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2000 36 Sabre HT Express



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2003 36 Sabre



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2005 29 Back Cove



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SOLD
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2008 25 Ranger Tug



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2008 25 Ranger Tug



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2008 21 Ranger Tug



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2006 40 Albin North Sea Cutter



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2006 25 Ranger Tug



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65' Monk/Franck Custom PH 1991

SEATTLE



Twin Man V-10s exceptional condition, 2 staterooms, 2 heads, stabilized, full beam salon. Turn-key. \$599,950

61' Tollycraft Pilothouse 1983

ANACORTES



Twin 8V92 Detroit, impeccable condition, complete refit, new galley, new salon, new carpeting, new sat TV. Too much to list, best on market! \$525,000

57' Chris Craft CPMY 1990

PORTLAND



Twin Detroit, 4 staterooms, custom 7' cockpit extension, stabilized. Freshwater & boathouse kept. One of a kind and immaculate. \$275,000

56' Navigator Pilothouse 2001

PORTLAND



Twin Volvos, Cherry interior, 3 staterooms, full bridge enclosure, thruster, current electronics, new audio/visual. Fresh water kept. \$399,000

52' Seahorse Pilothouse Trawler 2011

SEATTLE



Single John Deere, gyro stabilized, upgraded electronics, dsl furnace, watermaker. Too much to list. Truly turn key! \$599,850

80 Franck/Garden PH YF 1990

SEATTLE



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47' CHB Tri-cabin Trawler 1984

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46' Sea Ray 460 Sundancer 1999

PORTLAND



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41' Meridian 411 Sedan 2004

SEATTLE and PORTLAND



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38' Sea Ray Sundancer 380 2000

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35' Tiara 3500 Express 1998

SEATTLE



Twin 3208 Cats, gen, upgraded Raymarine electronics, cherry interior rare EXPRESS model. Fresh water boathouse kept. \$124,000

34' Cruisers Express Cruiser 2004

PORTLAND



Twin 8.1L Mercs, generator, heat/air, radar & GPS. Like new. \$89,950

34' Sea Ray Sundancer 2005

SEATTLE



Best equipped one ever! Twin 8.1L Mercs, bow thruster, Sat TV, upgraded electronics, full canvas, stnls windshield. \$129,000

31' Bayliner 300 2009

SEATTLE



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31' Sea Ray Sundancer 2007

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25' Hackercraft Lapstrake 2004

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ON THE COVER
Whales approach a fishing boat off Waterfall Resort on Prince of Wales Island Southeast Alaska.

Neil Rabinowitz
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Letters

Thrill Seekers

Editor,

I always find it disconcerting when reputable marine publications publish articles about "adventurers" (i.e., thrill seekers) such as your article "Non-Stop" by Larry Graf. There are already enough people out there doing foolish things that potentially put rescue personnel in jeopardy. They don't need encouragement from publications such as *Northwest Yachting*.

Running at speed in log laden northwest waters at night? Transiting Seymour Narrows well after slack in the dark? Does this represent responsible boating? Ultimately this article was about a publicity stunt intended to promote a product. Disappointing.

Sincerely,
Dick Schwartz

[Northwest Yachting responds]
Hi Mr. Schwartz,

Thanks for the note. I can understand how you might feel as it isn't clear from the article that Larry wrote the incredible amount of preparation he and his team put into going around

Vancouver Island. I have had the good fortune to know Larry for over 20 years now and I can assure you that he is extremely smart and a very meticulous planner and wouldn't do anything to put himself or his team into danger. I was up in Anacortes the day he was to leave for Victoria and we had quite a discussion about the weather. At that time he contacted a professional weather router, the same one I use for racing to Hawaii, and put together the parameters for the trip.

The other point here is that between Dan, Kurt, and myself we have combined over 120 years in the recreational marine business and we have seen more than our fair share of publicity stunts. If we felt it was PURELY a publicity stunt, or he was obviously outside his depth, it would be of no interest to *Northwest Yachting*.

Let's face it, everything we do is dangerous to some degree whether it's driving to work or climbing up a ladder to clear a clogged gutter. These are all things that potentially could put rescue personnel in danger. I think the fact that Larry has taken small vessels from here up to the Aleutians and from here to the East Coast of the US going overland in Mexico and never had an issue speaks volumes to his planning and execution of these adventures.

Sure, we could stay at home, never go anywhere and be slightly safer however boaters are adventurers by

nature and occasionally we do get challenged.

Sometimes we even get killed like the tragedy down in Olympia. The reality is that way more boaters die from car accidents and accidents around the home than from actual boating.

Again, thanks for note but when someone as experienced and well prepared as Larry takes on a challenge and succeeds, we're still going to write it up.

Bruce Hedrick

[Larry Graf responds]

Hi Bruce,

I'm sorry Mr Schwartz took the around the Island trip negatively. There was some risk in the trip but most things in life include some risk. I agree running at night at speed was foolish and would be especially foolish for most boats. As often happens running at speed in the dark seemed like the right thing to do at the time. If I were to re-do the day I'd start earlier so our night running was at reduced speed. But hind sight is always 20/20 we'd not seen even one log in the prior 8 hrs of running.

The real risk was more to the boat than life or limb. The Aspen is built in such a way that safety is redundant. The hull's bows are double thickness with Kevlar. The bows include a collision compartment from the keel

up with Coosa Composite above the waterline which is then foam filled for the first 2 feet. This creates an incredibly strong impact zone. In addition each hull has 3 water tight compartments each with a bilge pump. Additionally, the hull bottoms are 1/2 inch solid glass and include 2 laminated layers of 3/4 inch Divinacell foam which is glassed in creating a second bottom (double bottom). If you're going to hit a log, this is the right design.

With regard to Seymour Narrows, we did miss the slack, but by only 35 minutes; it had not built to its full power by any means.

In a general sense I think it's important to stand up and show what your boat can do. We live in world of smooth talk and big statements. From time to time I like to see the facts, no BS. This trip while it has been good for Aspen also is a graphic demonstration of how hull design and technology has stepped forward for boaters the last few years.

Larry Graf
Aspen Power Cats
Burlington Washington

Northwest Yachting encourages letters or emails on any subject of interest to boaters. Send your letters to Editor, *Northwest Yachting*, 7342 15th Ave. NW, Seattle, WA 98117. Email to: editorial@nwyachting.com

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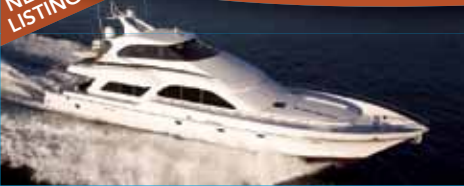


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61' OCEAN ALEXANDER 1998



61' TOLLYCRAFT 1983



60' AZIMUT MOTOR YACHT 1984



58' CAPE HORN 2000



58' HATTERAS 1971



58' NAVIGATOR PILOTHOUSE 1999



57' NAVIGATOR RIVAL 2004



56' CARVER 2006



55' HI STAR 2005



55' JONES GOODELL PILOTHOUSE 1990



50' ARCTUROS 2005



50' DELTA 1982



50' OCEAN ALEXANDER 1986



50' OCEAN ALEXANDER 1980



49' ALDEN EXPRESS 2007



47' MOODY 2002



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65' WEST BAY SONSHIP 1996
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65' WESTERN CRAFT 1958
\$389,000



65' PACIFIC MARINER 1998
\$585,000



64' OCEAN ALEXANDER 2004
\$1,049,000



62' ANGEL 1985
\$399,000



60' OCEAN ALEXANDER 1985
\$475,000



60' PRECISION TRAWLER 2005
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\$349,000



55' OFFSHORE 1991
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55' SEAHORSE DIESEL DUCK 2006
\$449,000



40' SAN JUAN 2009
\$799,000



53' TOLLYCRAFT 1989
\$299,000



52' DYNA CRAFT 2014
\$1,349,000



48' TOLLYCRAFT 1985
\$229,000



44' TOLLYCRAFT 1992
\$167,500



46' GRAND BANKS 1994
\$299,000



43' TIARA 2007
\$395,000



42' OCEAN ALEXANDER 1997
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86' HORIZON 2007 \$3,275,000



82' HORIZON 2001 \$1,295,000



82' HORIZON 2006 \$1,750,000



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38' RIVIERA 1989 \$99,500



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& 34' RIVIERA 1998 \$164,500**

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Coming Dec. - Feb. Attractions

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

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 of the month at Tacoma Yacht Club (club membership not required for fleet membership). Attend a meeting or contact Jon Thompson at: jthomps55@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. 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

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, also participating 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.

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

Edmonds Yacht Club is an active, cruising club for sailboats and

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<p>MUST SEE</p> <p>GOLDEN HAWK - 60' Compass Grand Harbor Pilothouse 2001 - \$489,000</p>	<p>IMPORT DUTIES PAID</p> <p>NORA'S ARK - 60 Ocean Alexander 2010. As new. Low hours. NEW PRICE! MOTIVATED SELLER!!!</p>
<p>NEW LISTING</p> <p>43 2006 Nordhavn One owner</p>	<p>EXCEPTIONAL VALUE</p> <p>JERICO - 52 Bayliner 2001. Exceptional condition. Low hours. Motivated seller. NOW \$329,000!!!</p>
<p>TWO AVAILABLE</p> <p>46 Nordhavn Pilothouse 2001 & 2003.</p>	<p>NEW LISTING</p> <p>1990 38 Bill Garden/Waterline Steel trawler. \$229,000.</p>
<p>NEW LISTING</p> <p>46 2004 WestCoast Express \$349,000.</p>	<p>EXCEPTIONAL VALUE</p> <p>47 Selene s (3) 2001, 2003, & 2007 from \$495,000.</p>
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"Coming Attractions" notices by the 5th of the month, please!

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1995 – T-375 Cats

Beautiful down-galley with watermaker, thruster, furnace, washer/dryer and great electronics. Make offer!

\$319,000



Pelorus 67' Nordlund Pilothouse

1996 - T-565 hp Detroit DDEC 6v92's

Stabilized, thruster, watermaker, 17' custom Bullfrog and Norlund quality.

\$995,000



Encore 49' DeFever Pilothouse

1988 – T-135 Lehmans

Low hours, nicely equipped pilot house with stabilizers. Come see at our docks!

\$289,000



John's Dear 46' DeFever Pilothouse

2008 – T-135 John Deeres

Low hours, B&S thrusters, Steelhead davit, well equipped. Must See!

\$589,000



Victoria* / Tonda* / Windreka 42' Grand Banks Europas

2001 – T-420 Cats **\$429,000**
1998 – T-300 Cats **SOLD**
1985 – S-135 Lehman **SOLD**

A La Mer interior, bow thruster, Webasto heat, Furuno and Nobeltec. Alaskan veteran. Cruise 8 - 14 and head north!



Skylark 43' Tollycraft Motor Yacht

1981 - T-225 John Deeres

Repowered w/ reliable John Deeres, stabilized, beautiful. A must see NW cruiser!

\$159,000



Araglyn 42' Grand Banks Classic

1996 – T-300 Caterpillars

Lovely well-maintained yacht, 2nd owner. Thoughtfully equipped and ready for extensive cruising.

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Grand Finale 32' Grand Banks Sedan

1988 –S-135 Lehman

Transom door, low hours, thruster, diesel furnace, Northern Lights genset, fresh bottom paint, extended swim step.

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Tyee* / Talisman 42' Grand Banks Classics

1999 - T-330 Cummins **\$339,000**
1985 - T-225 Lehmans **SOLD**

Two beautiful classics ready to go cruising. The '99 is stabilized! Come take a look!



Velocity 31' Almar Sounder

2002 – T-315 Yanmars

Boat house kept since new. Cruise 26-38 knots in this quick, reliable diesel cruiser.

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Coming Dec. - Feb. Attractions

powerboats. Cruise destinations are throughout Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50 plus participating yacht clubs. The club's 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 mem-

bers with a shared love of being on the water. Boating and social members meet at their Port of Everett waterfront club room for dinners, BBQ's, 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, 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 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 - 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 p.m. 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

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 p.m.
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, 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 BC. 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 p.m. 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-sponsorship 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 com-

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Two Stateroom Sleeps 6

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SWIFT 44**



**Boat Show Savings
On Our Stock Swift 44**

SWIFT 44

Twin Volvo 300HP Diesels
11.9 KW Genset Standard
Bow & Stern Thrusters
Dual Mode Cruising
8-18 Knot Cruise Speed
Two Stateroom, Island Master

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SWIFT 50**



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SWIFT 50

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Dual Mode Cruising
8-18 Knot Cruise Speeds
Three Staterooms or Office
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**New Beneteau Sailboats
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25' Beneteau First 25
Stock Arriving In December

35' Beneteau Oceanis 35
Portland & Seattle Shows

35' Beneteau First 35
Stock Arriving In February

38' Beneteau Oceanis
New Model Arriving SOLD

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And Another Arriving Sold!

48' Beneteau Oceanis
Stock Boat Arriving

In Beneteau's Swift Trawler Range all models feature a Semi Displacement Hull Design for Efficient cruising at low speed plus Economical cruising at planing speeds. Cruise slowly, quietly and comfortably or get up and get there when you need to! Our fuel consumption curve in mpg is linear from 12-20 knots! Asymmetrical Deck houses make for deep, safe and comfortable walk around decks to starboard plus more interior salon space and storage to port. Fiberglass doors from the cockpit to the starboard side deck make for easy transit forward. Innovative accommodations provide for 2-3 private staterooms with island beds (44/50) and salon settee fold out berths can make for a private third cabin with curtains. There are a host of innovative features aboard our Swift Trawler models.

