,

FASTENERS: Originally Clinch Nailed Bottom (sistered w/ SS Screws)

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Bob Butts Photo



Duwamish Head 2016: TTPYCY Can't Catch a Break

For the third year in a row there was no Duwamish Head Race, but then again that's sailboat racing in Puget Sound. The Race Committee carefully monitored the race and was probably also looking at the weather. When all three of the primary GRIB forecast models came in with almost identical forecasts for zero gusting to two starting at about

1400 hours, it didn't look good. The Race Committee, in their lovely power yacht, motored through the fleet which was sailing along in about four to eight knots of an oscillating southeasterly to southerly to southwesterly in of all things: SUNSHINE. So it wasn't all bad.

When they got to Alki and made the turn to Duwamish Head, it got

much worse as pretty much the entire Sound was glassed over. The lead boat at Alki was the RP-55 *Crossfire* who had used its tall rig to advantage to stretch out to a huge lead over the next boat, the TP-52 *Smoke*. Once *Crossfire* hit skids, the race started over and there were three ways to roll the dice: 1) Follow *Crossfire* and aim roughly at the finish, 2) Follow

Smoke and *Dark Star* and go north, or 3) Follow *Kahuna* and *Nefarious* as they snuck along Alki Beach in the remains of the southwesterly.

The winner would have been *Crossfire* as it was the first to get into a drainage easterly coming out of Elliott Bay and Harbor Island and were avoiding the building ebb coming out of the bay as well. With *Crossfire* about 400 yards from the finish and sailing at 1.4 knots towards the finish line, the RC fired three guns and the race was over.

Considering that the breeze was dropping everywhere on the course, it was the right call. Next year why not have the option to set an alternative course? This year we could have gone from Des Moines to Three Tree Point, then to the mark just south of the marina and back to the finish, twice around, and gotten a race off. Just a thought. —Bruce Hedrick

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Jeffrey Hogan Photo

New North Sound Sailing Championship



This is an idea whose time has come around again. It's a new series featuring yacht clubs from the northern reaches of Puget Sound working together to generate more interclub play and more fun. Andy Schwenk and the team at Northwest Rigging are sponsoring a new multi-race series in the northern reaches of Puget Sound.

The new North Sound Sailing Championship will feature races or series from Oak Harbor, Orcas Island, Anacortes and Bellingham

Yacht Clubs. The series kicks off with the Shaw Island Winter Classic February 13, followed by the 'Round Whidbey Race May 7 and 8, then it's on to Anacortes for two days of buoy racing at the Windermere Regatta June 18 and 19. Finally, there's the PITCH Regatta Labor Day weekend in Bellingham to wrap it up.

Northwest Rigging promises cool trophies. Three boat teams are encouraged. Check with each member club website for regatta info.

Corinthian Yacht Club Center Sound Series 2016

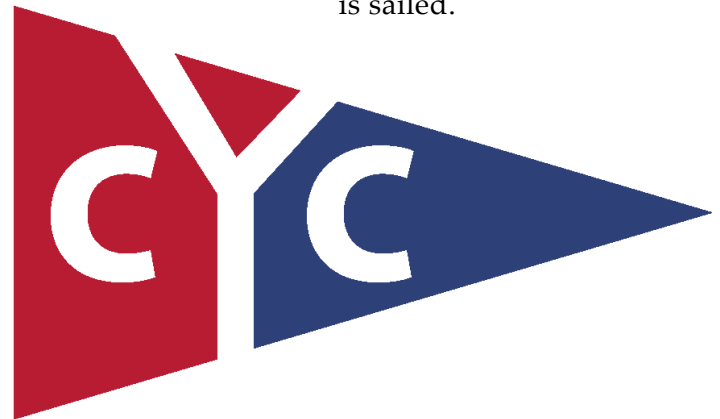
With the big boats primed and ready, Corinthian Yacht Club's Center Sound Series promises some great start-of-the-season competition.

The series begins Saturday, March 5 with the Blakely Rock Race which takes the fleet from Shilshole to Blakely Rock, then a buoy off Edmonds and back again (or the reverse of that course). The following Saturday, March 12, is the Scatchet Head Race, which takes the fleet north. The three-race, no throw out series concludes on Saturday,

March 26 with the Three Tree Point Race.

The series is open to valid one-design, PHRF, IRC and the fast growing cruising fleets of all experience levels. The first warning signal is 9 a.m. for each race, and races usually conclude by late afternoon. A no-host reception follows each race at the CYC Shilshole Marina Clubhouse.

For further information and registration, please go to www.cycseattle.org or call the CYC clubhouse at 206. 789.1919. The registration deadline for the races is 4 p.m. on the Tuesday before the each race is sailed.



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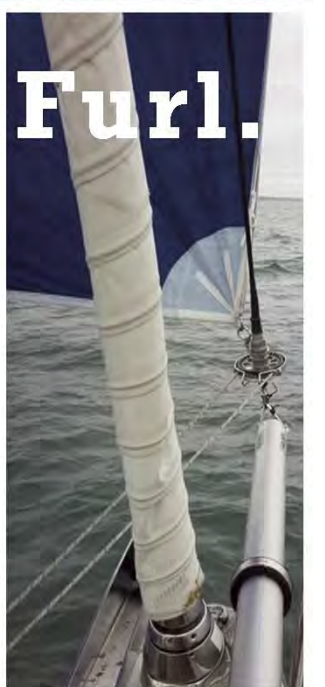
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QUESTIONNAIRE

NORTHWEST YACHTING

We have a lot of fun putting together *Northwest Yachting* and posting on nwyachting.com. There's so much to cover in the Pacific Northwest, in fact too much even for the big pages of *Northwest Yachting*. We want to make sure that we're getting in the content you want. If you have a minute, please fill this out and mail it in to Northwest Yachting, 7342 15th Ave. NW, Seattle, Washington 98117, fax it to (206) 781-1554 or go www.nwyachting.com to fill it out online. Thanks! – The editors

Please use this scale in the table:
I'd like to see -

- 1=less of,
- 3=the same amount,
- 5=much more of

Additionally, please feel free to share your thoughts on any other topics. And, of course, your name is optional.

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Boats For Sale

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

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11	Zodiac Rib	03	OB	10,500	Irwin PDX	9	27	Boston Whaler	92	TG	68,500	Tradewind	109	29	Cobalt 293	02	G	44,900	Irwin	9	30	Arrow Cat RS	13	D	194,000	MarineServctr	23
16	Century	59	G	16,900	NWYachtnet	104	27	Glacier Bay	05	OB	82,500	Aspen Cats	54	29	Kenady	82	N	54,500	Irwin	9	30	Back Cove	16	D	call	Bellingham	6
21	Century	56	G	60,000	Ocean Trawler	77	27	Ranger	11	D	134,900	Denison Yts	11,8	30	Ranger Tugs	12	D	194,900	Northwest	105	30	Bayliner	04	TG	49,500	LaConnerYS	108
21	Ranger Tug	04	D	17,500	MarineServctr	23	27	Ranger Tug	11	D	129,900	Bellingham	6	29	Ranger Tugs	12	D	179,995	WaterLine	30	30	Bayliner	06	TG	58,500	LaConnerYS	108
21	Ranger Tug	05	D	25,000	Irwin	9	27	Ranger Tug	12	D	155,000	RangerTugs	7	29	Sea Ray	06	TG	69,500	LaConnerYS	108	30	Bayliner	91	G	29,500	WestYachts	33
22	Surf Scoter	92	OB	47,000	WestYachts	33	27	Sea Ray 270	08	G	69,900	Irwin	9	29	Sea Ray	08	TG	89,000	Stan Miller	11	30	Bayliner	92	G	29,500	SeattleYachts	66
24	Bayliner	92	G	18,912	BananaBelt	85	27	Seasport	07	G	77,500	SJYachting	25	29	Sea Ray 290	07	TG	59,900	Irwin	9	30	Bayliner	93	D	24,900	NWYachtnet	104
24	Larson	07	G	43,700	NWYachtnet	104	28	2855 Ciera	02	G	25,000	Irwin	9	29	Tiara	04	TG	105,000	OceanAlex	2,3,8	30	Bayliner	99	TG	69,989	BananaBelt	85
24	Larson Cabrio	07	G	44,900	NWYachtnet	104	28	Albin	05	D	92,500	Bellingham	6	29	Tiara	98	TG	59,950	OceanAlex	2,3,8	30	Bayliner	99	TG	29,950	Bristol	107
24	Sea Ray	08	G	39,000	NWYachtnet	104	28	Aspen Pwr Cat	09	D	47,500	Aspen Cats	54														
25	Cobalt Cuddy	99	G	24,900	NWYachtnet	104	28	Aspen Pwr Cat	10	D	175,000	Aspen Cats	54														
25	Pursuit	07	OB	69,500	OceanAlex	2,3,8	28	Bayliner	06	G	44,500	ElliottBay	26,45														
25	Ranger Tug	08	D	92,500	Bellingham	6	28	Bayliner	11	G	89,500	Denison Yts	11,8														
25	Rinker 250	02	G	25,000	Irwin	9	28	Bayliner	85	OB	9,500	MarineServctr	23														
25	Rosborough&Tr	06	OB	93,000	WestYachts	33	28	Bayliner	93	G	17,500	LaConnerYS	108														
25	Sea Ray & Trl	89	G	22,500	WestYachts	33	28	Bayliner	94	G	33,377	BananaBelt	85														
25	Stimson	32	D	19,500	NWYachtnet	104	28	Bayliner	98	G	29,900	LaConnerYS	108														
26	Bartender	11	G	78,000	Bristol	107	28	Bayliner 285	05	G	47,500	Port Gardner	103														
26	Bayliner	08	G	39,900	LaConnerYS	108	28	Bayliner 285	98	G	23,500	Port Gardner	103														
26	Bayliner	89	G	14,900	LaConnerYS	108	28	Beneteau	14	TG	new	Denison Yts	11,8														
26	Bayliner 246	07	G	49,500	Port Gardner	103	28	Carver	90	D	24,900	NWYachtnet	104														
26	Blackman	87	D	52,000	Stan Miller	11	28	Carver	93	G	38,000	Tradewind	109														
26	Blackman	90	D	65,000	Stan Miller	11	28	Chaparral	99	TG	24,900	Irwin	9														
26	Carver	86	G	21,500	NWYachtnet	104	28	Chris Craft	08	D	96,500	EmeraldPac	15														
26	Chris Craft	62	G	20,000	Port Gardner	103	28	Chris Craft	73	TG	17,500	Port Gardner	103														
26	Glacier Bay	05	TG	104,000	Aspen Cats	54	28	Cutwater	15	D	call	Bellingham	6														
26	Glacier Bay	07	TG	112,350	Aspen Cats	54	28	Cutwater	15	D	195,000	Bellingham	6														
26	Nor. Sport Tu	81	D	59,000	WestYachts	33	28	EagleCraft	01	D	135,900	EagleCraft	55														
26	Sea Ray 260	07	G	54,900	Irwin	9	28	EagleCraft	07	OB	118,900	EagleCraft	55														
26	Seaswirl 2601	02	D	49,200	NWYachtnet	104	28	North Sound	92	D	58,000	LaConnerYS	108														
26	Tollycraft	73	D	25,000	ElliottBay	26,45	28	Precision	96	TD	59,900	Stan Miller	11														
26	Tollycraft	73	G	14,900	NHarborYS	107	28	Sea Ray 280	04	TG	58,900	Irwin	9														
26	Tollycraft	73	G	17,000	Port Gardner	103	28	Sea Ray 280	05	TG	59,900	Irwin	9														
							29	Aspen C90	13	D	221,000	Aspen Cats	54														
							29	Aspen C90	13	D	210,000	Aspen Cats	54														
							29	Bayliner 2859	95	G	24,900	Port Gardner	103														