We invite you to stop by and see our 34/44 in stock or Indoors at the Seattle Boat Show Jan 23-Feb 1st at the Seahawks Exhibition Center! Let us show you these amazing new models!

Robbie Johnson

Coming Dec. - Feb. Attractions

munity 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.

Queen City Yacht Club is running a 50 % off special on its initiation fee until it reaches its maximum membership of 400. Hurry! It's getting close. Located on Lake Union, the club offers low-cost moorage, frequent cruises, and social events. Queen City is 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.queency.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 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.

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: robertcfox@hotmail.com or Karen Laemmle at: klaemmle@gmail.com

www.pugetsoundcruisingclub.org

Seattle Singles Yacht Club. Meets every Monday upstairs at China Harbor, 2040 Westlake Avenue North, Seattle. Social hour starts at 6:30 p.m. The meeting starts at 7:30 p.m., \$10 admission. For information about their activities including boating, dancing, volleyball and more, visit: www.ssy.com

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

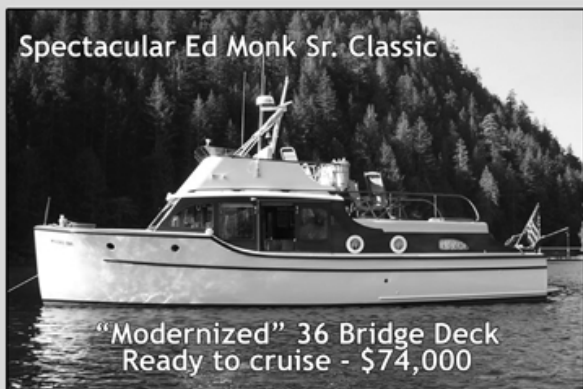
Tacoma-Pierce County Sea Scout's Chapter. Very active, and one of the largest community youth sailing and boating programs in the United States. Young women and men between 14 and 21 are welcome. There is a meeting most Saturdays at the Base at 1129 Dock Street. Call Hank Hibbard at 253-761-8742, or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

Tacoma Yacht Club. Membership is open to boaters and non-boaters alike. This is your opportunity to meet and cruise with one of the best clubs on the Western seaboard.

In addition to their guest dock, TYC has seven leased or owned outstations and offers reciprocal privileges to 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. Their modern clubhouse features unparalleled views of



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2006 75' MOLOKAI STRAIT | Hercules

Travel around the globe in safety and luxury in this transoceanic steel expedition vessel. 6 watertight compartments, 3 SRS, gourmet galley, large pilothouse, full crew and a beautiful custom wood interior. 6,000 nm range. Asking \$2,850,000. Call Geoffrey White 954-767-8305



2005 73' OUTER REEF | Sea Star

1001hp CAT C-18's, 38hp hydraulic bow and stern thrusters, twin 25kw Northern Lights gens, twin 4kw inverters, hull awlgripped in 2014. Substantial updates including a custom 30" addition to the swim platform. Asking \$1,995,000. Call Joel Davidson 954-767-8305



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Outer Reef's most popular model to date, 700 LRMY, has every amenity of a luxury home ashore. This vessel is very well equipped with a stylish transitional interior and many upgrades. Easily seen in Fort Lauderdale, FL. Asking \$3,195,000. Call 954-767-8305



2010 65' OUTER REEF | De Onions

Low hour 503hp C-9's, twin 16kw gens, 25hp hydraulic bow & stern thrusters, stabilizers, full enclosures, 3 staterooms & crew, extensive upgrades to machinery and decor. Asking \$2,064,000. Call Joel Davidson 954-767-8305



2007 65' OUTER REEF | Cuneo

Captain maintained one-owner yacht - twin 503 hp CAT C-9's, twin 17.5kw Onan gens, TRAC 220 stabilizer system, bow and stern thrusters. Over 9000 liter fuel capacity - excellent range. Duties paid in Australia and New Zealand. Asking \$1,865,000. Call Joel Davidson 954-767-8305



2008 65' OUTER REEF | Tomahawk

705hp CAT C-12's, 2 17kw Onan gens, upgraded larger stabilizers, and 25hp bow thruster, extensive electronics package designed by a very experienced owner & all systems maintained for extended cruisability. Asking \$1,645,000. Call Joel Davidson 954-767-8305



2002 56' BRUCKMANN | Hathor

Spectacular 3 stateroom, 2 head layout with master cabin aft. Deep V hull offers a smooth ride with 660 hp CATs. Cruise economically at 10 kt or run home at 20 kt. Updated electronics, hardtop, bow thruster, 16 kw gen. In Annapolis, MD. Call John Dennison 954-767-8305



1993 54' VRIPACK | Lady Galathea

Superb Dutch quality design and build. 2013 re-fit included new paint from the keel up, interior updates, LED lighting, electronics and more. Twin diesel, stand up engine room, 3 staterooms with ensuite heads. Located in Ft. Lauderdale. Call John Dennison 954-767-8305



2003 53' TARQUIN TRADER | Promise Promise

Turn-key condition one owner yacht with twin Yanmar 6CXM engines @ 500hp each and 20hp hydraulic bow thruster. Unique aft master layout with two guest cabins forward. In Annapolis, MD. Asking \$499,000. Call John Dennison 954-767-8305



1996 50' SEA RAY | Virtual Reality

700 original hours on 625hp DDEC 692's, full camper enclosure 2013, new bow thruster 2012, Tracvision 3, updated electronics, TNT lift. In heated storage, Buffalo, NY. Asking \$159,000. Call Joel Davidson 954-767-8305



2001 35' SAGA | Salubrious

Well maintained one owner boat. Unique rig with two headsails on roller furling. Salubrious has received timely updates including electronics, Garmin chartplotter and radar, as well as a new autopilot. Asking \$112,500. Call John Dennison 954-767-8305

Coming Dec. - Feb. Attractions

the Olympic Mountain range, Mount Rainier and Commencement Bay, an outstanding full-service restaurant & lounge, and catered events in our large capacity ballroom. They 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.

Tacoma Yacht Club offers several types of membership: Active Membership is their most popular membership and offers a full range of boating and club activities and privileges, Associate Membership is 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.

Alan & Becky Rencowski at: membership@tacomayachtclub.org or Sandy Gerst-berger at 253-752-3555: sandy@tacomayachtclub.org.

Tollycraft Boating Club welcomes anyone with a love of classic Tollycraft yachts. A membership application can be downloaded at www.tollyclub.com. Contact the club at: secretary@tollycraftboating-club.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 one hundred 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.

EVENTS

Alki Lighthouse Tours. Tour this historic old lighthouse, one of the oldest in Washington State. The Alki Lighthouse site is located past the southern tip of the public Alki Beach. From Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the Harbor Ave. exit and turn right onto Harbor Ave. Follow this road until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway. 425-392-8261.

Contact: lowell@sailtouramaline.com

Cast Off Boat Rides. Center for Wooden Boats, every Sunday 2 p.m. (weather permitting). Come for a sail on The Center for Wooden Boat's 35' New Haven *Sharpie*, a type of boat originally developed for oystering on the East Coast, or on one of their other larger boats. Sail free. 206-382-2628.

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 2014 Maritime Concert Series. 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. everyday. Columbia River Maritime Museum, Astoria, OR 97103, or 503-325-2323.

First Saturday Art Walk. Every Saturday year round, 1-5 p.m. at the galleries throughout historic Gig Harbor. 888-553-5438; www.gigharborguide.com.

Maritime Music: Free events. Maritime music can be sung and heard at many venues around Puget Sound. Here are some ongoing events. Please check the website for current dates, times, and locations: www.singshanties.com

Olympia, WA: Budd Bay Shanty Sing, The first Sunday of the month, 7-9 p.m. The winter venue is at Mercato Ristorante (111 Market ST. NE) across from the Olympia Farmer's Market. The summer venue is at the Boston Harbor Marina. Call 360-866-4296 for info.

Port Townsend, WA: SeaShantySong Circle and Sing-Along. Second Wednesday of the month, 6-8 p.m. at Northwest Maritime Center Cafe. 431 Water Street, Port Townsend, WA. :

Richland, WA: Second Saturday Sea Song Singing Session. The second Saturday of the month, 7:00 p.m. at Round Table Pizza, (1435 George Washington Way, in

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Coming Dec. - Feb. Attractions



Richland, WA.)

**Seattle, WA: Northwest Seaport Chan-
tley Sing.** The second Friday of the month,
8-10 p.m. in the South Lake Union area.

Olympia Wooden Boat Association. The
Olympia Wooden Boat Association meets
at 6 p.m. the first Tuesday of each month,
October through May, except December, at
Nickelby's Restaurant in Tumwater, WA.
The association's primary focus is to put on
the Olympia Wooden Boat Fair, held on
Mother's Day weekend every year.
www.olywoodenboat.org.

Sand Man Tug. The public is invited to visit
Olympia's vintage one-hundred-year-old tug
boat, *Sand Man*, operated from 1910 until
1985. The 60-ft. boat always locally owned
and based in Olympia. Over the past decade
she has been faithfully restored by the non-
profit *Sand Man* Foundation. The boat is open
most weekends from 11 a.m. to 4 p.m. year-
round at Olympia's downtown Percival Land-
ing. www.olympia@comcast.net

Third Friday Speaker Series. Sponsored
by the Center for Wooden Boats. Every 3rd
Friday, 7 p.m., CWB Boathouse. Each
month CWB finds a speaker of wit and
experience to talk about his or her special
knowledge. It is also an opportunity for
CWB members to meet one another and
the staff. Admission is free and refresh-
ments are served. 206-382-2628.

Thomas Burke Memorial Museum. The
Burke Museum is located at the corner of NE
45th St and 17th Ave. NE, on the University of
Washington campus. 206-543-5590 or:
www.burkemuseum.org

Tour the Ballard Locks. Discover how the
locks work (and what made your boat do
that 180 last weekend), see the fish ladder,
and find out who Hiram Chittenden really
was on the guided tours 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 Mon-
day. 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, team-
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Planned by participating youth with the
mentoring guidance of adults, programs
explore maritime careers, history and tradi-

tions, seamanship and community service.
Call the Foundation at 360-385-3628 or:
visit www.woodenboat.org

**DECEMBER 5-6 Resurrection Salmon
Derby.** Sponsored by the Puget Sound
Anglers Fidalgo-San Juan Islands Chap-
ter. Location: Friday Harbor. All vessels
must moor at Port of Friday Harbor for
duration of derby. The Resurrection Derby
at Friday Harbor is a two-day community
event drawing anglers to our area from all
over the region. This event welcomes some
100 boats and their crews to our fair town
of Friday Harbor. It is also an information
gathering event, as the WDFW is present to
sample all fish weighed-in to the derby,
providing valuable information to enhance
and understand our hatchery programs.
Last but not least, it is part of the Northwest
Marine Trade Association's Salmon Derby
Series, a major multi-event fundraiser for
our salmon enhancement efforts. Cost:
Tickets are priced at \$400.00 per
team. There is a limit of 4 licensed anglers
per team. Each angler must be a minimum of
15 years old by the first day of the derby - no
exceptions. Pre-registration required. For
more information contact Chris Long, Derby
Chairman: Phone: 360-202-2664 or Email:
chris@jollymonanacortes.com

DECEMBER 6 - Yule Tide Holiday Concert.
Sponsored by Northwest Seaport. Immanuel
Lutheran Church. 1215 Thomas St., Seattle,
WA, 98109. 7:30pm - 10:00pm. Ring in the
holidays with an evening of seasonal and
maritime music and singing! The Whateverly
Brothers (Dan Roberts & Chris Glanister)
host with a full line-up of performers:
• **Watch The Sky!** (Chris Glanister · Jan
Glansister · Joe Wagner)
• **Emerald Fire** (Kelley Kenison · Deanna
Kenison · Pamela Burdwell)
• **Winter's Return** (William Pint · Felicia
Dale · Tania Opland · Mike Freeman)
Cost: \$13 members / \$15 non-members /
\$7 kids. For more information call: 206-
447-9800 or visit :www.nwseaport.org

**DECEMBER 6 - Seminar: Staying warm
while boating.** Sponsored by West Marine.
Location: West Marine, 1827 15th Ave W.
1:00pm. The in-store event in Seattle will
focus on how to stay warm on the water in
the winter months. Experts in keeping a
boat warm will be there to go over the
different kinds of heating systems for boats.
They'll answer questions about which one
would be right for your type of boating. Helly
Hansen is providing information on how to
keep the body warm, and SmartWool will
be giving one lucky attendee a free merino
wool sock drawer make-over.

The seminar will also cover how to get
the most out of wintertime boating events,

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Coming Dec. - Feb. Attractions

such as the Frostbite and Goosebump races and the Winter Rendezvous in Poulsbo in February. Cost is free. For information about how to participate, contact the Seattle store at 206-926-0356, or send the store an email at: str01322@westmarine.com

DECEMBER 7 - Magic of Christmas Parade. City of Langley, BC. Frazier HWY, 56th Ave to 206th St. Starts at 6:00. This special event will take place through the downtown core of Langley City. This is an exciting event that is geared towards bringing together families and the community at large to celebrate the beginning of the Christmas season. The Magic of Christmas Parade has featured over 50 entries consisting of festive floats, bands, decorated vehicles, dance troupes, equestrian groups, and community groups. events@langleycity.ca

Seafair Foundation Holiday Cruise. Sponsored by the Seafair Foundation. Cruises located on Lake Union and Lake Washington. Time: 3:30p.m. - 5:30p.m. This heart-warming event takes to the water as independent boaters and charter operators volunteer their boats, crew and time to host more than 2,000 developmentally disabled guests on a special holiday cruise on Lake Union and Lake Washington. Nearly 400 boaters will decorate their boats in a festive display of lights and welcome guests aboard

at various docks and yacht clubs around the area. Once on board, guests are treated to snacks and beverages provided by participating boat owners and skippers, as well as entertainment and visits from Santa Claus as they cruise for two-hours through the Montlake Cut and near the 520 bridge. Simultaneous cruises take place in Bremerton, Tacoma and Olympia. Passengers will begin loading at various dock locations at approximately 2:30 p.m. Departure times vary by dock location. If you are affiliated with a yacht club, please contact your club for additional information. If you are not currently affiliated or your club does not participate, please contact the Seafair office at (206)728-0123 ext. 102 or to register your boat email: holidaycruise@seafair.com

The Voces Intimae Choir Concert. Produced by Harmonic Hatchery Productions. The Old School House Arts Centre, 122 Fern Rd W, Qualicum Beach, BC. Time: 2:30 p.m - 4:30p.m. Last December The Voces Intimae Choir gave an abbreviated version of this wonderful, Victoria-based choir under the direction of the inimitable Tony Booker. Many ecstatic audience members have approached us with strong requests for a return engagement—but this time with the larger choir and for the entire afternoon. Be sure to take advantage of this expanded second chance to enjoy everything from early Advent choral music to



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DECEMBER 12 - Chanty Sing. Sponsored by Northwest Seaport. 860 Terry Avenue N, Seattle, WA 98109. Aboard the *Virginia V* at the Historic Ships Wharf in Lake Union Park 8:00 p.m.-10:00p.m. The December Chantey sing will be a song-circle format, led by Wayne Palsson. Come lead a maritime song, or just join in the chorus! Chan-teys are maritime work songs and songs of leisure, often in a call-and-response style with choruses that are easy to learn and fun to sing! Bring the whole family! Cost: Free. For more information call: 206-447-9800.

DECEMBER 12-13 - Chet Gibson Memorial Lighted Boat Parade. Sponsored by Queen City Yacht Club. Location: leaves from Lake Union and proceeds to Lake Washington. Parade begins at 6 p.m. both evenings. Now in its 74th year. It is an opportunity for area boaters to share their brightly lighted and decorated boats with the community. Open to all. www.queencity.org

DECEMBER 15 - Victoria Symphony - Sentimental Christmas Carol. Qualicum Beach Civic Centre, 747 Jones Street, Qualicum Beach, BC. Time: 7:30 p.m. Come join the

Victoria Symphony to sing Christmas carols and experience Dickens' *A Christmas Carol* in a special version for orchestra and actors. The wonderful Victoria performer Kelt Eccleston joins guest conductor Timothy Hankewich, now in demand through North America. Soprano Eleanor McCain also takes the stage to delight audiences with beloved Christmas music. For cost and more information call: 250-385-6515 or email: boxoffice@victoriasymphony.ca

DECEMBER 19 - Preparing Your Boat and Yourself for Ocean Cruising. A talk by John and Amanda Neal. Sponsored by the Puget Sound Cruising Club. North Seattle Community College. Library Concert Hall, Room #LB1142. 7:30pm. This will be a comprehensive look at blue water cruising. Wherever you are heading, learn how to select the right boat, refit and outfit it, navigate it, insure it, provision it and then deal with seasickness. Bring your questions! John Neal was born on the banks of the Blue Nile River. At 22 he set sail from Seattle for the South Pacific. His book of the voyage, the *Log of Mahina*, became a best seller. Amanda Swan Neal grew up in New Zealand and sailed as a teenager aboard a sloop she helped her parents build. She became sailmaker and then a rigger. Amanda crewed on the first all woman boat to complete The Whitbread Around the



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32' Grand Banks



40' Beneteau

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Coming Dec. - Feb. Attractions

World Race. For more information contact: papakina@gmail.com or: pugetsoundcruisingclub.org

DECEMBER 31 - New Year's Eve Raft-Up. Sponsored by the Puget Sound Cruising Club. Blakely Harbor. Don't miss the last potluck of 2014, and the first potluck of 2015, as you sail near and far one potluck at a time!
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JANUARY 23 - FEBRUARY 1 Seattle Inter-

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EDUCATION

Anacortes Yacht Charters offers an extensive range of educational courses of interest to boaters including the following:

ASA 101 Basic Keelboat; ASA 103 Basic Coastal Cruising; ASA 104 - Bareboat Chartering; ASA 101/103/104 Course; Introduction to Power Cruising, Twin Engine, Single Engine & Ladies Only; Cruise and Learn Course; Advanced Power Cruising.

Anacortes Yacht Charter is located in the Anacortes Marina Office, 2415 "T" Ave, Suite 2, Anacortes, WA 98221. Reservations 800-233-3004 or 360-293-4555, fax: 360-293-6683.

www.ayc.com; info@ayc.com

Bellevue Sail & Power Squadron offers boating classes on the Eastside, taught by experienced, certified instructors. For info or to register on-line for all classes and seminars, go to:

www.bellevuepowersquadron.org/
Education

The Everett Sail & Power will be offering to the public an 8-week class (America's Boating Course) in the fundamentals of safe boating. Included topics are: an introduction to various types of boats, boating law as in registration, state & federal regulations, 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 & 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. The classes are held at the Conference Center/ Everett Yacht Club, Orca Room, located at the back of 14th Street. (404 14th Street, Everett, WA 98021.) The class hours are from 7-9 p.m. To register or for more information contact Cdr. Jim West, JN at 425-778-0823 or: phnx789@msn.com

Flagship Maritime Captain's License Classes. Choose from either day time or evening classes to best fit your schedule. Enrolling in their USCG-approved OUPV (Six-Pack) license training starts the process, and their Upgrade to Master 100 Ton courses immediately follow for those that need it. Flagship Maritime is licensed by Washington State as a private vocational school, which makes several sources of tuition assistance available. Their instructors, facility, courses, course materials, and examinations are approved by the U.S. Coast Guard. Flagship's dedicated state-of-the-art maritime training facility is located on the waterfront in Tacoma, with easy access from points north or south. All course materials, navigation tools, charts, rules of the road book, and proprietary student workbooks are included, as are all USCG examinations, administered right in class. Call Flagship's Registrar at (253) 905-5972 today to enroll. Complete info can be found at the website including Flagship's course calendar:
www.flagshipmaritimetraining.com

Friday Harbor Marine is an ASA Sailing School and an RPA Powerboating School, located on the waterfront in Friday Harbor. They have some great classes for sailing enthusiasts, including a 3-hour Introduction to **Sailing for the Absolute Beginner; ASA-101 Basic Keelboat; ASA-103 Basic Coastal Cruising; ASA-104 Bareboat Chartering; and ASA-105 Coastal Navigation Standard.** For powerboaters, they offer the **Recreational Powerboaters Association classes, Close Quarters Powerboat Handling and Coastal Navigation.** They offer a very flexible schedule, and can customize classes for your convenience - they can even teach the classes right on your own boat! For more info call 360-378-6202 or go to:
www.fridayharbormarine.com

NW Boater Training - where you can learn to boat on a boat from local experts. Since all boaters must follow the same nautical rules, regulations and courtesies of the sea, their boat handling and seamanship courses provide essential information for every type of boater and all watercraft types, such as kayaks, canoes and jet skis. Enroll in the America's Boating Course for a hands-on opportunity on the water and qualify for the Washington Boater Education Card. They are America's largest family boating organization dedicated to Boating Safety with emphasis on Boating Education, Civic Service, and just plain fun. These courses are presented by the local Sail and Power Squadrons

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Dec. - Feb. **Coming Attractions**

affiliated with United States Power Squadrons (USPS).

Visit their website for their up-dated 2014 classes. These will include the scheduled America's Boating Course (ABC) classes, and all the Advanced Classes and Seminars. Ask about which classes include On-the-Water Training, go to Boating Class Locations, and click on the areas where you are willing to take classes and seminars to see lists of what is available. www.nwboatertraining.com

San Juan Sailing & Yachting has over 28 years of experience in providing sailing and power education to sailors and yachters alike, including the following courses and options: **American Sailing Association 101/103/104; Advanced Training; "F or Women Only" Courses; Power Seamanship Courses; Private Instruction.**

For more info, call 1-800-677-7245 or: www.sanjuansailing.com

USCG Auxiliary Offers "About Boating Safely" Classes. All persons 59 years and younger operating a motor boat of 15 horse power or greater in Washington State are required to pass a boater safety education course and obtain a WA State Boater Education Card. This eight-hour Coast Guard Auxiliary "ABS" class exceeds the education requirements in all states. Learn how to avoid problems on the water and learn navigation rules for all types of recreational boaters. The classes are being taught by Coast Guard Auxiliary Certified Instructors. Check the website for the dates of classes near you: www.d13cgaux.com/sites/

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) and Master Licenses to 100 tons, Sailing & Towing Endorsements. One-day renewal classes and application preparation. U.S. Maritime Academy has over 2,000 graduates since 1985. Director Capt. Jeff Sanders wrote the textbooks and curriculum. He offers evening classes to accommodate work schedules.

Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or: www.usmaritime.us

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: seo@boatingisfun.org or visit: www.boatingisfun.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.

Like any other rendezvous, presenters typically bring their boats into a shared dock

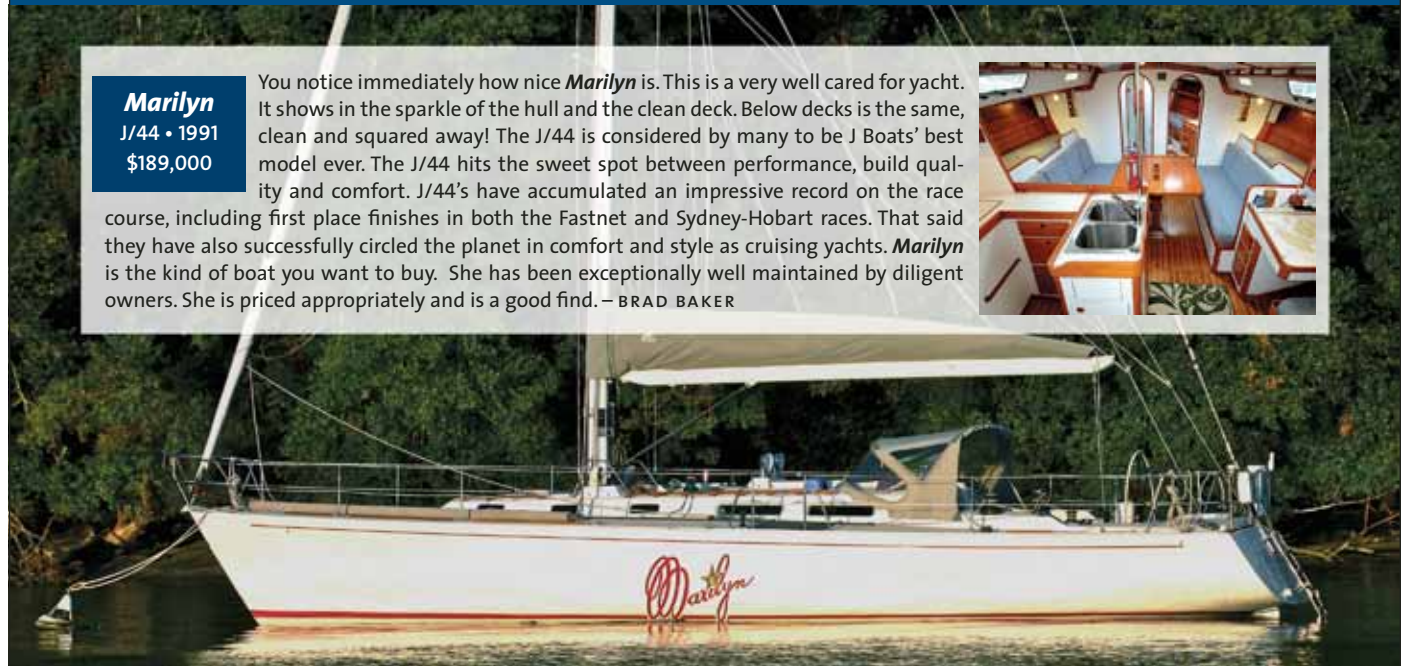
on Friday afternoon / evening and share an informal meal. On Saturday, they turn their boats into classrooms / props for their presentations, which typically last 45 – 50 minutes with a few minutes in between. Most offer their presentation more than once during the day so those who want to attend more than one seminar scheduled at the same time can take one first, then the other when it's offered again later.

Schedules and maps to boats are generally available at registration throughout the day. Each boat holds a placard identifying the boat, presentation

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Hunter Passage 42 • 1992 • \$119,000



Dubbel & Jesse 50 • 1989 • \$385,000



Wylie/Schnr Crk 70 • 1993 • \$299,000



Concordia 39 • 1957 • \$195,000



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Formula 34 • 2007 • \$169,900

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43 Custom Perry	1977 \$349,000	35 J/109	2012 \$249,000
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42 Atlantic Cat	2000 \$350,000	26 Herreschoff Alerion	1996 \$63,000

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and times offered. Lunch is generally available about mid-day and some squadrons are offering an option for dinner and social events Saturday evening. Some squadrons will have door prizes or a fundraiser such as a raffle with prizes awarded after the presentations.