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SZ	TYPE	YR	PR	PRICE	BROKER	PG
37	Marinette	81	TD	69,000	Port Gardner	103
37	Nordic Tug	08	D	387,500	WestYachts	33
37	Nordic Tugs	02	D	299,900	NWYachtnet	104
37	President	87	D	74,900	SeattleYachts	66
37	Sea Ray	91	TG	47,400	ChuckHovey	27
37	SeaRay Sun	90	TG	50,000	Port Gardner	103
37	Trojan Expres	87	G	34,500	MarineServctr	23
38	Bayliner	83	TD	59,900	NWYachtnet	104
38	Bayliner	86	TD	39,900	NHarborYS	107
38	Bayliner	87	TD	95,000	BananaBelt	85
38	Bayliner 3870	84	TD	56,950	Irwin	9
38	Bayliner 3888	84	TD	56,950	Irwin	9
38	Bertram	84	TD	89,900	Stan Miller	11
38	Blackfin	97	TD	155,000	Stan Miller	11
38	Californian	77	TD	96,500	Stan Miller	11
38	Chris Craft	67	TG	34,500	Port Gardner	103
38	Nordlund	66	D	45,000	WaterLine	30
38	OceanAlex38	85	D	139,000	AnacYtsShip	106
38	Performance	83	D	95,000	Tradewind	109
38	Sabre	15	TD	call	Bellingham	6
38	San Juan	05	TD	424,950	Irwin	9
38	Sea Ray 380	00	TG	115,000	Irwin	9
38	Tiara	06	TD	320,000	OceanAlex	2,3,8
38	Tollycraft	65	TG	26,500	ElliottBay	26,45
38	Trojan Sea Vo	68	TG	54,500	WaterLine	30
38	True North	07	D	339,500	ElliottBay	26,45
39	Bayliner	96	TD	97,500	WestYachts	33
39	Grand Banks	06	TD	399,000	Hampton Yt4,120	
39	Hatteras	95	TD	219,000	Stan Miller	11
39	Meridian	06	TD	319,000	Aspen Cats	54
39	Meridian	08	D	287,000	NWYachtnet	104
39	Meridian 391	14	TD	399,900	Irwin	9
39	Silverton	00	D	129,900	MarineServctr	23
40	Bayliner	82	D	93,900	MarineServctr	23
40	Bayliner 4087	00	TD	99,900	NWYachtnet	104
40	Carver	96	TD	115,900	NWYachtnet	104
40	Chris Craft	66	TG	24,250	LaConnerYS	108
40	Fathom	15	D	new	NWYachtnet	104
40	Nordhavn	05	D	409,000	AAAYachts	31
40	Nova	85	TD	89,500	NHarborYS	107
40	Ocean Alex	79	D	76,500	LaConnerYS	108
40	Ocean Alexand	83	TD	85,000	Bristol	107
40	Ocean Alexand	85	TD	99,000	Tradewind	109
40	Ocean Alexand	87	TD	195,000	Tradewind	109
40	Pacific Trawl	01	D	199,000	WaterLine	30
40	Ponderosa	87	TD	89,950	Bristol	107
40	Ponderosa	87	TD	121,000	NHarborYS	107
40	Puget Trawler	78	D	114,000	WaterLine	30
40	Sea Ray	07	TD	265,000	Hampton Yt4,120	
40	Tiara	97	TD	217,000	NWYachtnet	104
40	Tollycraft	72	TG	64,500	WestYachts	33
41	American Tug	06	D	439,500	MarineServctr	23
41	Back Cove	15	D	call	Bellingham	6
41	CHB	81	TD	59,000	Tradewind	109
41	Eagle	14	D	call	SeattleYachts	66
41	Maxum	00	TD	210,000	BananaBelt	85
41	Maxum	00	TD	139,000	NWYachtnet	104
41	Meridian	04	TD	269,500	EmeraldPac	15
41	Meridian 411	03	D	245,000	AnacYtsShip	106
41	Meridian 411	06	TD	234,500	Irwin	9
41	PT Cheerman	83	TD	119,900	NWYachtnet	104
41	PT Trawler	83	TD	119,900	NWYachtnet	104
41	Queenship	96	D	159,000	EmeraldPac	15
42	Aquanaut 1250	04	D	249,000	NWYachtnet	104
42	Arden/Histar	87	TD	119,900	SeattleYachts	66
42	Californian	77	TD	74,000	WaterLine	30
42	CHB	81	D	79,000	NWYachtnet	104
42	CHB	84	TD	135,000	NHarborYS	107
42	Cooper Prowle	88	TG	115,500	WaterLine	30
42	Corsair	90	TD	59,000	Port Gardner	103
42	Cruise-A-Home	93	TD	134,000	Tradewind	109
42	Devlin Sockey	00	D	420,000	MarineServctr	23
42	G Banks Class	95	TD	269,000	NWExplor	19
42	G Banks Class	99	TD	319,500	NWExplor	19
42	G Banks Class	99	TD	339,000	NWExplor	19
42	G Banks Eurpa	01	TD	429,000	NWExplor	19
42	G Banks MY	99	TD	349,000	NWExplor	19
42	GB 42 Classic	83	TD	195,000	AnacYtsShip	106
42	Grand Banks	03	TD	499,500	Stan Miller	11
42	Grand Banks	05	TD	530,000	Stan Miller	11
42	Grand Banks	69	TD	79,500	Stan Miller	11
42	Grand Banks	70	D	84,900	NWYachtnet	104
42	Grand Banks	87	TD	195,000	Stan Miller	11
42	Grand Banks	98	D	449,000	EmeraldPac	15
42	Jefferson	91	TD	78,900	Port Gardner	103
42	Krogen	88	D	235,000	NHarborYS	107
42	Lien Hwa	86	TG	99,500	WaterLine	30
42	Nordic Tug	00	D	340,000	NHarborYS	107
42	Nordic Tug	05	D	460,000	WestYachts	33
42	Ocean Alexand	86	TD	109,900	NWYachtnet	104
42	Ocean Alexand	86	TD	119,900	NWYachtnet	104
42	Ocean Alexand	90	TD	149,000	NWYachtnet	104
42	OceanAlex423	94	D	199,000	AnacYtsShip	106
42	OceanAlexandr	04	TD	264,900	ChuckHovey	27
42	President	02	TD	249,900	Stan Miller	11



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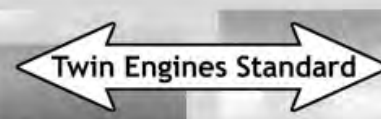
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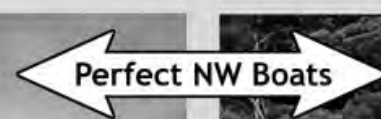
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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
42	Sabre	05	TD	359,000	Stan Miller	11	43	Riviera	97	TD	259,900	WestYachts	33	45	Bayliner	92	TD	235,000	BananaBelt	85	48	Norseman	06	TD	349,000	Stan Miller	11
42	Sabre	16	TD	call	Bellingham	6	43	Silverton	08	TD	299,000	OceanAlex	2,3,8	45	Bayliner	94	TD	189,748	BananaBelt	85	48	Ocean Alex	85	TD	139,000	Ocean Trawler	77
42	SeaRay	90	TD	94,500	ElliottBay	26,45	43	Tiara	07	OB	395,000	EmeraldPac	15	45	Bayliner 4550	88	TD	137,500	Irwin	9	48	Offshore	90	TD	259,000	Stan Miller	11
42	Symbol	00	TD	224,000	WestYachts	33	43	Wellcraft	91	TD	115,000	CrowsNest	83	45	Bayliner 45PH	86	TD	134,900	NWYachtnet	104	48	Offshore Seda	01	TD	399,000	NWExplor	19
42	Tiara	08	TD	449,000	Stan Miller	11	44	Defever	83	TD	149,900	WestYachts	33	45	Bayliner 45PH	86	TD	79,900	NWYachtnet	104	48	Rievira	00	TG	399,000	Hampton Yt4,120	
42	Uniflite	77	TD	115,325	BananaBelt	85	44	Defever	85	TD	179,900	Irwin	9	45	Canoe Cove	89	TD	169,000	AnacYtsShip	106	48	Riviera	02	D	419,500	EmeraldPac	15
42	Webbers Cove	04	D	159,000	Tradewind	109	44	Huckins	03	TD	226,000	Denison Yts	11,8	45	CHB	85	TD	148,000	Denison Yts	11,8	48	Riviera	98	D	299,999	EmeraldPac	15
43	Albin	82	TD	79,000	ElliottBay	26,45	44	Island Gypsy	87	TD	249,000	ChuckHovey	27	45	Chris Craft	85	TD	72,500	ElliottBay	26,45	48	Sabre	17	D	call	Bellingham	6
43	Albin	89	D	147,500	AnacYtsShip	106	44	Navigator	05	TD	299,950	Irwin	9	45	Coastal Craft	07	OB	599,000	AAAYachts	31	48	Tollycraft	76	TD	119,000	ChuckHovey	27
43	Albin	89	TD	119,900	WestYachts	33	44	Norseman	83	D	179,000	ChuckHovey	27	45	Devlin	07	D	790,000	ChuckHovey	27	48	Tollycraft	79	TD	219,900	Premiere Yts16,17	
43	Azimut	07	D	349,000	EmeraldPac	15	44	Nova Galaxy	88	TD	109,500	ElliottBay	26,45	45	Hans Christia	88	D	359,000	AAAYachts	31	48	Tollycraft	94	TD	249,000	ChuckHovey	27
43	Bayliner	93	TD	90,000	NWYachtnet	104	44	Ocean Alex	89	N	149,920	AnacYtsShip	106	45	Maritimo	13	TD	699,000	Hampton Yt4,120		48	TriStar LRC	80	D	325,000	ElliottBay	26,45
43	Bayliner 3587	94	TD	115,500	Irwin	9	44	Riva	04	TD	450,000	Irwin	9	45	OA	96	TD	329,000	Irwin	9	49	American Mari	73	TD	189,900	Denison Yts	11,8
43	Bayliner 4387	91	TD	125,000	WaterLine	30	44	Riva	05	TD	699,000	ChuckHovey	27	45	Sea Ray	96	TD	149,900	Tradewind	109	49	Beneteau	15	TD	new	Denison Yts	11,8
43	Bayliner 4387	93	D	89,950	NWYachtnet	104	44	Riviera	12	TD	699,000	EmeraldPac	15	45	Silverton	05	TD	475,000	EmeraldPac	15	49	GB Classic	90	D	320,000	AnacYtsShip	106
43	Cabo	02	TD	349,000	Port Gardner	103	44	SeaRay	07	TD	299,000	Hampton Yt4,120		46	Angel	88	TD	190,000	NHarborYS	107	49	Hampton	00	D	349,000	EmeraldPac	15
43	Fathom	11	D	419,000	NWYachtnet	104	44	Swift Trawler	14	TD	488,000	Signature	14	46	Bertram	70	TD	104,995	NHarborYS	107	49	Hyundai	88	TD	149,500	ChuckHovey	27
43	Mikelson	00	TD	329,000	Stan Miller	11	44	Tiara	04	TD	344,000	ChuckHovey	27	46	G Banks Class	95	TD	369,000	NWExplor	19	49	Meridian	07	TD	309,000	Irwin	9
43	Monk Classic	47	G	165,000	ChuckHovey	27	44	Tiara	06	TD	349,000	EmeraldPac	15	46	G Banks Eurpa	01	TD	499,000	NWExplor	19	50	Arcturos	05	TD	1.595M	CrowsNest	83
43	Nordhavn	06	D	575,000	AAAYachts	31	45	Bayliner	86	TD	199,000	Hebert	28	46	Grand Banks	01	TD	565,000	Irwin	9	50	Bertram	88	D	329,000	EmeraldPac	15
43	OA	83	TD	129,850	Irwin	9	45	Bayliner	88	TD	129,000	Denison Yts	11,8	46	Grand Banks	88	TD	189,000	Irwin	9	50	Cruisers	07	TD	419,000	ChuckHovey	27
43	Ocean Alexand	82	TD	84,900	NWYachtnet	104	45	Bayliner	89	TD	120,000	NHarborYS	107	46	Grand Banks	98	TD	395,000	Stan Miller	11	50	GrandBanks	74	SD	235,000	Hebert	28
														46	Kristan	02	D	499,000	Tradewind	109	50	Hatteras	67	TD	268,000	Denison Yts	11,8
														46	Nordhavn	01	D	459,000	AAAYachts	31	50	Island Gypsy	79	D	129,000	Tradewind	109
														46	Nordhavn	99	D	395,000	AAAYachts	31	50	McKinna 481	05	TD	399,000	Premiere Yts16,17	
														46	Sea Ranger	87	TD	164,000	NHarborYS	107	50	Mikelson	97	TD	375,000	ChuckHovey	27
														46	Sea Ray	87	TD	89,500	ChuckHovey	27	50	Nova	88	TD	199,000	Northwest	105
														46	Spindrift	87	TD	135,000	ChuckHovey	27	50	Oc Alex Sedan	89	TD	209,000	Premiere Yts16,17	
														47	Bayliner	01	TD	205,000	Hampton Yt4,120		50	Ocean Alexand	06	D	495,000	OceanAlex	2,3,8
														47	Bayliner	94	TD	249,500	CrowsNest	83	50	Riviera	14	TD	1.395M	EmeraldPac	15
														47	Bayliner	98	TD	346,120	BananaBelt	85	50	Seahorse	05	D	598,000	ChuckHovey	27
														47	Bayliner 4788	95	TD	179,900	Premiere Yts16,17		50	Stephens	29	TD	199,000	ChuckHovey	27
														47	Bayliner 4788	96	TD	159,900	NWYachtnet	104	50	Willard	97	D	28,000	MarineServctr	23
														47	Bayliner47 PH	95	D	210,000	AnacYtsShip	106	51	Navigator	09	TD	609,000	Ocean Trawler	77
														47	Bayliner47 PH	97	D	235,000	AnacYtsShip	106	51	Symbol Yachtf	86	TD	199,950	Irwin	9
														47	DeFever 47	60	D	129,000	WaterLine	30	52	Cruisers	07	TD	399,000	OceanAlex	2,3,8
														47	Diesel Duck	06	D	675,000	Denison Yts	11,8	52	G Banks Eurpa	03	TD	699,000	NWExplor	19
														47	Grand Banks	06	TD	655,000	Stan Miller	11	52	G Banks Eurpa	98	TD	699,000	NWExplor	19
														47	Grand Banks	08	TD	799,000	Northwest	105	52	Grand Banks	98	TD	729,000	Stan Miller	11
														47	Jefferson	90	TD	169,900	NHarborYS	107	52	Hatteras	84	TD	195,000	NHarborYS	107
														47	Journey Cat	14	TD	889,000	Ocean Trawler	77	52	Hi Star	87	D	209,000	EmeraldPac	15
														47	Selene	03	D	595,000	Ocean Trawler	77	52	Nordic Sedan	87	TD	249,000	NWExplor	19
														47	Selene	05	D	599,000	OceanAlex	2,3,8	52	Nordlund Pilo	70	D	114,000	WaterLine	30
														47	Selene	06	D	629,000	Ocean Trawler	77	52	Sunseeker	08	TD	795,000	Hampton Yt4,120	
														47	Selene	07	D	639,000	AAAYachts	31	52	Viking	07	TD	995,000	Stan Miller	11
														47	Selene	07	D	699,000	Ocean Trawler	77	53	Canoe Cove	81	TD	185,000	Irwin	9
														47	Selene	09	D	685,000	Denison Yts	11,8	53	Carver	98	TD	329,000	CrowsNest	83
														48	Chris Craft	87	TD	139,000	ElliottBay	26,45	53	Defever POC	86	TD	379,000	Irwin	9
														48	DeFever	82	TD	239,000	NWYachtnet	104	53	Eagle	14	TD	call	SeattleYachts	66
														48	DeFever Lind	59	D	99,500	Stan Miller	11	53	GB Aleutian	11	TD	1.649M	Stan Miller	11
														48	Hatteras	75	TD	89,995	Irwin	9	53	GB Aleutian	12	TD	1.950M	Stan Miller	11
														48	Krogen	97	D	499,000	EmeraldPac	15	53	Navigator	98	TD	295,000	Hampton Yt4,120	
														48	McKinna	04	TD	call	ChuckHovey	27	53	Navigator	99	TD	259,000	AnacYtsShip	106
														48	McKinna	04	TD	365,000	ChuckHovey	27	53	Pacemaker	67	TD	75,000	Port Gardner	103
														48	Meridian PH	73	TD	112,000	WaterLine	30	53	Selene	01	D	579,900	Hampton Yt4,120	
														48	Meridian PH	73	TD	112,000	WaterLine	30	53	Selene	03	D	750,000	Ocean Trawler	77
														48	Monk	70	D	45,000	Denison Yts	11,8	53	Selene	07	D	829,000	Denison Yts	11,8
														48	Navigator	08	D	399,000	Irwin	9	53	Selene	07	D	899,000	Premiere Yts16,17	
														48	Navigator	09	TD	569,000	NWYachtnet	104	54	Bracewell	00	TD	625,000	ElliottBay	26,45