For more information, contact your local United States Power Squadron, coordinator Gregg Longstaff at: gregglongstaff@gmail.com

DECEMBER 8 - Learn to Give First Aid at Sea. Sponsored by Washington Sea Grant and the Port of Seattle. Nordby Conference Room, Nordby Building, Fishermen's Terminal, 3919 18th Ave. West, Seattle, WA. 98119. Topics covered will include preparing first aid kits, patient assessment, hypothermia, near-drowning, shock, trauma, burns, fractures, immobilization, CPR, and more. This one-day session at Fishermen's Terminal could make you an onboard lifesaver. Cost: \$80 (\$40 for commercial fishermen.) Pre-registration required. For information and registration call: 206-543-1225 or contact Sarah Fiskén at: sfiskén@uw.edu

DECEMBER 13 - Marine Electrical Wiring Workshop. Sponsored by Washington Sea Grant and the Port of Seattle. Nordby Conference Room, Nordby Building, Fishermen's Terminal, 3919 18th Ave.

West, Seattle, WA. 98119. A class for boat owners who want to upgrade their electrical systems. Topics include safe wiring standards, selecting wire sizes, circuit breaker and fuse ratings, cable routing and labeling, shore power circuits, battery-charging circuits, corrosion-protection circuits, engine instrument systems, and troubleshooting. cost: \$80.00. Pre-registration required. For information and registration call: 206-543-1225 or contact Sarah Fiskén at: sfiskén@uw.edu

JANUARY 12 - MARCH 5 - U.S. Maritime Academy's Captain's License Classes. Sponsored by the USMA. The Northwest Maritime Center, 431 Water Street, Port Townsend, WA 98368. Monday, Wednesday & Thursday, 6 pm to 9:30 pm. 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. Complete schedules and course infor-

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2015 Jeanneau 469 4 **Sold!** #71992 Arrives April! **\$419,852 : SAVE \$21,190**



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2015 Jeanneau 349 **1 Sold!** #71990 Arrives April! **\$172,584 : SAVE \$8,040**



2015 Jeanneau 41 Deck Salon **2 Sold!** - #71834 **\$294,897 : SAVE \$20,611**



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43' JEANNEAU 43 DS '04	Reduced 209,500
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40' HUNTER 40.5 '97	Sale Pending
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38' NAUTICAT 38 MS '01	Reduced 269,000
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38' LAGOON 380 '01	Sale Pending
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34' TARTAN 3400 '06	162,500

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33' NAUTICAT 33 '84	96,500
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31' ELAN 310 '10	Reduced 154,500
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31' CATALINA 310 '00	SOLD
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26' ISLAND PACKET MKII '83	25,000
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24' MARTIN 244 '09	Reduced 12,900
22' RHODES w/trailer '95	14,900
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44' JEANNEAU 44 DS '14	SALE PRICED! 324,855
41' JEANNEAU 41 DS '15	Just Arrived! 294,897
40' JEANNEAU 409 '14	2 SOLD!
34' JEANNEAU 349 '15	SOLD! Come See!
40' BLUE JACKET 40 '14	CLEARANCE 398,839
36' ISLAND PACKET 360 '14	CLEARANCE 359,852
52' LAGOON 52 '15	Annapolis Show Boat CALL
39' LAGOON 39 '14	CLEARANCE 479,428



2011 American Tug 435 \$659,500



1983 CHB Trawler 42 \$89,000



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1979 Carver Santa Cruz 26 \$12,950



2000 Lagoon 380 \$229,900



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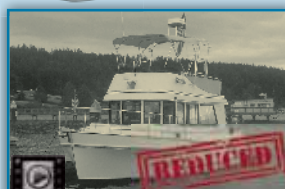
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JANUARY 13 - FEBRUARY 24 - ABC Boating Safety Class. Sponsored by the United States Power Squadron (USPS). Bellingham Technical college. 3028 Lindbergh Ave. Bellingham, WA. Tuesday evenings, 6:30pm - 8:30pm. Our ABC Boating Safety Class is an 8-week course taught by US Power Squadrons' certified instructors. It includes: Bellingham Technical College (BTC) college credit (optional), On The Water (OTW) boating time, WA Boater Education Card (BEC) testing with complete information needed to pass the BEC exam. Members of the graduating class are also offered a six-month free membership to the USPS, which allows them to take future classes at a substantial discount. Cost: \$110.00. To sign-up...just call 360-752-8350 and ask for MARIN 110 #4560. www.boatingisfun.org

MARCH 7 - USMA 1-Day License Renewal Class. Sponsored by U.S. Maritime Acad-

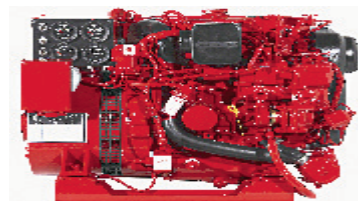
emy. The Northwest Maritime Center, 431 Water Street, Port Townsend, WA 98368. 10 am - 5pm. (lunch break). A one day class which enables you to renew your license without sea time requirements or filling out sea service forms. For cost and additional information call Capt. Sanders at: 360 - 385 - 4852 or visiting their web site: www.usmaritime.us

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.

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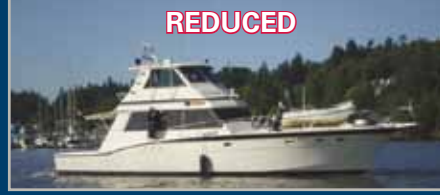
92' AllSeas Expedition 2010 \$7,500,000



78' Stephens CMY 1970 \$250,000



61' Little Hoquiam PH 1981 \$345,000



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60' Hattares Convertible 1979 \$269,000



52' North Pacific Pilothouse 2009 \$499,900



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43' Sabre Aft Cabin 1995 \$345,000

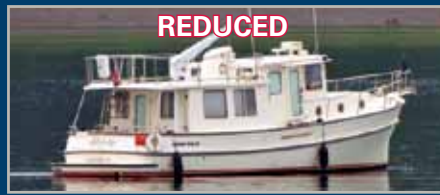


PENDING

42' Nordic Flybridge Tug 2006 \$419,500



38' Carver Montego Express 1992 \$49,900



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37' Nordic Tug 2006 \$345,000



37' Nordic Tug 2004 \$325,000



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36' Trojan Sport Fish 1979 \$29,900



36' Hatteras Sport Fish 1973 \$39,900



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33' Bayliner 3388 1999 \$79,500



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32' Nordic Tug 1987 \$99,500



32' Bayliner 3218 1988 \$58,900



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DECEMBER 13 - Snowbird. Sponsored by Shilshole Bay Yacht Club. Shilshole Bay Yacht Club would like to invite you and your crew to join us in a winter series to keep the sailing muscles conditioned and the crew coordinated. For more info contact: Tom Madden at: racechair@shilshole-bayyc.org

JANUARY 7 - Racing Seminar. Sponsored by the South Sound Sailing Society (SSSS). View Point Room at Tugboat Annies Restaurant/West Bay Marina. 2100 West Bay Dr. NW Olympia, WA 98502. 6:00pm. The SSSS is proud to host Andrew Kerr for a one night racing seminar on sail trim and tactics. Andrew is an accomplished full time coach and seminar speaker with North U. He teaches teams across the world, across a variety of racing classes and class associations, and has gained distinction as a national champion sailor in match racing, one-design, and offshore racing. He's been head coach and an instructor trainer at a variety of the top sailing schools – the Boston Sailing Center, the Offshore Sailing School, J World San Diego, J World Newport, J World Key West and J World Annapolis. Cost: \$20 per skipper, and \$10 for crew attending with skippers. For more informa-

tion call K. Reese Cassal at 360-359-1271 or email at: rcchair@ssssclub.com

JANUARY 11 - FEBRUARY 15 - Goosebumps Sailboat Racing Series. Sponsored by Seattle Singles yacht Club and North West Riggers Yacht club. Lake Union, Seattle, WA. Six Sundays in Winter 2015: January 11, 18, and 25 and February 1, 8, 15. Start times are 1:00 P.M. fast boats and 1:05 P.M. (all others). The Goosebumps Races are a six-race series. Come to any one event or come to all of them. This is a for fun race series. There is no advance registration, no fees, no handicapping and no protests. Please, no excuses for collisions. We had 68 boats participating in the 2014 Goosebumps Races. Participants must sail and check in with the Committee Boat before the first start to pick up the handout with the rules and one teal Goose participation sticker for the series. You must check in with the Race Committee on the Committee boat anchored in central Lake Union to get included in the participant list. Please identify your sailboat name and which start you will be qualified for. The course will be posted on the sign board on the Committee Boat. If you have questions, you can call Elly Cyr (425-501-4006) or Jack Lanham (206-719-4084). For more information, see us on the web at www.ssysc.com and www.nwriggers.com. nwr

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46' 2007 Ocean Alexander Veloce



46' 1998 Ocean Alexander Sundeck



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42' 1992 Ocean Alexander Sport Sedan



42' 2003 Ocean Alexander Sport Sedan



37' Larson Daycruiser 370

Peter Schrappen

On Watch

Politics and boating



Things are just about to get real interesting . . .

There's so much to be thankful for as 2014 winds down. Before we spring forward to 2015, let's spend a few minutes on the 2014 elections and what that means for us.

On the national level, an old-fashioned trouncing occurred. According to the experts, there was a confluence of events that set the scene for a true historic election, which is what played out. First, the Democrats simply had more seats up at the national level in the Senate. Twenty one Dems to 15 Republicans. Second, the party holding the presidency always suffers during the mid-term of the second term. Third, the conventional wisdom goes that the more engaged voters are the more conservative voters (this is not a Schrappen Theory, keep in mind) and are more likely to vote when other "presidential-year voters" stay at home.

That segues to the fourth reason that the Republicans were in for an historic night: Obama's numbers. He's at historic lows when it comes to his popularity. You put all this in a box, wave your wand and that's how you get Republicans overtaking the Senate and huge gains in House of Representatives.

The boating community was not immune from these dynamics. Of the 133 Senators and Representatives that began Election Day in the Boating Caucus (a bi-partisan coalition

of Republicans and Democrats who have an affinity for our issues at the national level), 105 remained with us after decision day.

If you are looking for a reader's digest version of what you can expect federally with these changes, here's my best attempt: You will hardly notice a difference. That's because Senator McConnell, presumably the next majority leader, will not have a veto-proof majority. Yes, he can work together with conservative democrats like Sen. Joe Bagich (a Boating Caucus leader), but do not get your hopes up, if you are a Republican, that you will see much of a difference on national issues you care about in general and specifically much change around ethanol legislation in Congress. Same as it ever was . . .

Looking closer to home, the Republicans enjoyed themselves with a strong showing, too. Let's hope Tom Steyer, the California billionaire hedge fund manager who played in several races in our area, is better at managing money than he is at spending his own. He invested \$1.5 million on several swing races around Puget Sound to no success.

Buying elections is not as easy as you may have thought. I'd love to see a poll of swing Blaine or Redmond voters who decided just because a Californian was coming into our state and dumping heaps of money all around.

In the end, voter turnout in Wash-

ington state appears to be in the mid-50 percent range. All of the targeted Republican races were re-elected with relative ease (easy for me to say). Their majorities ranged from 52%-59%.

The new Senate Majority Caucus (25 Republicans plus one Democrat) maintained its majority with a 26-23 split. The House Republicans also saw gains and defeated a few entrenched members of the Democratic caucus, making it a real election for the ages. As votes continue to trickle in, it looks like four incumbent Democrats lost, shrinking the House D advantage to 51-47.

That's great, but what does that mean for us boaters? Fortunately, boating is a bi-partisan issue. Secondly, the associations you have joined by now see life through a bi-partisan lens. Their government affairs teams meet with key people, regardless of party.

Another important part is that staff, oftentimes just as important, if not more so than elected officials, does not change during elections. Speaking solely for the Northwest Marine Trade Association and their political plan, we have moved away from a plethora of \$200 contributions to making maxed-out (fewer) \$950 contributions to build our champions. All of the candidates that NMTA supported won on Election Day. That's only a good thing.

It's true that when the legislative session reconvenes in early January for their 105-day session, few dynamics will have shifted. There remains a budget shortfall, meaning that electeds will have to look under a whole bunch of couches to come up with \$2 billion to balance the budget. There's still that pesky court decision hanging over the head of lawmakers that they are not doing enough to fully fund education. Move over, Judge Judy. The Washington State Supreme Court has spoken and they aren't happy about the lack of funds for schooling.

There will be a few changes that you should be mindful of. Expect a number of proposals and jockeying going on about who will run for president and for governor. At

the state level, Governor Inslee will be in full-on re-election mode. Politicians' number one rule is to never lose. Also, Washington state voters approved an initiative to decrease class size. That means that there's another \$4 billion out there that the lawmakers will need find to satisfy this measure (or the legislators could tweak the initiative).

I'm all for mom and apple pie, too, but as my mom would say, "That's all great but whose money are you going to use for that #@*! idea."

On a brighter note, the Blue Ribbon Task Force for Outdoor Recreation advanced 14 concepts to Governor Inslee. He met with us in early November to sift through these measures, and we, as a boating lobby, will be there gavel to gavel to ensure that we are doing everything we can to protect the Recreation Resource Account (that's your unfunded gas tax dollars), increase the number of days a visiting boat can hang out in Washington state from 60 to 180 days (the Marine Tourism Bill) and remove the lid on gas taxes so boaters see 100 percent of their gas taxes spent on boating-related improvements.

Things are just about to get real interesting. **nwy**



Our man in Olympia, Peter Schrappen currently works for NMTA as their Government Affairs Director and the Clean Boating Foundation as their 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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Christmas Cookies!

*“Christmas cookies and happy hearts,
this is how the holiday starts...”*

— Unknown

Christmas! Magical, whimsical, colorful Christmas. With all its shimmer, glitter, and glitz – yet, that ever present undercurrent of tradition. It is a love/hate thing with this holiday of all holidays, but most of us manage to get into the swing of things at some point.

For me, it is the signs of the holidays at the marinas – a wreath will appear on a dock box, white twinkling lights run up a forestay and then, before we know it, the holiday boat parades are upon us. And, they can sneak up on you. Check your local schedules to note the dates on your calendar as plan-

ning ahead is a must for these events.

Parade viewing is a wonderfully merry way to celebrate the holidays. A train of boats smothered in lights, extravagantly decorated – some with animated scenes – and brilliant against the night sky gliding through the water with music bouncing off the shore. It really is the best and can truly bring out the child in most anyone.

Holiday boat parades are the perfect time to entertain, be it aboard or ashore. It is not surprising that many waterview home owners often schedule their Christmas Open House parties to coincide with the boat parades and many boat owners plan gatherings

either in their slips or venture out to follow the parade.

The key to these soirees is to keep it simple. Some of the most inviting parties are the least labor-intensive. No matter what the menu, a spectacular cookie basket lavishly lined with fabric or colorful, crinkly tissue, tied off with glittery ribbons and chock full of a variety of mouth-watering cookies is key. It has been my experience that the main course is irrelevant – it is the cookies that get all the attention. Believe it.

Christmas and cookies are inseparable. Cookies fuel the holiday season even as they help to define it. No tradition is more universally adored. Is there anyone who can resist Christmas cookies? There are filled cookies, cookies you roll out, cookies made with a press, bar cookies, brownies, refrigerator cookies, and cookies you simply drop from a spoon. Cookies can be all shapes and sizes. They can be delicate and hearty, chewy or crisp – nuts or no nuts. The happiest of our childhood memories, nothing better expresses the warmth and hospitality of the holiday season.

Peppermint Candy Shortbread

1 c. butter, softened
1/3 c. sugar
2 1/2 c. flour
2 1/4 c. flour
4 (2 oz.) squares vanilla bark coating
2/3 c. crushed hard peppermint candy

Beat butter at medium speed with electric mixer until cream; gradually add sugar, beating well. Stir in vanilla. Combine flour and salt; gradually add to butter mixture, beating well. Add flour, beating until just blended. Divide dough into 3 equal portions. Place 1 portion of dough on ungreased baking sheet; roll into a 6" circle. Score dough into 8 triangles. Repeat procedure with remaining 2 portion of dough. Bake at 325° for 25 minutes or until barely golden. Let cool on baking sheets 5 minutes. Remove to wire racks to cool completely. Working very carefully, separate discs into wedges. Melt bark coating in top of double boiler over hot water. Remove from heat. Carefully dip wide edges of shortbread

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- ⚓ Power and sail regattas, navigation contests, book clubs, field trips, BBQs, monthly dinner meetings, crab feeds, and so much more!



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in melted coating; place shortbread on wax paper. Sprinkle crushed candy over coated edges and let stand until coating is firm.

Ginger Cookies

- 3/4 c. butter
- 1 c. sugar
- 1 egg
- 1/4 c. molasses
- 2 c. flour
- 3 tsp. baking soda
- 1/4 tsp. salt
- 1 tsp. cinnamon
- 3/4 tsp. cloves
- 3/4 tsp. ginger

Cream butter and sugar; mix in egg and molasses, then dry ingredients and spices. Roll into balls on greased cookie sheet 2" apart to bake at 325° for 6 minutes.

Mocha Brownies

- 1 lb. dk. brown sugar
- 3/4 c. butter
- 2 T. instant espresso coffee
- 1 T. hot water
- 2 eggs
- 2 T. vanilla
- 2 c. flour
- 2 tsp. b.p.
- 1/2 tsp. salt
- 1 c. chopped pecans
- 1 c. semi-sweet chocolate chips

Heat brown sugar and butter in saucepan over medium-low heat until butter melts. Dissolve coffee in hot water and stir into butter mixture; cool. When cool, beat in eggs and vanilla. Stir in flour, baking powder, and salt, then pecans and chocolate chips. Spread mixture evenly in greased 8x11" pan and bake at 350° for 25-30 minutes or until lightly browned. Do not overbake.

Russian Tea Cakes

- 1 c. butter
- 1 c. powdered sugar
- 1/2 tsp. vanilla
- 3/4 c. chopped walnuts
- 2 1/2 c. flour
- 1/2 tsp. salt

Cream butter with sugar; add rest of ingredients and mix with hands. Roll into small balls and bake at 400° for 13-14 minutes. While still hot, shake on powdered sugar.

Chocolate Stars

- 1 1/2 c. butter, softened
- 2 1/2 c. sifted powdered sugar
- 2 lg. eggs
- 1 tsp. vanilla extract
- 3 c. flour
- 1 c. Dutch process cocoa
- 1/4 tsp. salt
- 1/2 tsp. cinnamon
- 2 (2 oz.) squares vanilla bark coating

Beat butter at medium speed with electric mixer until creamy; gradually add powdered sugar, beating well. Add eggs and vanilla; beat until blended. Combine flour and next 3 ingredients. Gradually add flour mixture to butter mixture, beating at low speed until blended. Divide dough in half; wrap each portion tightly in plastic wrap and chill at least 1 hour. Roll 1 portion at a time to 1/4" thickness on floured surface. Cut with 4" star-shaped cookie cutter; place on ungreased baking sheets and bake at 350° for 10 minutes. Remove to wire racks to cool completely. Place bark coating in small zip-loc freezer bag and seal. Submerge in hot water until coating melts. Snip tiny hole in corner of bag and drizzle over cookies.

Kate's Sugar Cookies

- 2 c. butter
- 1 2/3 c. sugar
- 1 tsp. vanilla
- 6 egg yolks
- 5 c. flour
- 1 c. powdered sugar
- milk
- food coloring

Cream butter and add sugar; mix until fluffy. Add egg yolks, flour, and vanilla. Roll out onto floured board, then cut with cookie cutter and bake at 350° for 7 minutes. Blend milk with powdered sugar until smooth and creamy; color with desired food coloring and decorate! nmv

Photo by Mark Gardner Photography



Highly talented gourmet cook Kathryn Farron is the accomplished author of the Gimbaled Gourmet Cookbook. Be sure to check out Kathryn's website, www.kathrynfarron.com.

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So, Tony, how's the fishing going to be in 2015?

I just turned my calendar this morning and it suggests it's December 1st, entry into the last month of the year in preparation for 2015.

I can't help but look back at the fishing year and attempt to decipher

what was hot, and what was not. It was an incredible year for this salmon junkie, particularly from mid-June through September.

If you follow the sermons I made in this space over the last six months, you clearly got the message to proceed

directly down to the Washington coast. The forecast for chinook and coho was tremendous, and that's clearly how the forecasts played out. Chalk one up for smart planning to follow Rule #1: Fish Where The Fish Are! And baby, they were there.

Consider the data. Ilwaco hosted 55,724 angler trips last summer, who boated 10,748 kings and 75,343 coho salmon. I invested six days of fishing out of Ilwaco, partly in the Columbia River and partly off the

Long Beach surfline in 30 feet of water. Envelope please. The results were gang buster chinook and coho catching. World class!

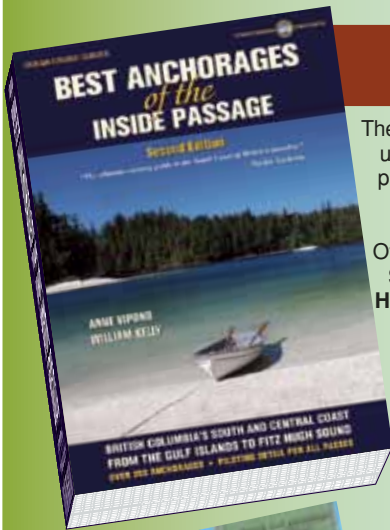
Meanwhile, about 40 miles to the north at Westport, this port hosted 51,200 angler trips which landed 22,264 kings and 259,155 coho salmon. As the result of investing a skimpy 10 days of fishing in this area, chinook fishing was from good to meltdown. The fish were on the beach, on the north side in shal-

"The official 2015 chinook salmon forecast for stocks bound for the Columbia is due out in the next two weeks," he said. "However, it appears that we should experience a similar return of king salmon as we witnessed in 2014." (Joe Hymer, sport fish biologist, Vancouver WDFW office)
Mama! Help me!

Photo below - The Washington coast was on fire this past summer with strong numbers of king and coho salmon. Bob Cannon, Westport, hoisted this 29 pounder into the boat while fishing with Adm. Fish during the 4th of July weekend at the entrance to Grays Harbor.



All the Best Anchorages from the Gulf Islands to Fitz Hugh Sound

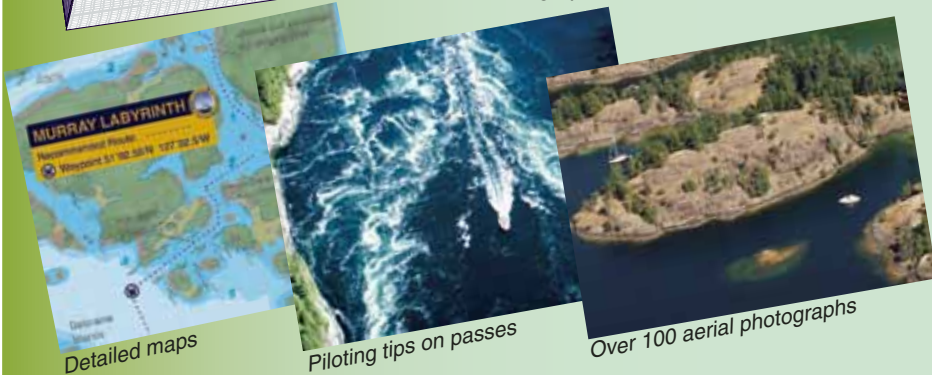


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low water, or deep, out in the 300 foot plus zone and down. King salmon, baby, and lots of them. It was a summer to remember on the central/south Washington coast.

I also invested a week in mid-July up at Neah Bay. Lights out, dude, with limits of kings hooked in shallow water off Cape Flattery. How fun is that, over? Anyone have an extra toothpick to remove the chinook salmon out of my bicuspids?

Neah Bay, Westport, Ilwaco and the lower Columbia were indeed the highlights in 2014. And the low lights? Maybe the Strait of Juan de Fuca, San Juans and north Puget Sound. Central Puget Sound actually had a hotter fishery last summer than Area 9 to the north. Go figure.

So what about next year? What can we look forward to? I called my long time colleague Joe Hymer, sport fish biologist down in the Vancouver WDFW office and here is what he had to say.

"The official 2015 chinook salmon forecast for stocks bound for the Columbia is due out in the next two weeks," he said. "However, it appears that we should experience a similar return of king salmon as we witnessed in 2014." Mama! Help me!

When Joe Hymer speaks, I listen. "Nearly 144,000 angler trips were recorded in the lower Columbia River this past summer, the second highest in history (147,343 in 2011)," he said. "The catch was 26,546 chinook salmon, about 5,000 fish less than 2013 which established the all-time record. And, the coho catch was 8,048, nearly double the old record set back in 1986." Mercy!

"The record migration of fall king salmon over Bonneville was established last year, after all ocean sport and commercial fisheries along with the lower river, at 953,222 fish. This was the biggest passage over Bonneville dating back to 1938. The 2014 migration over the dam was 853,133 fall chinook salmon which is now the second largest return recorded. And the coho salmon return of 262,000 over Bonneville this fall is the largest ever recorded." Are you starting to get my drift?

Joe, I think I love you. At this writing, I am making my reservations for Long Beach, Westport and Neah Bay, for next July and August. I firmly believe in Rule #1 and I will be in the game next summer. Sorry, hard to wipe the smirk off my face.

As I further consider an agenda to offer you for December, I can't help but remind you of the San Juan Islands winter blackmouth season opener on December 1st. As you are reading these words, my worm is in the water, in the Islands, anticipating the take down of a winter chinook. For this angler, it has become a rite of passage, imprinted by the last 35 years of chasing these wonderful salmon in early December which rival the fight of a steel-

head and grill, fresh, better than anything imaginable.

And December is the final month of the winter crab season in areas that remain open. Please be sure to submit your winter crab catch record card at the beginning of the new year, or be faced with paying extra dough when you apply for a 2015 Puget Sound crab fishing license.