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64' Grand Alaskan RPMY 2001




41' Back Cove 2014



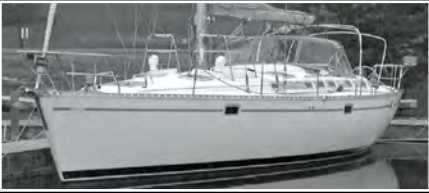
53' Southern Cross FDMY 1989




41' Meridian 391 2007




50' Beneteau 1997 - Call for details




51' Beneteau 1993 - Price Reduced



42' Tayana Vancouver 2001 - Beautiful



53' Navigator 2006 - Like New



48' Californian CPMY 1988

SZ	TYPE	YR	PR	PRICE	BROKER	PG
54	Hatteras	04	TD	899,000	Stan Miller	11
54	Mediterranean	05	TD	479,000	Stan Miller	11
54	Ocean Alexand	10	TD	1.195M	OceanAlex	2,3,8
54	Ocean Alexand	85	TD	229,000	OceanAlex	2,3,8
54	Ocean Alexand	96	TD	659,000	Denison Yts	11,8
54	OceanAlexand	92	TD	399,000	CrowsNest	83
54	OceanAlexand	96	TD	769,000	CrowsNest	83
54	OceanAlexandr	10	TD	1.135M	ChuckHovey	27
54	Pama	04	D	475,000	EmeraldPac	15
54	Pama	05	TD	449,000	Hampton Yt4,120	
54	Sabre	16	TD	call	Bellingham	6
54	TBM	05	D	599,000	Swiftsure	35
54	Vicem	06	TD	725,000	ChuckHovey	27
55	Fleming	02	D	1.100M	ChuckHovey	27
55	Fleming	94	TD	625,000	ChuckHovey	27
55	Hampton	03	TD	475,000	Bristol	107
55	JonesGdell	90	TD	825,000	Hebert	28
55	Prestige	14	TD	1.100M	OceanAlex	2,3,8
55	Santa Barbara	73	TD	99,000	ChuckHovey	27
55	Sea Ranger	80	TD	359,000	ChuckHovey	27
55	Sea Ray	05	OB	499,000	EmeraldPac	15
55	Seahorse	06	D	449,000	EmeraldPac	15
55	Symbol	94	D	329,000	NWYachtnet	104
56	Carver	04	TD	399,000	OceanAlex	2,3,8
56	Jenkins	13	D	810,000	ChuckHovey	27
56	Navigator	00	TD	574,441	BananaBelt	85
56	Navigator	01	TD	369,000	Irwin	9
56	Nordhavn	09	D	1.199M	AAAYachts	31
56	Pama	05	TD	559,000	Hampton Yt4,120	
57	Bayliner PH	00	N	485,000	AnacYtsShip	106
57	Carver	01	TD	445,000	OceanAlex	2,3,8
57	Carver	02	TD	419,000	ChuckHovey	27
57	Carver	02	TD	550,000	SJYachting	25
57	Carver570	01	TD	438,500	AnacYtsShip	106
57	Carver570	01	TD	490,000	WestYachts	33
57	Chris Craft	90	TD	275,000	Irwin	9
57	Eagle	14	TD	call	SeattleYachts	66
57	Grand Banks	68	TD	49,000	Stan Miller	11
57	Tolly	92	TD	749,000	Hebert	28
57	Tollycraft	90	TD	349,850	Irwin	9
57	Tollycraft	95	TD	549,000	Hampton Yt4,120	
58	Azimut	02	TD	599,000	ChuckHovey	27
58	Cape Horn	00	D	749,900	ChuckHovey	27
58	Hampton 580	08	TD	1.195M	Premiere Yts16,17	
58	Hatteras	78	TD	347,000	Denison Yts	11,8
58	Hatteras	80	TD	279,000	Port Gardner	103
58	Meridian PH	03	TD	689,000	AnacYtsShip	106
58	Navigator	99	TD	499,000	Irwin	9
58	Navigator	99	D	399,000	NWYachtnet	104
58	Offshore	98	D	735,000	EmeraldPac	15
58	Riviera SY	12	D	1.595M	EmeraldPac	15
58	Symbol	99	TD	425,000	ChuckHovey	27
58	Viking	96	TD	495,000	ChuckHovey	27
58	West Bay	97	TD	549,000	EmeraldPac	15
59	Grand Harbor	89	D	349,500	Hampton Yt4,120	
59	Rutherford	83	D	239,000	MarineServctr	23
59	Selene	07	D	1.195M	AAAYachts	31
59	Selene	08	D	1.415M	ElliottBay	26,45
60	Alaskan	00	TG	795,000	OceanAlex	2,3,8
60	CapeFoulweath	77	TD	115,000	ChuckHovey	27
60	Compass	01	TD	449,000	AAAYachts	31
60	Compass	01	TD	499,000	Ocean Trawler	77
60	Egg Harbor	88	TD	675,000	Stan Miller	11
60	Hoquiam	94	TD	949,000	Hebert	28
60	Maritimo	10	TD	1.650M	Hampton Yt4,120	
60	Ocean Alexand	10	D	1.249M	AAAYachts	31
60	Ocean Alexand	10	TD	1.250M	OceanAlex	2,3,8
60	Ocean Alexand	85	D	425,000	EmeraldPac	15
60	Ocean Alexand	86	TD	449,000	Hampton Yt4,120	
60	Vic Franck	65	D	99,900	NWYachtnet	104
61	Lit. Hoquiam	81	TD	299,000	WestYachts	33
61	Navigator	02	TD	895,000	CrowsNest	83
61	Offshore	91	TD	475,000	Hampton Yt4,120	
61	Tollycraft	83	TD	499,000	Irwin	9
61	Viking	04	TD	1.200M	Stan Miller	11
62	Blanchard	58	TD	349,000	Hebert	28
62	Monk McQueen	74	TD	199,700	NWYachtnet	104
62	Ocean Alexand	10	TD	1.395M	OceanAlex	2,3,8
62	Offshore	05	TD	1.150M	EmeraldPac	15
63	Hatteras	87	TD	400,000	OceanAlex	2,3,8
63	Johnson MY	90	TD	750,000	AnacYtsShip	106
63	President	05	TD	875,000	EmeraldPac	15
63	SeaRay	92	TD	349,000	CrowsNest	83
64	Grand Alaskan	01	TD	959,000	SJYachting	25
64	Lacconer	89	TD	299,000	NWYachtnet	104
64	Litt Hoq Traw	99	TD	875,000	NWExplor	19
64	Northern	98	TD	2.595M	Hebert	28
64	West Bay	05	TD	1.295M	OceanAlex	2,3,8
65	Ed Monk Sr Cl	39	TD	149,900	WaterLine	30
65	Feadship MY	67	TD	229,000	Port Gardner	103
65	Fleming	05	TD	2.349M	ChuckHovey	27
65	Fleming	09	TD	2.750M	ChuckHovey	27
65	Fountain	00	TD	495,000	OceanAlex	2,3,8
65	HarkersIsland	70	TD	125,000	ChuckHovey	27
65	Nordlund	95	TD	795,000	EmeraldPac	15

Bristol Yachts

NORTHWEST



40' 1983 Ocean Alexander..... \$79,950



55' 1974 Columbia Custom . \$99,950



40' 1987 Ponderosa..... \$79,950



44' 1999 Beneteau CC..... \$144,900



36' 1967 Grand Banks..... \$49,900



55 2003 Hampton..... \$475,000

64' 2005 Lucander\$120,000
 55' 2003 Hampton\$475,000
 55' 1974 Columbia Custom\$99,950
 44' 1999 Beneteau 44CC\$144,900
 42' 2005 Catalina (1/8th Share).....\$25,000
 41' 1973 Tartan S&S\$49,000
 40' 1983 Ocean Alexander\$79,950
 40' 1946 Pilothouse Motorsailer \$12,000
 40' 1987 Ponderosa\$79,950
 38' 1991 Beneteau 38s5 SOLD
 36' 1967 Grand Banks.....\$49,900
 36' 1980 Universal Trawler\$55,500
 35' 1994 Bounty.....\$105,000
 31' 1991 Tartan\$34,395
 30' 1999 Bayliner.....\$29,950
 27' 1977 C&C\$15,000
 26' 2011 Custom Bartender\$69,000

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- Full services available at North Harbor Diesel and Yacht Service

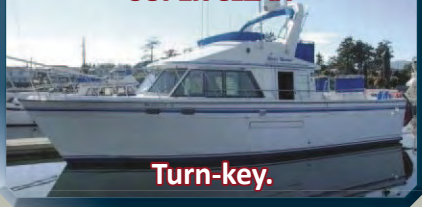
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1989 Bayliner 4588 Clean, and cruise ready. \$134,500

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1982 40' Ocean Alexander Well travelled, multi-Alaska veteran. \$69,900

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READY TO SAIL!



2003 Catalina 36 MKII Excellent shape, ready to go, priced competitively. \$110,000

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2001 Catalina 310 Clean & ready to sail! \$66,500 Also: Catalina 30.

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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
65	Pac Mariner	98	TD	699,000	Premiere Yts	16,17	80	Lazzara	97	TD	997,500	ChuckHovey	27	25	Seaward w/trl	00	D	35,000	WestYachts	33	32	Kettenburg	37	N	49,900	Stan Miller	11
65	Realship	98	TD	849,000	Denison Yts	11,8	84	Horizon	15	TD	5.525M	EmeraldPac	15	26	J Boats J/80	00	OB	24,500	SailNW	72	32	Kettle Creek	82	D	29,900	WestYachts	33
65	Stephens	70	TD	189,000	ChuckHovey	27	84	VikingSC	03	TD	2.295M	CrowsNest	83	26	MacGregor/trl	01	OB	21,900	WestYachts	33	33	BorrissenBB10	82	D	19,000	ElliottBay	26,45
65	Tug Conv.	53	D	399,000	Irwin	9	85	Burger	65	TD	395,000	Hampton Yt4,120	27	27	C&C	77	G	15,000	Bristol	107	33	C&C	75	D	13,500	Port Gardner	103
65	Viking	01	TD	1.895M	CrowsNest	83	85	Onetta Boat W	70	TD	897,000	Denison Yts	11,8	27	Cascade Sloop	80	D	11,000	NWYachtnet	104	33	Flying Tiger	08	D	27,500	SailNW	72
65	Western Craft	59	TD	359,900	Ocean Trawler	77	86	Cheoy Lee	98	TD	1.295M	ChuckHovey	27	33	Catalina 275	14	D	call	SeattleYachts	66	33	Hans Christin	85	D	89,500	NWYachtnet	104
66	Cheoy Lee LRC	91	TD	395,000	Northwest	105	86	Queenship	00	TD	1.995M	AAAYachts	31	28	Alerion	02	D	59,900	ChuckHovey	27	33	J/100	05	D	79,900	Swiftsure	35
66	Sabre	17	TD	call	Bellingham	6	88	Ocean Alexand	10	TG	3.495M	OceanAlex	2,3,8	28	Alerion	10	D	115,000	Northwest	105	33	J/Boats J/100	05	D	89,900	SailNW	72
66	Selene	08	TD	2.450M	Hampton Yt4,120		90	Ocean Alexand	12	TD	5.350M	OceanAlex	2,3,8	28	Freedom	87	D	26,000	SeattleYachts	66	33	Legendary Yac	00	D	180,000	WaterLine	30
68	Custom Bertr	81	TD	225,000	WaterLine	30	90	Sovereign	01	TG	2.450M	OceanAlex	2,3,8	28	Newport	79	D	25,000	WestYachts	33	33	Nauticat	84	D	82,500	MarineServctr	23
68	LittleHoquiam	00	TD	650,000	Swiftsure	35	90	Vic Franck	99	TD	1.495M	Denison Yts	11,8	29	CAL Jensen	73	D	15,900	MarineServctr	23	33	Ranger	77	D	24,500	Port Gardner	103
68	Nordlund	93	TD	899,000	OceanAlex	2,3,8	92	Allseas	10	TD	7.500M	WestYachts	33	29	Ericson Sloop	78	D	24,000	WestYachts	33	34	Ben-First 10R	07	D	87,000	Signature	14
68	VikingSC	01	TD	1.195M	CrowsNest	83	92	McQueen	84	TD	750,000	CrowsNest	83	29	Gulf Island	68	D	39,900	WestYachts	33	34	Catalina	85	D	48,500	Port Gardner	103
69	Marquis	08	TD	1.375M	Hampton Yt4,120		92	Stephens	77	TD	1.100M	EmeraldPac	15	29	Gulf PH Sloop	85	D	29,500	NWYachtnet	104	34	Catalina	91	D	49,999	SeattleYachts	66
70	Ditmar Donald	86	TD	189,000	Port Gardner	103	92	Viking	16	TD	new	Stan Miller	11	29	J/Boats J/88	15	D	175,000	SailNW	72	34	Catalina	91	D	49,000	WestYachts	33
70	North Star	88	TD	699,000	NWYachtnet	104	97	Transworld	03	TD	1.980M	Hampton Yt4,120		30	Catalina	80	D	18,900	WestYachts	33	34	Irwin Citat	82	D	27,900	NWYachtnet	104
71	AdmiralMarin	96	TD	1.199M	CrowsNest	83	98	Broward	82	D	895,000	EmeraldPac	15	30	Catalina	87	D	31,500	Port Gardner	103	34	J Boats J/34	85	D	26,000	SailNW	72
72	CheoyLee	04	TD	1.850M	CrowsNest	83	101	Hargrave	10	TD	6.350M	Hampton Yt4,120		30	CatalinaMKIII	03	D	539,000	SeattleYachts	66	34	Panda	84	D	59,000	Port Gardner	103
72	Monk McQueen	77	TD	599,000	AAAYachts	31	110	Horizon	12	TD	8.800M	EmeraldPac	15	30	Fisher PH	75	D	83,700	NWYachtnet	104	34	Roberts	81	D	23,000	Swiftsure	35
73	Classic MY	22	D	150,000	WaterLine	30	116	Transworld	14	TD	6.995M	Hampton Yt4,120		30	Hunter	79	D	23,450	NWYachtnet	104	34	Tartan T34C	78	D	39,900	NWYachtnet	104
73	CustomSteel	85	TD	1.800M	Hebert	28	125	Boeing of Can	30	D	1.650M	EmeraldPac	15	30	Hunter	89	D	31,500	ElliottBay	26,45	34	Taylor Rhodes	54	D	29,500	ElliottBay	26,45
73	Horizon	05	TD	1.795M	EmeraldPac	15								30	J/Boats J/30	81	D	27,500	SailNW	72	35	Beneteau	07	D	138,500	AYC	yyi
74	Horizon	09	TD	2.195M	EmeraldPac	15								30	Jenneau	85	D	19,000	Port Gardner	103	35	Beneteau Firs	15	D	219,900	Signature	14
75	Kha Shing	89	D	599,000	EmeraldPac	15								30	Newport	79	G	9,500	MarineServctr	23	35	Beneteau OC	15	D	call	Signature	14
75	Titan	08	TD	2.895M	Stan Miller	11								30	Nonsuch Ultra	84	D	57,000	Signature	14	35	CAL	74	D	29,950	Tradewind	109
76	HudsnAlum	72	TD	675,000	Hebert	28								31	Catalina 315	14	D	call	SeattleYachts	66	35	Catalina	04	D	112,500	NHarborYS	107
76	Monk McQueen	80	TD	325,000	Denison Yts	11,8	14	Weta Trimaran	10	N	6,500	MarineServctr	23	31	J/Boats J/97	14	D	149,900	SailNW	72	35	Catalina 355	14	D	call	SeattleYachts	66
76	Willis J Reid	32	TD	149,000	ChuckHovey	27	20	Harbor	02	OB	13,900	Signature	14	31	Tartan	91	D	37,580	Bristol	107	35	Catalina 355	16	D	new	SeattleYachts	66
78	Nordlund	91	TD	1.100M	ChuckHovey	27	20	Laser SB3	08	N	24,500	MarineServctr	23	32	Buccaneer	76	D	29,000	Port Gardner	103	35	Hallberg Rass	74	D	35,000	ElliottBay	26,45
78	Ocean alexand	12	TD	3.495M	OceanAlex	2,3,8	22	Beneteau Firs	15	OB	36,900	Signature	14	32	Ericson	88	D	26,000	Stan Miller	11	35	Huntingford	85	D	29,500	MarineServctr	23
78	Stephens CMY	70	TD	250,000	WestYachts	33	22	J/Boats J/70	13	OB	49,900	SailNW	72	32	Gulf	88	D	47,000	AnacYtsShip	106	35	Island Packet	02	D	135,000	MarineServctr	23
80	Horizon	15	TD	new	EmeraldPac	15	25	Beneteau Firs	15	D	89,900	Signature	14	32	Gulf	88	D	29,900	Port Gardner	103	35	Island Packet	93	TD	139,500	WaterLine	30

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40' OCEAN ALEXANDER 1979, S/120 Lehman, 1.5 gph, 13'8" beam, Radar, AP, 2000W inverter, great condition, asking **\$76,500**



40' PUGET TRAWLER 1977, S/120 Lehman, 2 gph at 6.5 knots, 24-mi radar, AP, Espar diesel, 7.5kW gen, anchor windlass, asking **\$49,500**



34' SEA RAY EC '88, T/7.4L IB's, 2011 remans, 11'11" beam, windlass, 5kW Kohler, radar/GPS combo, reverse air, REDUCED **\$27,900**



33' BAYLINER 3350 MONTEGO '77, T/Chry 360 V-drives, 17 kt cruise, 11'5" beam, GPS, 7.5kW gen, windlass, asking **\$19,900**



33' WELLCRAFT 1994, T/3116 Cat diesels, 1800W inverter, Yanmar generator, Radar, GPS, super cool, asking **\$56,900**



32' BAYLINER 3288 1991, T/150 Hino's, GPS, 2000W inverter, windlass, PSS seals, s/s risers, 2400 hrs, super clean. **\$39,500**



32' BAYLINER 3218 1988, T/135 Hinos, 1700 hrs, 4.4kW gen, radar, s/s risers, always moored under cover, asking **\$39,500**



32' CHEOY LEE SEDAN 1981, 2005 85hp diesel engine, 12' beam, AP, GPS, radar, 2000W inverter, dark green hull, asking **\$44,900**



30' TOLLYCRAFT SEDAN 1985, T/Crusaders, wide beam, handsome lines, Hot Box cabin heat, anchorwindlass, asking **\$29,900**



30' SEA RAY WEEKENDER 1992, T/5.7L Blue Water Marine V-drives, 550 hours, 1800W inv, GPS, windlass, very very nice, **\$19,900**.



Two Available



29' SEA RAY AMBERJACK 2006, T/5.7LV-drives, 680 hrs, 5kW gen, windlass, RayMarine E80 Radar, thruster, a beauty, asking **\$69,500**



28' NORTH SOUND 1992, custom aluminum, VP diesel, 155hp, IB, retractable tower w/helm, trailer, rigged for fishing, asking **\$58,000**



28' BAYLINER 2858 1998, 7.4L w/duo prop, GPS, 9' inflatable, 2.5hp OB, cabin heat, full bi-mini enclosure, very nice. **\$28,900**



28' BAYLINER HT '93, 7.4L Merc w/Bravo II, 9'6" beam, cruise curtain, s/s radar arch, GPS, downriggers, asking **\$17,500**



26' BAYLINER 2008, 5.0L w/Bravo III duo prop, 165 hrs, GPS, full canvas, 8' inflatable, optional radar arch, like new, asking **\$39,900**.