Finally, Christmas comes later this month. My Christmas present to myself is to go fishing more in 2015. I know, you are saying how can that be? And to execute my fishing plans, excuse me while I head down to my favorite sport fishing store to purchase another Okuma IS400 level wind reel. Remember, it's part of my job. Merry Christmas and see you on the water! *nwy*

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 the monthly Tony's Tackle Box in your e-mail by clicking on:

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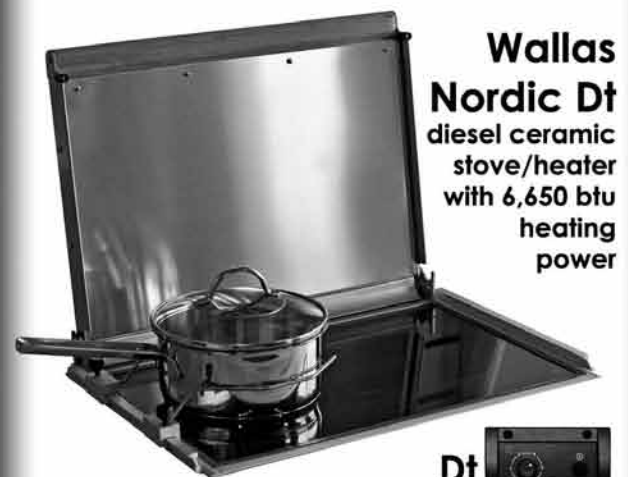
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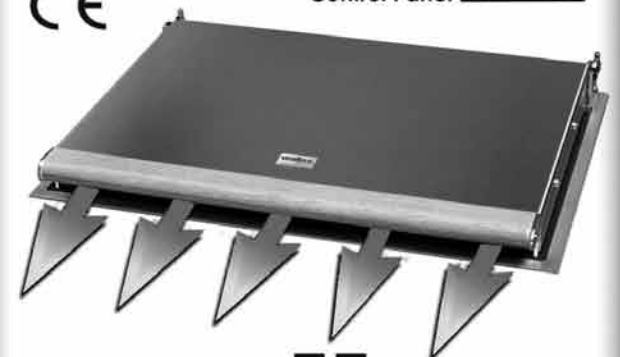
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It's Been Quite a Year

Weather: After years of colder-than-normal, it was great to enjoy some truly spectacular temperatures for most of the year. It's probably good it's not like that every year, then everyone would want to live here!

Tragedy: The Puget Sound racing community lost one of its own when Jay Berglund died in October during the Eagle Island Race. Berglund was aboard the 22-footer *Gizmo* when it turtled and sank shortly before the finish of the race. It was a reminder to

all of us that caution and seamanship are still vital ingredients to our boating pastime.

Sinking: The most spectacular sinking of the year had to be when the brand-spanking-new 90' Northern Marine boat *Baden* sank at launch. If you somehow missed the video, see it on nwyachting.com or yachtvid.com. It's hard to watch but even harder to look away.

Loss: Hobie Alter, whose cruising power cat *Katie Sue* was a San Juan regular, died this year. Per-

As 2014 draws to a close, it's worth taking a look aft at some of the big events and trends, and perhaps taking a peek or two forward to 2015.



haps more than anyone else in history, Alter managed to get people on the water. Hobie Cat catamarans created innumerable sailors with their speed, simplicity and economy.

Photo above - The advent of the IRC measurement system is giving a boost to the big boat class, including Flash and Ocelot, seen here during Grand Prix. Photo by Jan Anderson.

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And of course before that there were the surfboards. We could use some of his imagination right now.

New: Pacific Northwest builders and designers continue to innovate. In the world of motor yachts, the West Bay SonShip 72 Skylounge signified that the large motor yacht was alive and well. And the Paul Bieker designed *Slightly Dangerous* for Gordy Cole put a whole new interpretation on the commuter boat concept.

But the most striking and original boat came from the boards of designer Bob Perry and the craftsmen and women at the Northwest School of Wooden Boatbuilding. While *Francis Lee* borrows both form and function from various schools of thought, it is completely, utterly original and the perfect vessel for the Bottles family.

Back to the Future: Remember the Sammamish Slough powerboat races "back in the day?" Well, if you blinked you might have missed that they returned this year. The energetic Gaul Culley pulled together enough elements to make that race a reality again back in April. The weather wasn't particularly helpful on the big day, but there was clearly enough interest that we might once again see it become a regular Seattle event. It's already been scheduled for next year. Mark your calendars for April 11.

Technology: January's Seattle

Boat Show will undoubtedly have some impressive new technology on display. There will be spectacular new devices to tell you where you are, where you were, what's underneath you, what's invisible to your eye, and who's calling you while you're in the middle of the Pacific. But 2014 really marked the ascendancy of a few technologies

into the boating world. GoPro cameras have been around for a long time, but look around at today's kayakers, sailors and surfers, and now nearly everyone has one mounted onboard or strapped to their head.

Then there are the drones. There's nothing like a little aerial footage to spice up your home movies of your

cruise. Some of us may dread the day when we look up into a sky full of drones carrying packages to our houses, but for getting the angle for some great photos, you can't beat a drone.

Finally, there are the ubiquitous apps. It's worth searching the app store for your mobile device of choice every month or two. App develop-

Photo below - The dramatic capsizing of the 90-footer Baden happened right here in Anacortes but seen online around the world.



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ers are everywhere, and sometimes they're downright brilliant.

Environment: There are signs the disease that was killing off so many starfish has run its course. But seeing dead and dying starfish everywhere was scary and a clear reminder that as robust as our waters may seem to be, they can be pretty fragile.

Washington Sea Grant and others continue to seek ways to keep our waters clean, in particular partnering with private services and making pumpouts user friendly, going as far as making mobile pumpouts available free of charge. Between the public facilities and the private services, the situation has certainly improved, particularly in large marinas and populated areas. We can expect to see this situation continue to evolve.

As if to say "You think you know me, but you don't," the Northwest Passage shut down many adventures this year with unexpected ice closing off many areas, even turning back Jimmy Cornell. Global warming is certainly changing our waterways and opening that area up to navigation, but this year Mother Nature showed she still has a mind of her own.

Fishing: Over the past few years, there has been a lot of hand wringing about small salmon runs. This year there was nothing but good news, spectacular salmon fishing on the coast and good salmon fishing on Puget

Sound, especially Area 10. All are wondering what the coming years may bring to the Elwha, that is *after* the 34 million cubic yards of sediment finally settle..... Will the genetic coding for the 100-pound salmon re-appear someday?

Sailboat Racing: The biggest change on the racing scene was advent of the IRC class. What's been talked about for years finally became a reality. While not everyone was happy about it, it seems to have reinvigorated the big boat class. Otherwise, the decline in the more serious racing generally may have stopped, but the situation is not good.

Fun racing continues to grow, as does the size of the cruising class in many races.

What many people don't realize is the healthy state of youth racing in the Pacific Northwest. High school programs are thriving and the sailors coming out of these programs are skilled. This is the direct result of varied groups working together, and with the dedicated parents behind this we can expect even greater things.

Community: Yacht clubs reportedly continued to struggle to maintain membership in 2014, but com-



Photo above - The Bob Perry designed Francis Lee is a Northwest original. Photo by Boomer Depp.

munity is developing in other ways. The Boat Guy's Winter Rendezvous in Poulsbo was a resounding success, and rendezvous by manufacturer (Beneteau, Bayliner, Catalina etc) is strong. This year there were about 40 boats at the Signature Yachts' Beneteau rendezvous. How many yacht clubs can boast that?

Community boating centers are becoming more vital to the Northwest boating scene. In Seattle, Sail Sand Point was a beehive of activity all summer long with kayaks, catamarans, dinghies, dragonboats and outriggers heading out and hauling up. It was impressive to see that much activity in one place and

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people from all walks of life.

Foss Waterway Seaport officially opened its doors, as a museum, a cruising destination and a community boating center in downtown Tacoma. In fact, Tacoma is at the forefront of making itself the boating center of the Northwest. The Seaport, the Youth Marine Center/Sea Scouts, the City, Port and Tacoma South Sound Sports group all work together to make boating of all types accessible.

The success of the Coho Hoho Rally to San Diego is another example of a community coming together outside of the usual yacht club seen. The Internet and social media have made it much easier to connect with fellow boaters, and in fact one can be part of several groups simultaneously without falling out of the loop.

The *nwyachting.com* site and *Fore and Aft*: The *nwyachting.com* website and the *Fore and Aft* newsletter are both humming along. All the stories cited above have been

Below - Associate Publisher Bruce Hedrick's weather briefs come out on Fridays at nwyachting.com.



covered online in one way or another. It's exciting to have the electronic space to run videos and photos to our heart's galore. And it's gratifying to connect readers with each other (as we did with the Rawson Trawlers).

Bruce Hedrick's look at the weekend weather every Friday is becoming a part of many an end-of-week online routine, and organizers around the PNW are finding the calendars a good way to get the word out about their events.

If you haven't subscribed to the *Fore and Aft* newsletter, just go to *nwyachting.com* and look in the right hand column for a signup form.

Generally speaking, this year's warm weather and slowly improv-

Kurt Hoehne was Assistant Editor for Sailing Magazine from 1984-1988, and Marketing Manager for Northern Lights from 1992-2001. A highly respected writer, Kurt's articles have appeared in both national and regional marine publications. He currently runs Meadow Point Publishing, which specializes in newsletters, public relations, and advertising for, but not limited to, marine-based companies. Kurt is also the Online Navigator for nwyachting.com.

Kurt, and wife Abby live in Seattle with their sons Ian and Gabriel and dog Ali.



ing economic situation seem to have unfrozen things in 2014. The Seattle International Boat Show has an exhibitor waiting list and with gas prices down, people were using their boats more.

I expect more hours on the water next year and boaters looking for connection, either through yacht clubs, community boating centers or through rendezvous gathered around a theme or location. *nwy*

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Iridium GO! is the only Iridium product that has an unlimited data plan for US\$125/month which is really an unbeatable value! Also save with the Iridium Mail App which is free, as opposed to other mail com-



pression apps that demand a monthly fee. With integrated Wi-Fi the unit does not require the complexity and cost of a separate Wi-Fi router.

The unit itself sells for around \$1,150 and includes just about everything you need for trouble free operation on your vessel. The Iridium GO comes with passive antenna, wall mount, external antenna adapter, and

a 30ft LMR400 cable.

If you're using this to download GRIB files, weather data and weather routing information you'll probably want the unlimited data plan. The data speed is 2.4 Kbits/s. This is the same data speed of all other Iridium and Inmarsat Satellite phone services. Iridium is launching their NEXT satellite in 2015-2017, and when available the Iridium GO! will support 3G data speeds.

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Coleman launches ice-retention leading Esky Series Coolers

The Coleman Company, Inc., has launched its Esky Series Coolers, a new super cooler for outdoorsmen and women which holds ice 44 percent longer than its nearest competitor in independent testing.

In addition to the category-leading ice retention, the Esky Series Coolers incorporate innovative features, including a built-in cutting board for food and game preparation, an antimicrobial liner to resist odor, mold and mildew, catch-free

latches with a recessed design to ensure the latch stays secure, and a dual drain with a fitting for a standard garden hose and a two-inch wide mouth opening.

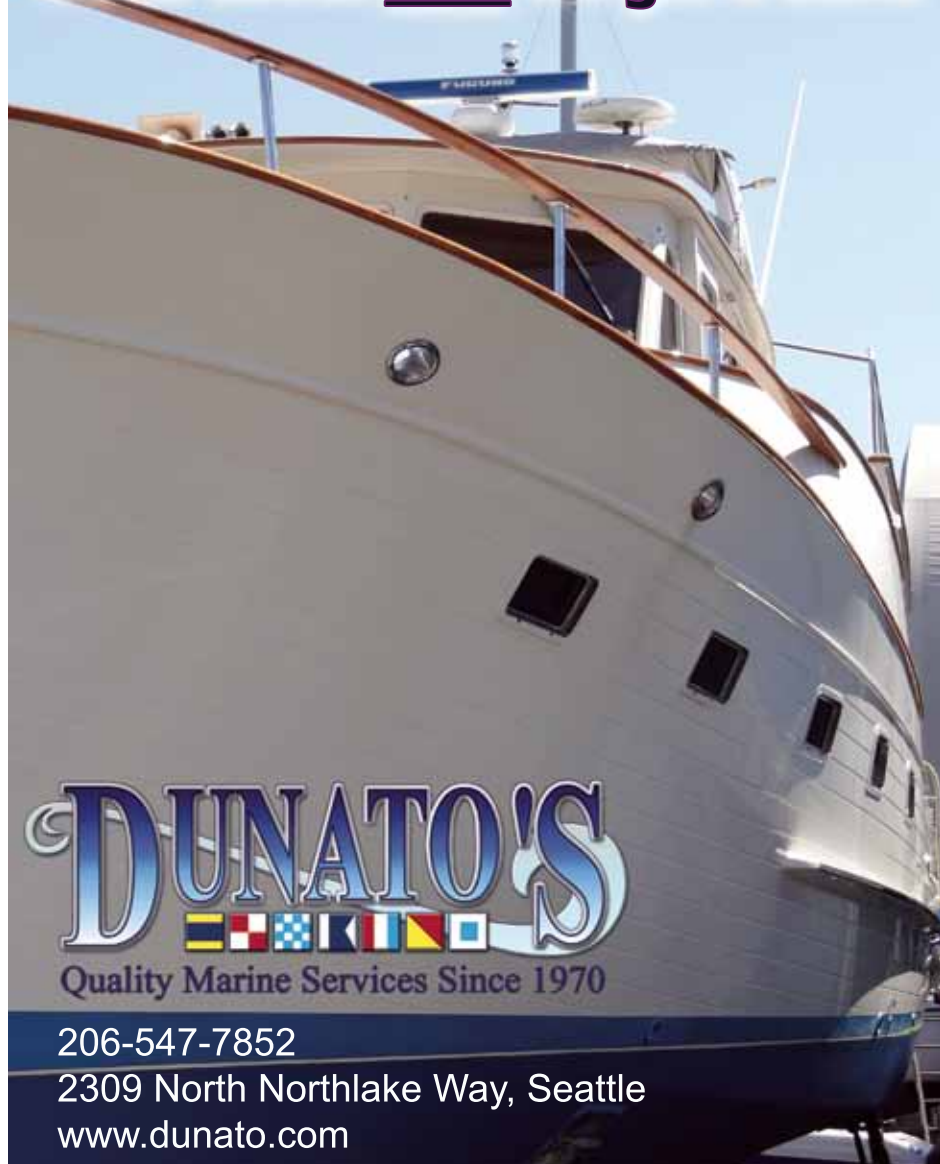
The coolers are available in 55, 85, 135 and 205 quart sizes, with white and khaki as color options. Each cooler carries a six year warranty.