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SZ	TYPE	YR	PR	PRICE	BROKER	PG
39	Beneteau 393	04	D	119,750	Signature	14
40	Abaco	15	D	919,941	ChuckHovey	27
40	CSY	88	D	89,500	MarineServctr	23
40	Davidson	80	D	49,000	SailNW	72
40	Hinckley	70	D	169,500	ElliottBay	26,45
40	Hunter	94	D	75,000	ElliottBay	26,45
40	J Boats J/120	94	D	129,000	SailNW	72
40	J Boats J/122	09	D	379,000	SailNW	72
40	J Boats J/40	86	D	120,000	SailNW	72
40	Jeanneau Sun	01	D	168,900	AnacYtsShip	106
40	Jespersen	93	D	179,000	Northwest	105
40	Jonmeri	86	D	129,000	Swiftsure	35
40	Lagoon 400	10	D	398,500	MarineServctr	23
40	Pilothouse	46	D	12,000	Bristol	107
40	S&S Loki Yawl	53	D	69,000	ElliottBay	26,45
40	Seacraft	99	D	245,000	Swiftsure	35
40	Tripp	91	D	64,000	SailNW	72
41	Alden	99	D	194,500	NWYachtnet	104
41	Beneteau	08	D	189,500	AYC	yyI
41	Beneteau OC	13	D	265,000	Signature	14
41	C&C	85	D	59,000	SailNW	72
41	Cheoy Lee	77	D	89,500	WaterLine	30
41	CT PH Ketch	76	D	39,900	NWYachtnet	104
41	Hanse 411	04	D	159,000	Swiftsure	35
41	hunter 410	98	D	109,900	Signature	14
41	Rhodes Bou61	59	D	29,500	WaterLine	30
41	Tartan	73	D	49,000	Bristol	107
42	Beneteau OC	07	D	169,900	Signature	14
42	Cascade	79	D	49,500	SeattleYachts	66
42	Catalina	05	D	25,000	Bristol	107
42	Catalina	89	D	92,000	SailNW	72
42	Endeavour	88	D	60,000	NWYachtnet	104
42	J Boat J/42	00	D	189,500	Stan Miller	11
42	Nauticat PH	04	D	439,500	MarineServctr	23
42	Nautor Swan	85	D	125,000	WaterLine	30
42	Person	80	D	85,000	NHarborYS	107
42	Roberts PH	94	D	141,000	Swiftsure	35
42	Spencer Sloop	66	D	34,900	NWYachtnet	104
42	Valiant 42	93	D	209,000	MarineServctr	23
43	Atkins Custom	02	D	199,950	Tradewind	109
43	Hallberg	05	D	429,000	Swiftsure	35
43	HallbergRassy	04	D	450,000	Swiftsure	35
43	Hans Christia	79	D	75,000	WaterLine	30
43	Hans Xian	77	D	99,500	AYC	yyI
43	Hunter	92	D	89,000	Swiftsure	35
43	Hunter 430	96	D	124,950	Signature	14
43	Kettenburg	65	D	42,000	Tradewind	109
43	Mason	84	D	132,500	SeattleYachts	66
43	Nauticat	83	D	130,000	WestYachts	33
43	Perry	77	D	259,000	Swiftsure	35
43	Sceptre Pilot	86	D	149,900	Signature	14
44	Beneteau	99	D	144,900	Bristol	107
44	Bruce Roberts	81	D	69,000	WaterLine	30
44	Catalina 445	14	D	call	SeattleYachts	66
44	Fantasi PH	04	D	429,000	Swiftsure	35
44	J/44	91	D	159,000	Swiftsure	35
44	Nordic	80	D	124,500	ElliottBay	26,45
44	Norseman	83	D	179,000	ChuckHovey	27
44	Norseman	83	D	95,000	WaterLine	30
45	Beneteau O	15	D	call	Signature	14
45	Catalina	10	D	299,900	Stan Miller	11
45	Hardin	81	D	146,500	NWYachtnet	104
45	Hardin	83	D	89,500	ElliottBay	26,45
45	Hunter Legend	86	D	79,500	MarineServctr	23
45	Jeanneau DS	10	D	294,500	MarineServctr	23
45	Jeanneau SO	06	D	235,000	MarineServctr	23
45	Nauticat 40+5	85	D	235,000	MarineServctr	23
45	Waterline	95	D	295,000	Swiftsure	35
46	Amazon CC	91	D	250,000	Swiftsure	35
46	Cal 2-46	74	D	97,500	WaterLine	30
46	Custom Perry	89	D	245,000	Swiftsure	35
46	Formosa	80	D	89,900	Northwest	105
46	Hunter	01	TD	179,000	ChuckHovey	27
46	KellyPeterson	87	D	199,900	Signature	14
46	Outbound	08	D	498,500	Swiftsure	35
46	S & S	61	D	75,000	ElliottBay	26,45
46	Swan	84	D	275,000	Swiftsure	35
46	Tayana PH	13	D	574,021	SeattleYachts	66
47	Custom CC	79	D	139,000	MarineServctr	23
47	Custom PH	04	D	450,000	SeattleYachts	66
47	Gulfstar MS	81	D	149,900	NWYachtnet	104
47	Hunter	07	D	275,000	Denison Yts	11,8
47	Vagabond	79	D	159,000	WaterLine	30
47	Vagabond K	81	D	127,900	SeattleYachts	66
48	Arthur Tiller	41	D	59,900	MarineServctr	23
48	C&C	73	D	248,000	Swiftsure	35
48	Cal	66	D	61,000	MarineServctr	23
48	J Boats J/145	03	D	495,000	SailNW	72
48	Oceanis	16	D	call	Signature	14
48	Swan	72	D	90,000	Swiftsure	35
48	Tayana	93	D	299,000	Swiftsure	35
48	Tayana DS	12	D	529,500	SeattleYachts	66
49	Fife 8 Metre	29	N	250,000	Swiftsure	35
49	Jeanneau49P	07	D	349,500	MarineServctr	23
49	Reinke 15m	96	TD	195,000	WaterLine	30

SZ	TYPE	YR	PR	PRICE	BROKER	PG
50	Beneteau	97	D	228,000	AnacYtsShip	106
50	Celestial PH	96	D	219,000	Swiftsure	35
50	Dubbel	89	D	285,000	Swiftsure	35
50	Farr	85	D	119,000	MarineServctr	23
50	Valiant	02	D	529,500	NWYachtnet	104
51	Alden Skye	80	D	198,500	MarineServctr	23
51	Beneteau	93	D	179,900	AnacYtsShip	106
52	Irwin	85	D	179,000	Port Gardner	103
52	Tayana	90	D	279,500	SeattleYachts	66
53	Andrews	90	D	149,000	SailNW	72
53	Bruce Roberts	03	D	219,500	AYC	yyI
54	Christensen P	02	D	349,000	MarineServctr	23
54	CT	85	D	220,000	Tradewind	109
54	Mason CC	90	D	359,900	Signature	14
55	Columbia	74	D	99,950	Bristol	107
56	Herreshoff	56	D	215,000	WaterLine	30
56	Nordhavn MS	09	D	1.569M	Nordhavn	vyn
56	Nordhavn MS	09	D	1.625M	Nordhavn	vyn
57	Skookum	82	TD	299,000	WaterLine	30
64	Lucander	05	D	140,000	Bristol	107
64	Roberts PH 64	88	D	298,000	MarineServctr	23
73	German Frers	87	D	700,000	Denison Yts	11,8
382	Beneteau	98	D	67,500	Port Gardner	103

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34' CHB, '78\$29,000



39' UNIVERSAL EUROPA TRAWLER, '78 . \$59,000




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44' PEARSON COUNTESS, '65.....\$79,000



36' HUNTER, '06..... \$119,000




48' C & C LANDFALL, '80..... \$159,950




35' SCHOCK RACER/CRUISER, '91.....\$38,000



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43' ATKINS CUSTOM, '02. \$194,995



43' IRWIN MKII, '87 \$95,000




42' BENETAU 423, '06..... Asking \$179,000



50' HUDSON FORCE 50, '84. \$139,000



41' CHEOY LEE, '80 Asking \$99,000



34' CATALINA, '87 Asking \$39,000

24' BAYLINER 242 w/trailer '05 \$33,500

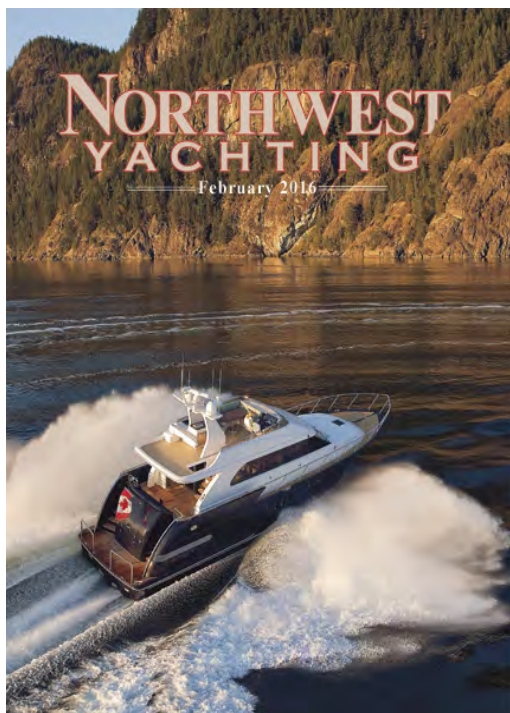
36' CAL\$38,000

25' SEACRAFT '78 w/trailer...\$19,950

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February 2016

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Always Perfect Upholstery
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Chuck Hovey Yachts
Center For Wooden Boats
Crow's Nest Yacht Sales
Emerald Pacific Yachts
Lake Union Sea Ray
Northwest Yacht Brokers Ass.
Ocean Alexander
Pete's Grocery
Tye Yacht Club

BELLEVUE/EASTSIDE

Bellevue Financial
Eastside Marine Brokerage
Harbor Village Marina
Kenmore Air Harbor
Kirkland Yacht Club
MaydenBauer Bay Yacht Club
Newport Yacht Club
Seattle Watersports
West Marine
Yarrow Bay Marina

NORTHLAKE

Dunato's
Fisheries Supply
Gallery Marine
Gas Works Park Marina
High Seas Technology
Irwin Yacht Sales
Marine Sanitation
Mariner's General Insurance
Northwest Marine Trade Ass.
North Sails
Pacific Maritime Title
Seacraft Yacht Sales

SHILSHOLE/BALLARD

Alaska Marine
Ballard Inflatable
Ballard Mailbox
Ballard Marine
Canal Boat Yard
CSR
Shilshole Marina Building
Coastal Marine Engine
Corinthian Yacht Club
Hatton Marine
Kam Gear
Lunde Marine
Maritime Yacht Services
Northern Marine
Sail Northwest
Salmon Bay Cafe
Seattle Sailing
Seattle Yachts
Seaview East/West Boat Yrds
Sloop Tavern
Sure Marine
The Shelter
Waypoint Boating Club
West Marine

WESTLAKE

ABC Yacht Sales
Advance Marine Group
Anchor Marine Insurance
Dick Sproul Yachts
Discovery Yachts
Executive Yachts
Hebert Yachts
Island Yacht Brokers
Kenmore Air
Marine Servicerter
Scan Marine
Seacoast Marine Finance
Selene Yachts Northwest
Signature Yacht Sales
Sterling Yacht Center
Swiftsure Yacht Sales
West Coast Yachts
West Marine

NICKERSON

Boat Electric
MER Equipment
Pat's Marine Engines
Redden Marine
Rich Haynie Insurance

FISHERMAN'S TERMINAL

COMMODORE WAY

Dominant Marine
Kruger Propeller
Lockhaven Marina
Miller & Miller Boatyard
Nortec Marine
Pacific Rim Yachts
Salmon Bay Marina
Seattle Marine & Fishing
SeaWide Distribution

SALMON BAY MARINE CENTER

S3 Maritime
Smart Plug
Grand Banks International
Fraser Yachts Worldwide
Westport Yachts

ELLIOTT BAY

Boat Insurance
Elliott Bay Marina
Elliott Bay Yacht Sales
Emerald Harbor Marine
Nordhavn Yachts
Yacht Care

MISCELLANEOUS

Captain's Nautical Supply
Cascade Engine Center
Lakewood Marina
Leschi Sailboat Moorage
Queen City Yacht Club
Ranger Tugs
Seattle Yacht Club
Sorensen Marine
South Park Marina
West Seattle Yacht Club

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AAA Yacht Finders
ABC Charters
Anchor Yachts
Anacortes Marina
Anacortes Marine Insurance
Anacortes Yacht Brokerage
Anacortes Yacht Charter
Banana Belt Boats
Cap Sante Boathaven Office
Cap Sante Marine
Marine Servicerter
Marine Supply & Hardware
Nordic NW Yachts
North Harbor Diesel
NW Career Academy
Northwest Yachts Skyline
Pacific Marine Center
Ship Harbor Charters
Skyline Deli
Skyline Marina Office
Tom N Jerry's
Twin Bridges Marina
West Marine
West Yachts

BAINBRIDGE ISLAND

Dockside at the Wharfside
Doc's Marina Grill
Eagle Harbor Books
Eagle Harbor Marina
Eagledale Moorings
The Harbour Pub
Winslow Wharf Marina Office
Parfitt Way Chandlery

BELLINGHAM

Alaska Ferry Terminal
Bellhaven Marine
Bellingham Yacht Club
Bellingham Yacht Sales
Bellweather Boat Launch
Colony Wharf Boat Yard
Squalicum Harbor Office
Marina Gate 12
Northwest Explorations
Pacific Marine Exchange
San Juan Sailing
Seaview Boatyard
Web Locker Deli
West Marine

BLAINE

Blaine Harbor
Blaine Marine Services
Diamond Yacht Sales
Semiahmoo Marina
Visitor Information Office
Western Yacht Systems

WHERE TO FIND NORTHWEST YACHTING

West Marine

BREMERTON

Bremerton Yacht Club
Port Washington Marina
West Marine

BRINNON

Pleasant Harbor Marina
Home Port Marina

BROWNSVILLE

Brownsville Marina
Port of Brownsville

DES MOINES

Classic Yachts
CSR Marine
Des Moines Library
Des Moines Marina
Des Moines Yacht Club

EDMONDS

Edmonds Yacht Sales
Harbor Square Athletic Club
Pancake Haus
Port Office
Prime Marine Supply
West Marine

EVERETT

Bayside Marine
Bob's Mukiteo Handi Mart
Crosswater Yacht Sales
Dan's on the Dock
Everett Engineering
Everett Park & Ride
Everett Yachts
Everett Yacht Club
Harbor Marine
Milltown Sailing Club
PK's General Store - North/South
Popeyes
Port Gardner Yachts
Port Office - South
S & S Deli
West Marine
Westernco Donuts

FEDERAL WAY

Quartermaster Marina

FIFE

West Marine

GIG HARBOR

Arabella's Landing
Emerald Bay Yachts
Gig Harbor Yacht Sales
Gig Harbor Boat Works
Gig Harbor Sailing Club
Harbor Homes Design
Harborview Marina
Lighthouse Marina
Murphy's Landing
Ship to Shore Marine Supply
Sunset Yachts
Tides Tavern
West Marine

ILWACO

Englund Marine
Port Of Ilwaco

KENNEWICK

Clover Island Yacht Club

KEYPORT

Keypoint Mercantile

KINGSTON

Kingston Marina Office
Kingston Yacht Club

LACONNER

Boater's Discount Marine
LaConner Fuel Dock
LaConner Marina Office
LaConner Maritime Services
LaConner Yacht Sales

LANGLEY

Langley Clock & Gallery
Port of South Whidbey

LONGVIEW

Longview Yacht Club
Willow Grove Marina

LYNNWOOD/BOTHELL

Mill Creek Post Office
Silver Horde Fish Supply
Ted's Sport Center

MARYSVILLE

4th Street Market
Dagmar's Landing
Mercer Marine
RV & Marine Supply

MT VERNON

Sunchaser Yachts

NINE MILE FALLS

Harborside Yachts

OAK HARBOR

Bristol Yachts
Catalina Marina Service
Deception Pass Marina
Oak Harbor Yacht Club
Oak Harbor Marina
Windermere Real Estate

OLYMPIA

Capital City Yachts
Motor Boat Mart
Olympia Yacht Club
Swantown Marina & Boatworks
U.S. Marine
West Bay Marina

West Marine

PASCO

Columbia Marine Center
Richland Yacht Club

POINT ROBERTS

Point Roberts Marina Resort
West Wind Marine

POULSBO

Bay Marine
Liberty Bay Marina
Longship Marine
Port of Poulsbo
Poulsbo Yacht Club
Gig Harbor Yachts of Poulsbo
Tradewind Yachts

PORT ANGELES

Mariner Yacht & Boat Sales
Platypus Marine
Port Angeles Yacht Club
Port Book & News
Waypoint Electronics
Westport Yachts

PORT HADLOCK

Flagship Grill
NW School of Wooden Boat
Building
Port Hadlock Inn

PORT LUDLOW

Port Ludlow Marina

PORT ORCHARD

Dockside Sales & Service
Kitsap Marina
Port Orchard Marina
Port Orchard Marine
Port Orchard Marine Railway
Port Orchard Yacht Sales
Port Orchard Yacht Club
Ship to Shore Marine Supply
Suldans Boat Works
Sinclair Inlet Marina
The Swim Deck Gastro Pub

PORT TOWNSEND

Admiral Ship & Supply
Blue Moose Cafe
Doc's Marina Grill
Edensaw Woods
Hasse & Co. Sails
Boat Haven Marina Office
Marine Exchange
Point Hudson Marina Office
Port Townsend Rigging
SEA Marine
Shipwright's Co-op
Shoreline Marine Diesel
Sound Sails
West Marine
Wooden Boat Foundation

SAN JUAN ISLANDS

Cascade Bay Cafe
Deer Harbor Boat Works
Deer Harbor Marina
Friday Harbor Yachts
Island Marine Center
Jensen Marine
Kings Marine
Orcas Store
Port Of Friday Harbor
Rosario Resort
Roche Harbor Store
Shipyard Cove Marina
Tanbark Marine
The Toy Box
West Marine
West Sound Marina

SEQUIM

John Wayne Marina

SHELTON

Jerrel's Cove Marina
Northwest Powersports
Shelton Marina

SPOKANE

Harborside Yachts (Nine Mile Falls)
Jimmy's News Express
West Marine

TACOMA

Breakwater Marina
Citadel Marine Center
Crow's Nest Marina
Day Island Boat Works
Day Island Marina
Day Island Yacht Club
Delen Docks
Dock Street Marina
Foss Waterway Marina Store
Hyatt's Harbor Services
Hylebos Marina
J & G Marine Supply
Modutech Marine
Narrows Marina
NorthwestBoatNet.com
Point Defiance Boathouse
Puget Sound Sailing
Tacoma Yacht Club
Tye Marine
West Marine Products
Woody's Wharf

UNION

Alderbrook Marina

WESTPORT

Englund Marine

ALASKA

ANCHORAGE

Redden Marine
West Marine

KETCHIKAN

Ketchikan Yacht Club

JUNEAU

58*22' North Sailing Charter
Juneau Yacht Club

SEWARD

Sailing Inc.

SITKA

Fisherman's Quay

COLORADO

HIGHLANDS RANCH

West Marine

OREGON

ASTORIA

Astoria Mooring Basins
Englund Marine
Pier 39

CHARLESTON

Englund Marine

CRESCENT CITY

Englund Marine

EUGENE

The Sailing Center
Eugene Yacht Club

MEDFORD

Collins Sailing Center

NEWPORT

Embarcadero Resort & Marina
Port of Newport - South Beach

PORTLAND

Channel Marine
Columbia Crossing
C Donaldson Marina
Fred's Marina
Hayden Island Yacht Center
Inflatable Boat Center
Irwin Yacht Sales
Marine Land
Marine Tech
McCuddy's Marine
Northwest Inflatable Boats
Oregon Yacht Sales
Passion Yachts
Portland Yacht Club
Rocky Pointe Marina
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Rose City Yacht Club
Royal Marine Sales
Sailboats Of Oregon
Salpारे Bay Marina
Schooner Creek Boat Works
Sextons Chandlery
Tye Yacht Club
Vercoe Yachts
West Marine (2)
Yacht Spot

SALEM

Dennis' Boat Shop

SCAPPOOSE

Channel Marine Services

ST HELEN'S

St. Helens Marina

UMATILLA

Umatilla Marina & RV Park

YACHATS

Dublin House

CANADA

CAMPBELL RIVER

Ocean Pacific Marine

COAL HARBOR

Grand Yachts
Westerly Yacht Sales

VANCOUVER

Blue Pacific Yacht Charters
Bonnie Lee Charters
Cooper Boating
Fraser Yacht Sales
Freedom Marine
Jerico Sailing Club
Mt Seymour Yachts
Ocean Yacht Equipment
Olympic Boat Center
Quick Nav Sailing Club
Roton Industries Ltd.
Royal Van Yacht Club
Royal Vancouver YC (Stanley)
Sea Breeze Marine
Specialty Marine
Stamps Landing Yacht Club
The Quarterdeck
Vancouver Rowing Club
West Marine
Western Yacht Sales
Yacht Sales West
Wright Mariner Supply

CALIFORNIA

ALAMEDA

Ballena Bay Yacht Brokers
Marina Village Yacht Harbor
Oakland Yacht Club
Pacific Yacht Imports
Richard Boland Yachts
West Marine

ANTIOCH

Twin Rivers Insurance

CHULA VISTA

Chula Vista Marina

CORONADO

Coronado Cays Yacht Club

EMERYVILLE

Rubicon Yachts

EUREKA

Englund Marine
Ship Shop

LONG BEACH

Sailing Pro Shop
West Marine

NEWPORT BEACH

Crow's Nest Yachts
Chuck Hovey Yachts
Factory Direct Yachts
Ocean Alexander Yachts
Orange Coast Yachts
West Marine

OXNARD

Channel Islands Harbor Marina
Charlotte Schmidt Yacht Sales
Vintage Marina

SAN DIEGO

All The Kings Flags
Crow's Nest Yachts
Downwind Marine
Fraser Yachts
Marine Exchange/Sailing Supply
Seabreeze Ltd.
Sunshine Coast Yachts
West Marine

SAN FRANCISCO

City Yachts
Oyster Cove Marina
West Marine

SAN RAFAEL

Marin Yacht Club
Windjammer Yacht & Ship

SANTA BARBARA

Santa Barbara Yacht Sales

SAUSALITO

Golden Gate Yacht Sales
Marotta Yachts
Oceanic Yachts
West Marine

VENTURA

West Marine

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Marina Del Rey
Oakland
Orange
Palo Alto
Redding
Sacramento
San Jose
San Pedro
Santa Cruz
South San Francisco
Stockton

IDAHO

BAYVIEW

Bitter End Marina

COEUR D'ALENE

Yacht Club Sales & Service

ILLINOIS

NORTHBROOK

Valve Tech

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West Marine

HAWAII

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"Run 'til you sell" ads run up to six months maximum.



39' FOOT WOODEN CUSTOM CUTTER 39' custom designed cutter built in 1931. Structurally rebuilt in the 1990's. Needs cosmetic work, possible interior update. Full set Dacron sails, cotton square rig. **\$25,000. 360-424-7107 S341-2**



1949 PHIL RHODES WINDWARD 34 LOA 34'6"; beam 8'6"; fir planking, oak frames, Yanmar 2GM diesel 100 hours. Lot of upgrades last 5 years. Ready to sail. **\$26,000.** In Port Townsend. Details and photos www.seamarineco.com or Bill at brockbb66@gmail.com **S350-2**



1986 Ericson 32 Rebuilt diesel, 21hrs. 6'3 headroom, dodger, espar, cng stove and oven[safer], shaft seal, Campbell prop, cockpit speakers, full batten main, lazy jacks. **\$36,000 Can. More Info. montyembree@gmail.com S365-7**



40' - HUNTER, 1989 - \$62,500. Excellent condition, Main Salon + 2 cabins & heads, showers, Furuno radar/plotter/GPS, full canvas, 100 amp Balmar charger, Espar heat, Seafreeze cold-plate freezer, spinnaker, newer upholstery & cockpit cushions. Engine accessible from 4 sides -Yanmar 4JHE diesel 44 hp, w 1662 hrs. Ample closets and storage **Phone 425-357-6065 S366-2**



CASCADE 29, 1972 NW BUILT SOLID FIBERGLASS NICE inside/out. 18hp newer Yanmar, Force 10 heater & cookstove. VHF, DS, Inverter, Extra sails, many recent upgrades. **\$18,500obo** llwaco, **360-665-3633, beachcom@willapabay.org. S351-3**



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FASTPASSAGE39 1979 Fast Passage 39. Roller furling foresails in good shape. Original mainsail. Rigging in good shape. Recently serviced Perkins 4.108 diesel. New stainless port lights. New dinghy with engine. Fresh bottom paint. New anchor. **\$99,999 CAN 250-354-3376 S360-2**



1986 ERICSON 32. Rebuilt diesel, 21hrs. 6'3 headroom, dodger, espar, cng stove and oven[safer], shaft seal, Campbell prop, cockpit speakers, full batten main, lazy jacks. **\$36,000 Can. More Info. montyembree@gmail.com S365-7**



CUSTOM HERMANSON 44 Looking for the ultimate ocean steel liveboard cruiser? Look no further! **\$88,000** Has income potential www.dutchlove.com **305-989-7181 S349-2**

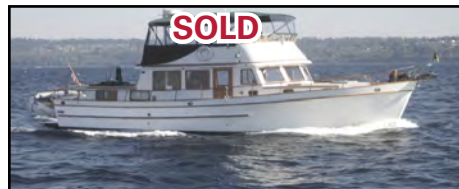


C&C SHARK 24' \$2500 This solid Canadian sailboat is lots of fun to sail. It is easy to sail for a beginner, but will perform for an expert. It is stable, well-built with strong fiberglass hull and iron fin-keel. Trailerable (no trailer). Many extras: 3 Jibs, 2 mains Spinnaker, Johnson8 outboard, stove, compass, knot meter. etc. Moored in Seattle. **\$359-12**

Power



54' WM. GARDEN DESIGN, built at Phil Brooks yard 1968. A luxurious yacht for the Northwest, two staterooms, twin Cummins, 12 kw genset, double cedar planked. August 2014 hull and topsides survey states; "good condition, better than most of her peers." We just finished a sixteen-week 'restoration' from keel to mast head light and had her professionally painted. She's absolutely beautiful - see twenty new exterior photos online at pacificmarine.org. Call David **206.225.3360** to make an appointment to see her. **P918-1**



44' Puget Trawler, '79 Owner Anxious to Down Size. Two Cabin/Head. Single diesel with Bow Thruster. New Motor/Trans 2010-2012, 400 hours. RIB dinghy & OB. Kept under cover. \$89,000, OBO. sales@greatoceansservices.com **206-858-2887. 425-512-9131 P531-5**