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Controlling the Voltage Balance in Battery Banks

Victron Energy, a leading Dutch power solutions provider, has launched its new battery balancer. Not all batteries are created equal, and when multiple batteries are combined to create one large battery bank, the small differences between the

batteries can cause problems that substantially shorten the life time. The battery balancer prevents this by actively correcting the imbalance. Besides correcting, it is also equipped with an alarm function to give a warning in case of a large deviation.



Batteries can be used in both series strings and series/parallel banks, be they 24 V, 48 V or sometimes higher voltages. When using a series string or series/parallel bank to create differing voltages and Ah ratings from individual 12 Volt batteries, you can end up with a variance in terminal voltages on each battery. This will cause the batteries to become unbalanced.

This situation is often made even worse by the seemingly ever increasing demands on batteries, to run power hungry equipment. The consequence of all this is that an expensive string or bank can fail prematurely, which is costly in both time and money. Correcting and preventing battery imbalance with the Victron battery balancer is the answer to extending the lifetime of batteries.

The Victron Energy BMV-702 battery monitor, released earlier this year, is a perfect addition. Besides state of charge and voltage readouts, it also has unique mid-point voltage monitoring. This feature provides detailed insight in the balance of the battery bank, as well as configurable alarms.

Together, both products provide a comprehensive solution to monitor and maintain 24 and 48 volt battery banks in tip-top condition. For more information just go to the Victron Energy website: victronenergy.com

Thermacell ProFLEX Heated Insoles

The weather is in fact changing and while we've had a string of 70° days on the weekends, you know it's time to get ready for winter boating. We all know that winter is a great time to be on the water as long as you dress properly and that starts with keeping your feet warm.

Thermacell ProFLEX Heated Insoles foot warmers are the newest addition to the Thermacell line. Designed to make any cold weather boating activity more comfortable and enjoyable, they have all the features of the original Thermacell Heated Insoles but are more flexible and comfortable, have longer use time, contain a removable and rechargeable battery and can be charged using either USB cable or wall charger. Simply place Heated

Insoles inside footwear and activate heat with wireless remote, then adjust heat (medium or high) or turn off with remote as desired.

The ProFLEX Insoles' durable, lightweight, soft cushion polyurethane foam construction is breathable, conducts heat efficiently and has great retention and shock absorbency for all-day comfort. They maintain a steady temperature inside your footwear, keeping your feet at normal body temperature or slightly warmer as desired, as opposed to chemical foot-warming pads that get hot to the touch and can make your feet sweat.

Powered by rechargeable, removable lithium-ion polymer batteries embedded in the foot warmer insoles, they can run continuously

up to 5 hours - or much longer if used in intervals - on one charge and recharges fully in 4 hours. When one battery runs out, simply insert a new battery without even removing the insoles from the shoes for continuous use all day. Small, lightweight remote fits into a pocket or attaches to a belt.

Thermacell ProFLEX Heated Insoles function equally well in damp or dry environments and can be used in any type of footwear desired, whether boots, shoes or waders and are highly water resistant against both moisture from outside the footwear and perspiration.

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HP Sport Sub 2

Just in time for the Holiday Season, Renowned Dutch submersible manufacturer U-Boat Worx has launched its new ultra-compact 2-person "HP Sport Sub 2", a high-performance submersible ready to fit onboard any superyacht. It can even be towed behind a car.



ability are exceptional. Although this "subsea-Ferrari" was principally designed to maximize the excitement of diving, U-Boat Worx has created a full-fledged submersible.

U-Boat Worx' HP SportSub 2 costs €1,000,000EU and production models are scheduled for delivery for the autumn of 2015. Just put a note in my stocking if you order one for me.

According to Founder and Chairman Bert Houtman, this remarkable submersible design is "suitable for all superyachts from 30 meters and up." The luxury submersible has a 100-meter (330-foot) depth-rating and weighs only 2,200kg. Add to that its ultra-low height of 136 cm (53 inches) and superb performance, and

in the HP Sport Sub 2 you have easily the best choice among personal sports submersibles.

The result is a modern and streamlined submersible with fantastic performance. Whether at the surface or underwater, its speed and maneuver-

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removed during the cut. There is also a micro-adjustable bevel angle with up-front rotary knob. Large bevel scale and fine pointers make it easy to set precise bevel angles. It also features dust extraction up to 91% with behind the cut dust hood and pivoting 36mm hose. For more information just go to Fisheries Supply, 1900 N. Northlake Way #10, Seattle, or call 206.634.4604, or go online to: www.FisheriesSupply.com.



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ties and selecting which notifications will appear. On the watch face, you can see who is calling and decide whether to answer or mute it [with Android]. COGITO CLASSIC frees you from continually checking your phone. Available online at <http://cogitowatch.com/classic.html>.



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The Summer of Wind

by Anne Vipond & William Kelly

The summer of 2014 in the Pacific Northwest was remarkably dry and sunny. It was also windy. During our two-week boating trip in July, we often found ourselves bucking northwesterly headwinds by day and seeking shelter from them at night. Day after

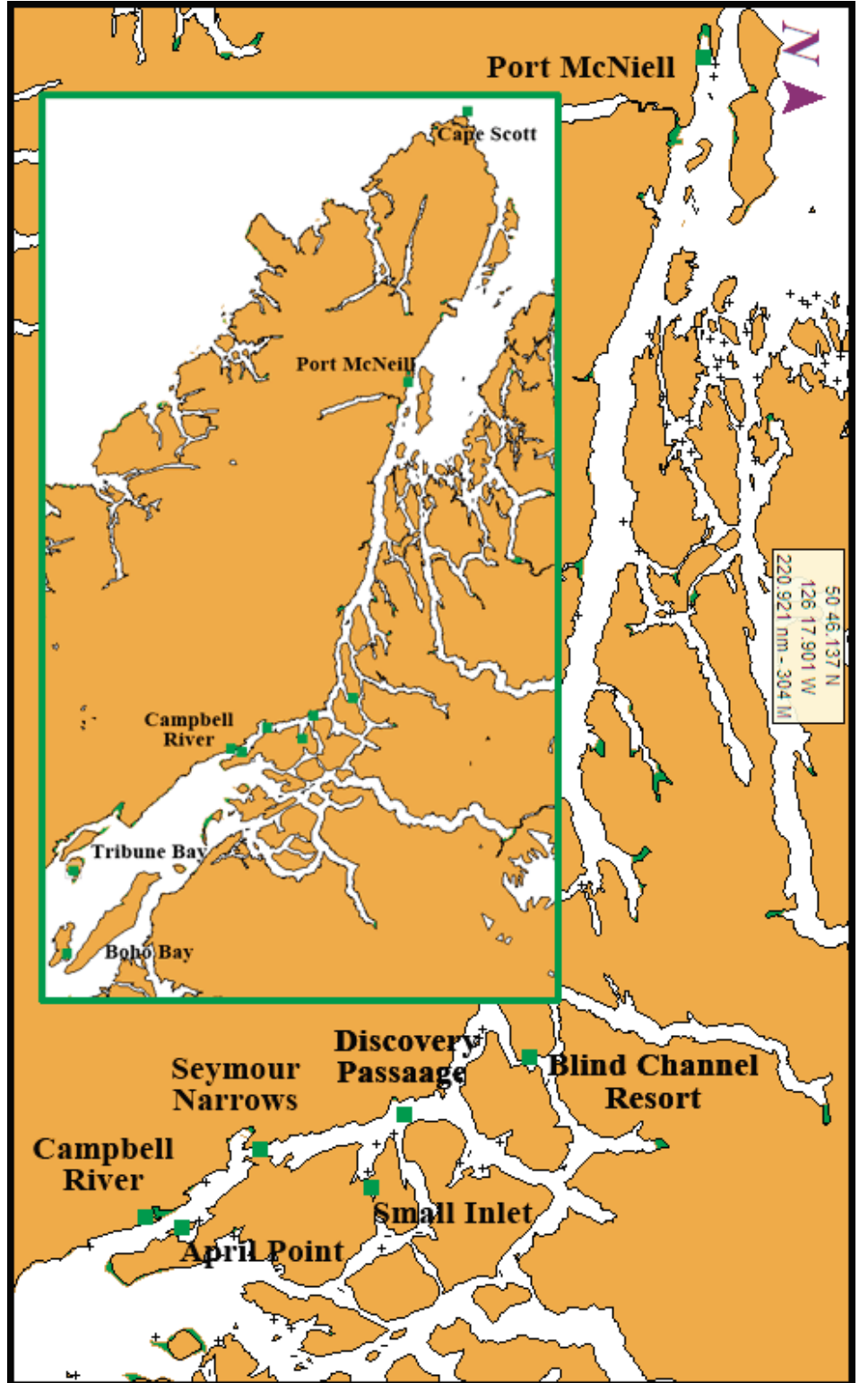
day gale-force wind warnings were issued for Johnstone Strait and even Georgia Strait. We soon found ourselves longing for languid summer days spent idly at millpond anchorages. Meanwhile, we broke a bit with tradition and decided to explore a few marinas.

Our first taste of the northwesterlies



Photo above, left - The Spa at April Point, set amid tranquil grounds, overlooks the swift-flowing waters of Discovery Passage. Photo above, right - The family-run Blind Channel Resort is always on our list of places to visit when we're cruising the Discovery Islands. Photo below - Although Boho Bay is fairly sheltered from northwesterlies, strong winds can funnel through the gap from Skerry Bay.





that refused to fizzle was when we headed up the Strait of Georgia from our marina near Vancouver. We usually stop at Scottie Bay, an anchorage on the northeast side of Lasqueti Island when making tracks up or down the Strait. But that first night of our trip we dropped anchor in Boho Bay

as it was evening and the crew was hungry for dinner. Although we knew Scottie Bay, about five miles further along, would provide better shelter, we figured we would be okay in Boho Bay.

That night we were buffeted by 30-knot winds. While our two teen-

Photo above - The broad sandy beach at the head of Tribune Bay is popular with boaters and their canine crewmembers. Photo right - Swimmers sun themselves on a wide rock ledge at Newton Lake, which is an easy hike from Small Inlet. Photo below - The late Annemarie Richter created colorful mosaics to beautify the marina and waterfront restaurant built by her husband Edgar.



aged sons slept soundly in their bunks, we were up all night on anchor watch. Although the holding is excellent in Boho Bay and our anchor didn't budge, the wind really howled out of the gap from Skerry Bay. We were on the east side of the bay and three boats were in a line along the west side where they seemed to be a bit more sheltered from the gusts that spill over the gap at the head of the bay.

It was still blowing 15 knots on the nose when we raised anchor the next morning and headed to Tribune Bay on Hornby Island to enjoy the beautiful beach that stretches across the head of this wide bay. In settled summertime weather, this is one of our favorite anchorages. The holding in sand and mud is good, and the bay provides shelter from moderate summer northwesterlies. That evening, however, it was too windy to barbecue our dinner, but by the next morning the light breeze blowing made for a fine day at the beach.

From Tribune Bay, our usual route north is up Discovery Passage

The historic sportfishing lodge at April Point is a familiar landmark for boaters transiting Discovery Passage.

to Johnstone Strait. We like this route because it's direct and offers several good overnight anchorages along the way, including one inside April Point on Quadra Island. On this trip, however, the thought of tying to a dock and not worrying

about the wind for one night was just too appealing. So we called the April Point Marina, arranged for a slip and treated ourselves to dinner at the April Point Lodge, which is a ten-minute walk or a two-minute shuttle van ride from the marina. We dined

outside on the wrap-around deck overlooking Discovery Passage, enjoying the warmth of the evening sun as it slowly set behind the mountains of Vancouver Island.

The April Point Lodge was built in 1945 by Americans Phil and



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Photo above - A sailboat anchors near the north side of Boho Bay to avoid the worst of a strong northwesterly gusting through the anchorage.

Phyllis Peterson, who developed it into a leading sportfishing resort visited by guests from all walks of life, including politicians and entertainment celebrities. Their two sons, Warren and Eric, eventually took over management of the resort and, in 1998, sold it to the Oak Bay Marine Group, which retained the lodge's original charm while turning it into a sister resort to Painter's Lodge on the opposite side of Discovery Passage. This too was an historic sportfishing lodge established in 1938 by Ned Painter, a boatbuilder who got his start by renting his wooden rowboats to anglers. The original lodge was replaced with a modern facility following a fire in 1985.