26' FIBERGLASS GENTLEMEN'S SEAWORTHY LAUNCH 2005 12 knots top with 56hp Yanmar diesel, 250 mile range. Bow thruster, electric head, GPS, VHF radio with hailer, stereo, spot light. Reduced to **\$39,900. 714-271-2628. P383-6**



43'FOOT WELLCRAFT PORTOFINO best value in BC, Portofino in excellent condition, sleeps 6, all options, 31 mph, good running condition, stored indoors every winter, used in fresh water only, twin 454 mercruiser straight drives, rebuilt port engine 75 hours, starboard aprox. 800 hours, 4.5 kw kohler genset, sleeps six, full galley, full bathroom with shower, two wet bars, stereo, two tvs. , new fridge, microwave, tv, . twin air conditioners, new upholstery on aft deck, new sunbrella top, sits twelve on aft deck, anchor winch, and much more. Just surveyed value \$78,000. New replacement value \$500,000. **ASKING \$68,500.** rlawrencedesign@telus.net or call for details and more pictures. **250 804 8007** or toll free **1-866-675-3007. P317-2**



35' MARINER/HELMSMAN 2007 DEMO, 380 hp. Cummins, bow & stern thrusters, gen set, inverter, 2 refers, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. **Bring Offers: www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-10**



73' CLASSIC WOODEN YACHT Argonaut II is a well-maintained and updated yacht. Perfect Northwest cruiser, also a great liveaboard. Gardner 6L3 diesel, 2.5 gal. per hr. at full speed. Possible transferable liveaboard slip in Ballard, Seattle. **\$115,000.** Check <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. Call owner at **206-633-0701. P440-3**



FORMER BC FOREST SERVICE VESSEL MV Hecate Ranger 1962 60' Cruise anywhere in comfort and style. More photos hecateranger.blogspot.com. Inquiries: peter@marshallscovermarinepaint.com **206-235-7495 P509-2**

CLASSIFIED



2002 CARVER 570 PILOTHOUSE Exceptionally clean, highly maintained Carver 570 Pilothouse cruiser. Features the desirable Cummings 635HP engines, 1500 hrs, with 800gal fuel capacity. At eco cruise, range is over 550nm. At high speed cruise, run at 20 kts and beat the weather, max 27 kts. Bow / stern thruster with wireless remote and dockside hold mode. Electronic engine controls with monitoring displays and sync. Stern camera. Onan genset 17KW with 1850 hrs. Accommodations featuring two staterooms, master amidships and guest suite forward both with walk-around queen births. Dual bunk third cabin. Two heads (Vacuflush, 100 gal holding capacity) with separate showers (integral bathtub in master) and 200 gal fresh water. Stacked washer / dryer. Four zone heating / air conditioning. Spacious pilothouse with deluxe captain's chair and seating for the crew. Open, bright main salon with 6'-8" headroom, Oceanair blinds, mood lighting, L-shaped divan with triple recliner seating, barrel chairs, breakfast counter stools and adjacent gourmet galley with generous counter space. Galley includes separate fridge and freezer, three burner electric range, convection microwave, trash compactor and lots of storage. Electronics includes Raymarine chartplotter, radar, autopilot, sensor instrumentation and VHF. Flybridge is equally equipped for operation from above. Entertainment features include TracVision Satellite TV with dual receivers, TV's in salon and both staterooms, Harman Kardon stereo / DVD player. Flybridge has full enclosure, winter weather cover and Jenn-Air BBQ. Zodiac RIB dinghy with offset console helm, 25HP Yamaha and power davit crane. \$380,000. **SAN JUAN YACHTING 800-677-7245 BELLINGHAM WA brokerage@sanjuanyachting.com**



34 PDQ POWER CATAMARAM 2006 - Twin 100 hp Yanmar diesels, 2 private cabins, Webasto hydronic heating throughout. Great economical cruiser. 7 kts @ 1.5 gph or faster cruise 14 kts @ 5 gph. Very maneuverable, stable ride. Raymarine Electronics package at both helms, 10' RIB dinghy on stern davit w/2HP Honda. Great income opportunity in charter fleet. Let us show you how you can own this fine vessel and defray much of the costs thru charter service. **\$259,500 San Juan Yachting in Bellingham WA (800-677-7245) brokerage@sanjuansailing.com P438-6**



42FT PROWLER SEDAN 1989/13ft8in beam price slashed **NOW \$63,000 US** bring reasonable offer. twin 250hp GMC 8.2 dsl. 1500 hrs. 8kw onan gen. All chain anchor. Vacuflush head. Radar, 2 Vhf, 2 depth sounders. gps. sea wise davits. propane stove/oven. diesel furnace. Very stable boat and very economical. **604-431-9544 P504-2**



2003-38 FT. SEA SPIRIT SUNDECK FAST TRAWLER 13' beam, 370hp Yanmars, generator, heat and air conditioning, loaded, Flybridge and Sundeck Rainer enclosures. Asking **\$198,000. 714-271-2628 P463-10**



2005 NORDIC TUG 32. Perfect couple's cruiser. Maintained in turnkey condition. 270hp Cummins 758hrs. Bow Thruster, Windlass. Espar, engine & electric heat. Raymarine GPS, Plotter, Depth, Speed, Radar, Pilot. VHF, Stereo. Magnum 2800 Inverter/Charger. Propane Stove/Oven. Refrigerator, Freezer. Vacuflush, Macerator. Bullfrog Dinghy, Seawise Davit System, 20HP electric start Honda and too much more to detail here. For specifications & pictures: **360-738-3422 or roco@openaccess.org \$217,500 P536-6**



1981 GRAND MARINER 36 TRICABIN TRAWLER 120 hp Ford Lehman diesel, four berths, two heads. bow thruster - dinghy - autopilot - navigation suite - hinged mast - davits. Well maintained - 2015 survey - \$Can 89,000. **Call Larry 604 922 3710 P534-6**



Grand Banks 32-1966 Hull #11. No outdated electronics on this purist's yacht - chart and compass! New batteries, Force 10 stove, alternator, starter, sink, lectrasan, plumbing, bottom paint '15. **\$19,000 Cdn. Boathouse available. Victoria 250-888-5708. P543-7**



2000 37' BAYLINER. Twin Diesels, 2 state rooms 2 helm model. Full flybridge enclosure, Gen Set, inverter, vacuum flush, much more. One Owner. **\$137,500. 206-824-3715. P532-6**



31' CAMPION TRAWLER \$34,500 CAD Let's cruise! Very efficient Twin Volvo BB140 gas engines provide reliability and maneuverability. Spacious salon offers great visibility for both cruising and entertaining dockside. Updated interior and full electronics. **604-372-2054 P533-6**



65' YACHT 1972 CLASSIC 65' yacht 1972 Live-a-board, 4 staterooms, tricabin, flybridge, 1200 sqft living space, 2 vacuflush baths + crew quarters, 3 heads + showers, 17' by 20' living room, 16' by 20' full galley, 8' oak table, twin v/V8-71 Detroit Diesels, twin onan 15 KW diesel generators, fireplace, ice-maker, wine bar, lrg 56" TV with sati light tracking, recent bottom paint, fully furnished ready to move in and cruise. Moorage available, one of the last wooden yachts (mahogany/oak) built in USA. Based in PDX fresh water 10 yrs by present owner. brokers welcome, possible contract terms by qualified buyer. Coast Guard Registered Vessel. **Make offer, motivated seller. 503-803-5661 P508-2**



2003 Halverson Cruiser. Model 32GC, 35'.5" LOA, Cummins 330 low hours, thruster, 2014 Raymarine both helms, AIS, SeaWise, Achilles, 9.9 Yamaha, bimini, 12' beam, tall headroom, queen island berth, separate head/shower, ample storage, quality construction, well maintained, ready to go! 189,500 360-298-1625 or rondc509@gmail.com **P538-7**



1980/2010 43' TOLLYCRAFT TRI-CABIN MY "Seawind V." This is your opportunity to own one of the nicest, best maintained Tollycrafts in the world! - Twin 4 cylinder John Deere Luger diesels - Major interior refit in 2008, current 2015 Survey - Major 7 month exterior refit in 2010, new Awlgrip - over \$200k in major refits and electronic/mechanical upgrades - custom seating plus 3 captains chairs on flybridge - NEW Westerbeke generator, sound shield, with full warranty - 0 hrs Jan 2016 - 2 staterooms, 2 complete heads with showers - 10' Avon RIB/ 9.9 Yamaha outboard. Upgrade your older, smaller boat/yacht to something you can be truly proud of! Much, much, more! Please email for more details and pics. Located in Sidney, BC **\$225,000 USD call Alan: 1-250-267-1046 or email: seawindvforale@gmail.com P537-6**



DEFEVER 49 1983 6-71 Detroit Diesels 275 hp. New 8kw Westerbeke GenSet. New Bow thruster. 1000 gal fuel. 800 water. Completely re-fit over past 5 years. Recent survey! Asking **\$199,500. jacquiepz@aol.com 503-307-9010 P499-1**



45ft Grenfell Sportsfisher Wooden Powerboat CLASSIC A legend in local waters, Peppi One is a rare 45ft Grenfell Woody Sportsfisher. Built to impeccable standards in 1972 for a BC scion, powered with twin 3208TA Cats she cruises at 16-22 knots. Well maintained and boathouse kept, with a generous salon, V berth forward and a double stateroom, Vacuflush, large shower and a spacious cockpit ideal for summer entertaining. **\$64,000 USD CALL 604 263 6396 OR EMAIL FOR MORE PHOTOS. P544-7**



2000, 42' Nordic Tug. Low hours, fully equipped, covered freshwater moorage, see at www.boattrader.com (Portland, OR area). Email adhoffman69@gmail.com or call (503) 320-5748. **\$325,000 P539-7**



WELL APPOINTED SUNDOWNER TUG FOR SALE - \$73,500. Many new updates including new running gear and much more. **E-Mail cmildes@gmail.com** for more information. Serious inquires only, no listing brokers **P523-4**

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2014 Ranger Tug 21EC, LADY IN RED. Considering a new 21EC? See Lady in Red first, and save thousands. Delivered May 2014, her Volvo D1-30 came with a 5 year warranty, has 69 hours, and has been professionally maintained. Shore power, reefer, thruster, Garmin navigation w/g2 Vision chip, radar, spotlight, fusion stereo system, head, holding tank, macerator; alu minum trailer with hydraulic brakes; \$4400+ in custom King Marine cockpit enclosure and numerous interior and exterior window coverings; transom platform rail, Achilles dinghy, and too many extras to list. Anchor and stove have never been used. Trailer has never been in the water. She has been stored under cover (no oxidation). A breeze to single hand and handled with TLC, she looks and smells factory fresh, and is a TRUE 10! Selling because I won't have time to use her in the foreseeable future - RV living in spring and sailing to Alaska next summer. Located in Anacortes. Call **Jeanie at 360-293-8209, 360-202-9089, or e-mail jeanieb1@myfrontiermail.com for more info and price. P540-2**



Crusiers Villa Vee 29' 1978. Updated exterior/interior, twin gas direct drive, flybridge sport fish. Lifetime under cover, excellent condition, chart plt, 2VHF, 2 dpth, radar, bridge & ckpt canv, 2 brn prop stv, refrig, micro, cat heat, electrasan, 650 amp hr hse, bat, Hart 2000 invt, Link 10, Bruce anch, 120' chn, 120' line, windls. Cabin set as sitting room, sleeps 4. Great retirement fishing boat. **\$15,400 425 746 4272 P542-2**



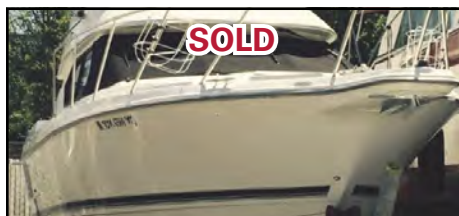
Grand Banks 32 Sedan 1981 Excellent condition. Single Ford Lehman Diesel (1933Hrs) 1.5 gal/hour @ 7knots. Kept under cover since new, Seattle WA. Fiberglass \$69,000 Specs, Photos: **Seattle-GrandBanks.com (206) 612 4876 P541-2**



50' CHERIBINI INDEPENDANCE TRAWLER \$599,000 CND 2002 fully loaded in excellent condition, 450 Cummings single. 2 state room with 3 piece heads, Hydraulic system, bow stern thrusters. 11' inflatable with 25 hp Yamaha 4 stroke. must be seen. John **250-741-4408, johnlia@shaw.ca P496-1**



33' BERTRAM SPORTFISH 315hp Yanmars Garmin GPS, Autopilot, AIS/VHF, 2000W Inv/chgr, Eng syncs 7.6kw MASE Gen, AC/Heat, propane oven, ice maker, full bridge enclosure. New teak interior, carpet & soft goods, headliner & lighting. Exceptionally clean. **\$105,000 Bertram4sale@gmail.com 206-799-6355 P512-2**



2000 BAYLINER 2858 with Bow Thruster **\$39,000** Mercruiser 7.4L MPI, new Bravo III outdrive, Radar, fuel flow integrated with Garmin chart plotter, flybridge has heat & glass windshield, new risers, LED mood lights, engine fire suppression system. **P501-1**



30' TOLLYCRAFT SPORT CRUISER 1987 One of the most beautiful Tolly's you will ever see. Very meticulous owner has updated this vessel to exceptional standards. Vessel is moored under cover, ready to cruise today. **425-774-8878 P507-2**



RANGER TUG 29 A very sharp 2010 R29. She's been professionally maintained. She comes equipped with Yanmar 260HP, bow / stern thrusters, propane stove / oven, Garmin GPS / Radar / Pilot, a VHF radio, an AIS transceiver, an outboard for the dinghy, a line cutter, dry cell gel batteries and a wine cooler. Bottom painted and surveyed Spring 2015, engine oil sample is normal. Priced below survey value. **\$157,500. San Juan Yachting 800-677-7245 Bellingham WA brokerage@sanjuanyachting.com P513-01**



31' CAMANO 2001 Very well equipped, well maintained classic cruiser. 200hp Volvo diesel, bow thruster, radar, autopilot, chartplotter, windlass, furnace, Vacuflush. Full canvas. 9' RIB w/8hp Yamaha. **\$119,000. 206-718-0505 P516-3**



26' MAPLE BAY POWER BOAT. Great for fishing, cruising - almost anything on the water. Specs - 100hp Yanmar Diesel, cabin heat, SeaFreeze refrigerator, Garmin GPS depthfinder, outside steering station, outboard bracket, rebuilt head with holding tank, ready for Scotty Downriggers, recent through hull replacement, trim tables, 2011 Awlgrip, carries 100 gallons of fuel, cruises at a comfortable 11 knots. Call **360-437-5062 or email maplebay4sale@yahoo.com. Located in Port Ludlow, WA. Priced right at \$59,900. P517-3**



OWN THE BEST LOOKING BOAT IN THE HARBOR. Designers own meticulously maintained custom 2005 43' Sterling Atlantic modern classic cruiser. Composite construction with yacht-quality mahogany interior. Efficient 220hp Cummins. 2.5gph@9kts! Many extras. **843-853-6154 www.siewertdesign.com/ilhabela (843)-853-6154 \$379,000. P510-2**



41' CANOE COVE 1981- 41' Canoe Cove, 13'2" Beam, 3'6" Draft, Fiberglass hull, fiberglass nonskid weather deck, below deck vinyl overhead, teak panels with trim, Corian counter, carpet sole. Detroit Diesel 6V 53, flybridge and fantail canvas (completely enclosed with windows, screens, etc.), battery charger: trace inverter/charger RC5 remote & solar panel charging. Surveyed 6/3/2013 Michael McGlenn. Market value **\$86,400. Asking \$55,000. 360-333-8224 P431-2**



42FT PROWLER SEDAN 1989/13ft8in beam price slashed **NOW \$79,800 (Canadian \$)** bring reasonable offer. twin 250hp GMC 8.2 diesels 8kw onan gen. All chain anchor. Vacuflush head. Radar, 2Vhf, 2 depth sounders. gps. sea wise davits. propane stove / oven. diesel furnace. Very stable boat and very economical. phone **604-431-9544. P504-2**



50' OCEAN ALEXANDER FLUSH DECK Built in 1982 Twin Turbo 555 Cummins, 4 stateroom, 4 heads, 1000 gal. fuel, 800 gal. water, 9 kw gen, stabilized, hydronic diesel heat, nautica rib w25hp mercury, covers for all bright work nice electronics, excellent Live-A-Board and NW cruiser. To many options to list and in excellent mechanical condition. **\$269,000** all reasonable offers considered **503-314-0112. P505-2**



BAYLINER 4588 SKYLOUNGE Loaded, custom skylounge, underhulls, thruster, inverter, heat, electronics package, electronic engine controls, ice maker, A/C, crane, well maintained, fancy stereo/ large TV, **MUST SELL, 107,500. 360-201-9141 P503-2**



50' OCEAN ALEXANDER Flush Deck built in 1982 Twin Turbo 555 Cummins, 4 stateroom, 4 heads, 1000 gal. fuel, 800 gal. water, 9 kw gen, stabilized, hydronic diesel heat, nautica rib w25hp mercury, covers for all bright work nice electronics, excellent Live-A-Board and NW cruiser. To many options to list and in excellent mechanical condition. **\$269,000** all reasonable offers considered **503-314-0112. P505-3**



1979 43' HATTERAS DOUBLE CABIN \$175,000 Aft Cabin Centerline Queen Berth Flawless Teak Interior Woodwork Low Hour 6V71N Detroit Diesel Engines Modern Electronics Tasteful Upgrades to Interior Ross Kelly Olsson Type Davit Tender w/ 30HP Outboard For more info **please call 778-426-3934 or email yacht-sales@ravenmarine.ca P515-3**



UNIFLITE 28 MEGA '75 BEST MEGA in Pacific Northwest. 95% restored. Preblister. Twin 350's, electronic ignition, Edelbrock carbs. New risers and hoses. Trace inverter/charger, Link 10 monitor, Two 8D house, two starter. LED lighting. Recent fuel tanks. New Princess stove, New hypalon dingy, 8hp Johnson. surveyed 2013. Much more. Sidney BC **\$28,500 CDN 250-656-9903 P519-3**



30' GRADY WHITE in excellent condition Twin 250 Yamaha. Kept in heated storage, W/Bow Thruster, Generator, Diesel Heat, Windless, Washdown, Chartplotter, Radar, Fishfinder, Battery Charger, full Head and kitchen, Hot water, sleeping(4), professional maintenance. Much more **\$38,000 206-303-7916 FLUGLHC@AOL.COM P525-5**

REMINDER
The deadline for Classified Ads is the 5th each month.
Thank you!

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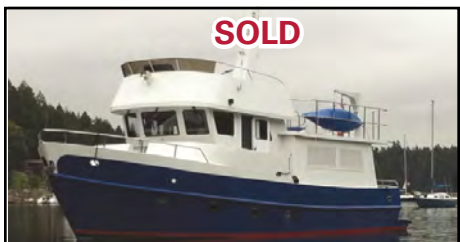
TRUANT 44'S nautical appearance produces positive appreciation where ever she is cruising. She has been maintained in true yacht fashion. The pride of ownership shows in all of her details. For more info, call **Whit Newton @ 650 464 8283**. **Price Reduced to \$199,000. P518-3**



22 FOOT 1999 ARMSTRONG ALUMINUM CUDDY CABIN Rugged, welded aluminum. 225hp 2 stroke Yamaha Salt water series, 400hrs, Radar, GPS, Depth sounder, VHF, Fuel Flow meter. 22kt cruise at 10gph. \$40,0000 obo. **John 206.9476747 P522-4**



1973 NORTH SEA 38 - \$79,000 OBO Grealive-aboard! Single Perkins-2,900 hrs; 7 knots, 2 gph. Double-planked mahogany. Last hauled 5/2015. Many upgrades. Full stand-up shower. Alaska trip-2013. Info: tooirish@olympen.com; 360-670-1036. **P524-4**



47 FT CUSTOM BUILT STEEL TRAWLER Live-a-board or go Cruising on this beautiful and comfortable Trawler. Turn key and Go. Located on Vancouver Island. **P526-5**



1990 SEA RAY, 39' super nice boat. Very Clean. Low hours. Auto pilot. Gen Aire, ice-maker. Sleeps 6. Large party deck & seating. Port Orchard. Must Sell - reduced to \$49,500. **Call 360-229-0399.P527-5**



2003 HAMPTON 550 PHMY Meticulously maintained Pilothouse Motoryacht! Twin Diesel, Enclosed Flybridge, Comfortable Private Staterooms, Spacious Heads w/ Shower Stalls, Stabilizers, Bow Thruster, Watermaker, Air Conditioning, & Diesel Furnace **\$475,000US curtis.adams6@frontier.com P528-5**



Price Reduced



380 SEARAY SUNDANCER 42' loa '00 ORIGINAL OWNER w/Bow Thruster. Twin fresh 380 hp engines only 20 hrs. 7kw generator New Camper Canvas. Auto Pilot, Raymarine RL80 color open array, North Star 6000 Chart Plotter, Fish Finder etc. Sleeps 6, two cabins, Cherry interior, TV, Stereo A/C, fridge/ freezer(2), cedar lined closets, etc. 10 1/2' ZODIAC rigid inflatable w/ 8 HP Mercury engine davit system Full Canvas. Boat Looks like NEW. **Call Dennis 503-635-6500 or Matt 206-632-2900 PRICE \$125,000.00 P452-5**



36' STOCKLAND TROLLER has custom refinished interior. New tanks, wiring, plumbing, Volvo diesel, and more. Veteran inside passage-maker, stout and able. A true adventurer's yacht. Call 206.225.3360. See specs and photos at pacificmarine.org **P529-5**

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DINGHY/LIFE BOAT Portland Pudgy sailing life boat, inflatable cover, sail kit and numerous extras. Like new condition. FOB Seattle. **\$3,500. 907-617-0628 D1-02**

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Boats Wanted

WANTED TRAWLER Similar to Grand Banks, single diesel engine, glass or wood hull, kept under cover, generator, auto pilot, lots of fuel and water capacity, less than 40'. **Call 253-670-8173 or email elam1977@comcast.net. B3-02**

BOAT WANTED Crew of experienced sailor from Europe looking for a 40'+ motor-sailor t private charter from Pacific NW to Alaska, or return. **contact: swede@bellacoolahelisport.com B4-2**

Boat Houses

Port of Everett Marina Private Boat-house Private boathouse for SALE or Lease. 62' by 24' Secured gate. **206-719-5059 or 425-339-5527 BH47-12**



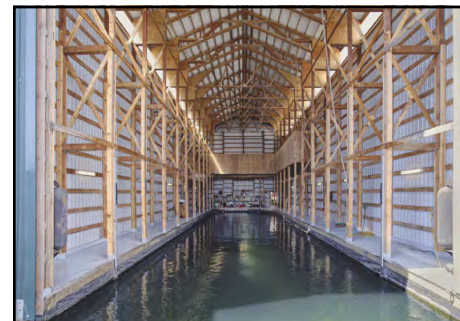
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60 FT. COVERED, ENCLOSED-CONDO-BOATHOUSE Closest proximity to San Juans, Gulf Islands, Inside Passage. 59' LOA x 17'-10" Beam x 19' Overhead clearance. Only one this large available in harbor. Un-metered water, lighted, 2 lockers, work bench, 4'x40' loft. Locked door, lighted patrolled dock, security gate. Shoreside-fuel dock, chandelries, restaurants, etc. 35 + 165 ton, full serve/owner allowed boatyard. **BH36-1**

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100' CUSTOM BOAT HOUSE 1980 \$249,000. Contact **Emerald Pacific Yachts (888) 575-1566 or info@ep-yachts.com www.emeraldpacificyachts.com** This is a custom 100' fully permitted boat house, located in freshwater in Seattle. The site was established in 2005 with new steel pilings and metered power. The door opening is 23' wide by 25' high and the well is 22' wide by 91' long. Help maintain your large yacht & keep it stored out of the elements. **HB1-CM**



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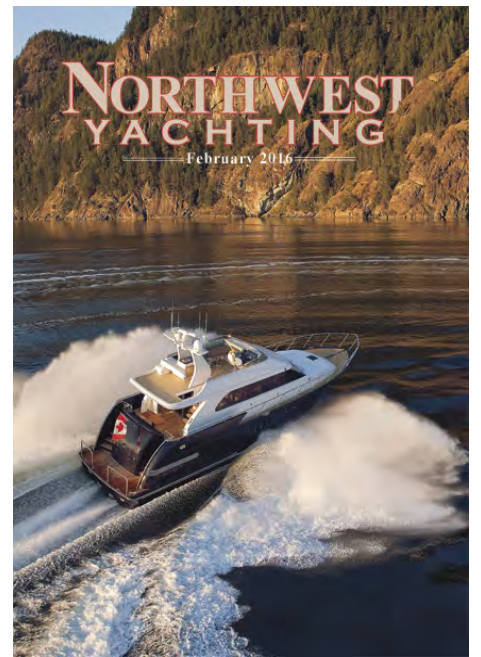


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