We were having such a good time we decided to stay two nights at the April Point Marina and during our stay we made the thirty-minute hike to the Village Square shopping mall for a few fresh provisions at the grocery store. The Lovin Oven bakery and café next door operates the island's taxi service should you be seeking a ride back to the marina. That afternoon we took the complimentary water taxi from April Point Lodge to Painter's Lodge where an outdoor swimming pool and the Tye Pub provided the afternoon's entertainment.

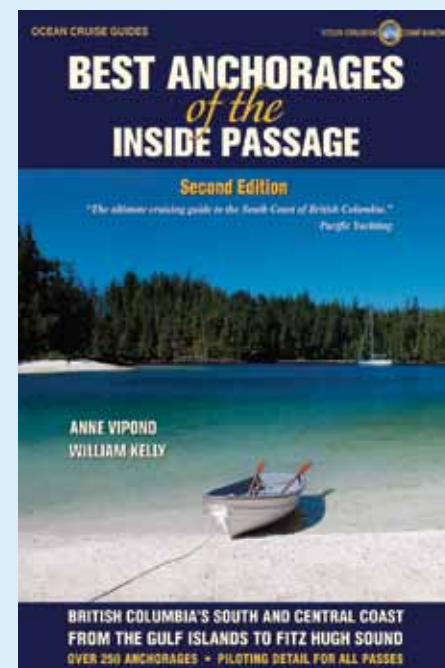
The winds were calm and skies clear when we slipped out of the April Point Marina at 0600 hours the next morning and proceeded up Discovery Passage to catch slack at Seymour Narrows. We made good time with a favorable ebb current but the seas became choppy as we rounded Chatham Point and met a brisk northwesterly in Johnstone Strait. After a couple of

tacks, we pulled off the Strait at Mayne Passage, which leads to the Blind Channel Resort – a popular marina which has been owned and operated by the Richter family since 1970. The winds dissipated but the current, that seems to always flow south at the docks, remained strong. Fortunately an attendant was there to help with our lines.

After tying our lines, we headed to the general store to buy some of Jennifer Richter's freshly baked cinnamon buns. We also made a reservation for dinner at the Cedar Post Restaurant where fine cuisine is served with views overlooking the patio and docks. Then, to work up an appetite for dinner, we went for a hike on the adjacent hiking trails. These are mapped and explained in a pamphlet published by International Forest Products, with copies usually available at the resort's general store. On a hot summer day,

Anne Vipond and William Kelly

Boating authors Anne Vipond and William Kelly have just released the new second edition of their book *Best Anchorages of the Inside Passage*, now available in bookstores and chandleries. Kelly and Vipond have cruised the coast of BC and Alaska for over 30 years



and have included dozens of new anchorages in the expanded edition of their book, which covers the south and central coast regions of BC's Inside Passage.


the trails are a refreshing respite from the blazing sun as soft light filters through the forest's canopy of second-growth timber.

Had we been wise when departing Blind Channel the next morning, we would have avoided Johnstone Strait and Discovery Passage on the southbound leg of our trip and instead taken the back route along Cordero Channel. But we proceeded down Discovery Passage and anchored in Small Inlet at the east end of Kanish Bay. When we listened to the marine weather, the updated report was calling for 35-knot winds that night in Johnstone Strait and the bigger winds make Small Inlet their destination. We pondered the option of raising anchor and carrying on through Seymour Narrows to April Point but decided to ride it out in Small Inlet.

We shared the anchorage with several other boats and we were all nicely spaced until a large powerboat

arrived at dusk and anchored too close upwind of us. The wind howled all night, with gusts roaring through the anchorage, but everyone's anchor held in the thick mud and clay bottom. The winds eased at 0300 hours and our dog finally stopped panting.



By mid-morning a gentle breeze was blowing and we were soon heading ashore by dinghy to hike the forest trail leading to Newton Lake. It was a beautiful, sunny day – perfect for a swim in a lake – and we almost forgot about our sleepless night at anchor. But not quite. As we motored south along Discovery Passage to catch slack at Seymour Narrows, Bill suggested we call April Point Marina to reserve a slip. He met no resistance from the crew. We were already anticipating dinner at the lodge, followed by a sound night's sleep with our boat tied securely to a dock. *nwy*



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Bahía de los Ángeles

Where the Angels Sing

*I can see water and moonlight beaming . . . and the angels sing
And leave their music ringing in my heart. — lyrics by Johnny Mercer*

The music began several miles and many hours before we reached Bahía de los Ángeles, our next destination along the eastern shores of Baja California. We had awakened early on a late March morning aboard *Carricklee*, our Hardin 45 ketch. Backing out of our slip in Marina Santa Rosalía, Baja California Sur, we were under way at 0815 for an anticipated 24-hour passage to Bahía de los Ángeles as we continued our exploration in the northern Sea of Cortés.

The morning was gloriously sunny as we cleared the Santa

Rosalía harbor breakwater. In the Sea, the light northerly breezes blew softly against the mainsail, and the slightly ruffled waters gently lapped the hull of the boat.

However, the more rhythmic experience, this one more visual than auditory, came an hour or so later. Off to starboard about 100 feet ahead, we first watched hundreds of sea birds—gulls, terns, booby birds, and pelicans—exceedingly busy, almost frenzied, on and above a fairly restricted patch of water. We'd seen this behavior many times before, assuming in each case the birds were feeding on a school of fingerlings recently

hatched. Nearing the site of all this activity, we witnessed a second and much more puzzling sight: countless fountains of water, most only a couple of feet high, others appearing to rise 10 or more feet above the water's surface, were continuously bubbling up into the air. Though above the sounds aboard *Carricklee* and the sea we could hear neither the burble nor the splashes of these waterworks, these spouts were a symphony of syncopation as if coming from an array of musical water pipes.

Approaching more closely, we could see more and more spouts as the sea birds continued to feed vor-

ciously around and between the many spouts but clearly not disturbing the source of those spouts. The spouts continued their rhythmic song, leaving us with a memory of music ringing in our hearts, and a mystery to solve.

When the songs of the sea were not occupying our attention, we had plenty to watch as we sailed northward along the coast of Baja California Sur that first day. Because much of the landscape along this coastline of the Baja peninsula is a desert, sometimes hilly, with distant views of the taller mountains in the interior, the activities of the people who've occupied this area are readily evident in this treeless landscape. For several miles north of Santa Rosalía, we saw several mounds of tailings from mining operations, some copper-colored, others sulphur yellow, their colors glittering in the bright sun.

Following the coastline of the peninsula, we were also paralleling Mexican Highway 1, which runs the length of Baja, from the U.S. border to Cabo San Lucas. This major highway runs south along the west coast for the first half of its distance and then crosses the mountains to the east coast a few miles above Santa Rosalía. We watched the beetle-sized vehicles, one by one, disappear over the hill or, in the other





by Carolyn and Bob Mehaffy

northward into the Sea of Cortés.)

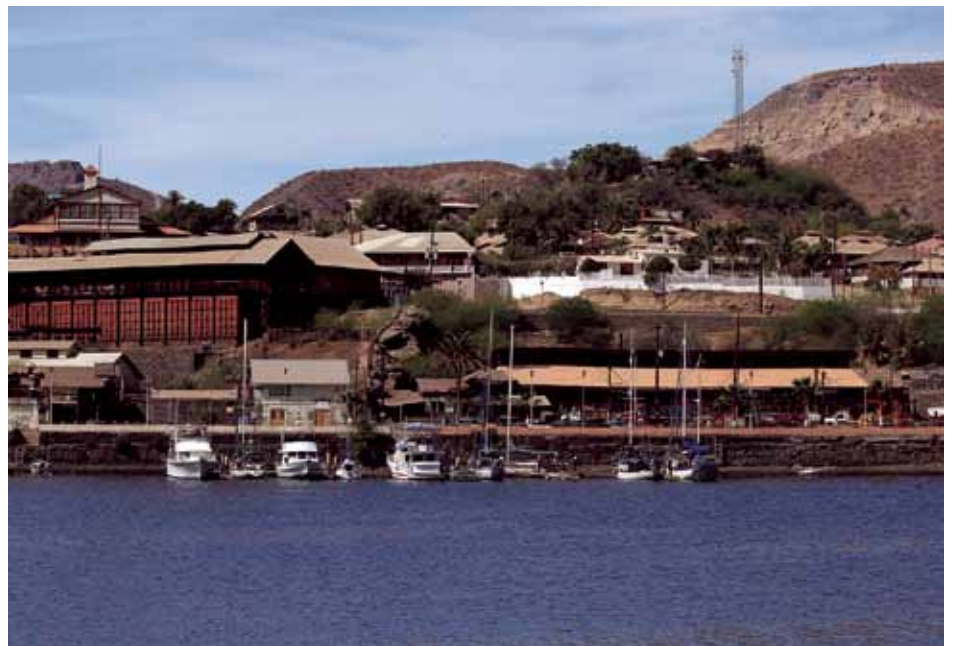
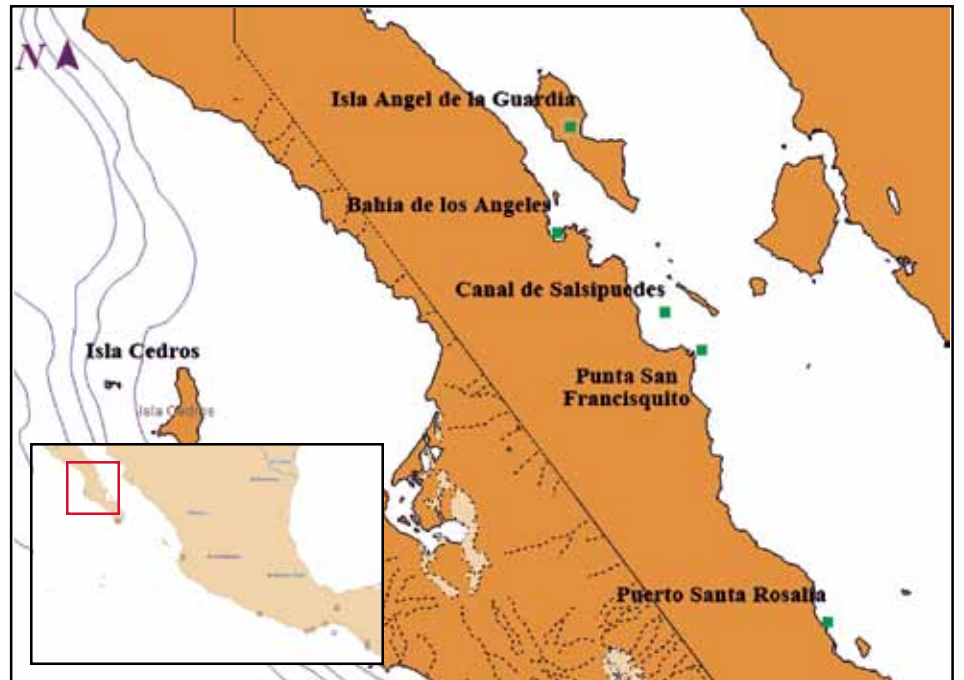
After the Mexico 1 highway disappeared over the hill and through the pass in the Sierra de la Giganta to continue northward along the west coast of Baja and the landscape we then passed seemed largely untouched by human habitation, we devoted our full attention to the inhabitants of the Sea. In this body of water—one of the most fertile in the world, with more than 900 recorded species of sea life—we were sure not to be disappointed. Birds and dolphins and sea turtles treated us with their sounds and rhythms throughout the remainder of the day.

The night brought its own music, not all of it as soothing as the voices of the angels. The moonless sky was ink-black, rendering the stars and planets glittering jewels on black velvet. The reflections on the water of those heavenly bodies lowest on the horizon were so distinct as to resemble boats ahead. Only after those “boats” climbed higher into the dark eastern sky were we assured we’d not be running into them.

The more enduring of the jarring music of the night was our navigating the Canal de Salsipuedes (“Leave if You Can”). This channel so ominously named is a narrow, deep passageway between the islands of Salsipuedes, Raza, and Partida and the coastline of Baja California that can challenge sailors with its strong currents and sometimes steep waves. At shortly after 2200h, with both of us up on the alert in the cockpit, we entered the Canal, somewhat apprehensive about the conditions we might find. Yet we sailed right through without a discordant note.

We could now get back to our relaxing enjoyment of the music of the night and anticipate our early morning arrival in Bahía de los Ángeles (or B.L.A., as the cruising sailors call it).

At 0819h we came around Punta Don Juan and carefully wound through the crooked, narrow channel into Puerto Don Juan, the small bay at the northeast end of Bahía de los Ángeles that may well be the best hurricane hole in all of the Sea of Cortés. While we had no reason to need this hurricane hole, virtually



Photos on opposite page: Top - Cruising sailors looking for Ensenada la Gringa can hardly miss this welcoming sign. Bottom - A lone coyote scavenges for food at low tide in Puerto Don Juan, in Bahía de los Angeles. Photos on this page: Above - The small, run-down Marina Santa Rosalía, with some of the large structures remaining from the former copper-mining days. Below, left - Fishermen out of Bahía de los Angeles come to the quiet waters of Puerto Don Juan to clean their catches, giving the Brown Pelicans and Yellow-legged Gulls easy catches of their own. Below, right - The waters of Bahía de los Ángeles wash against the hull of this abandoned boat alongside the ramp and restaurant of Guillermo.

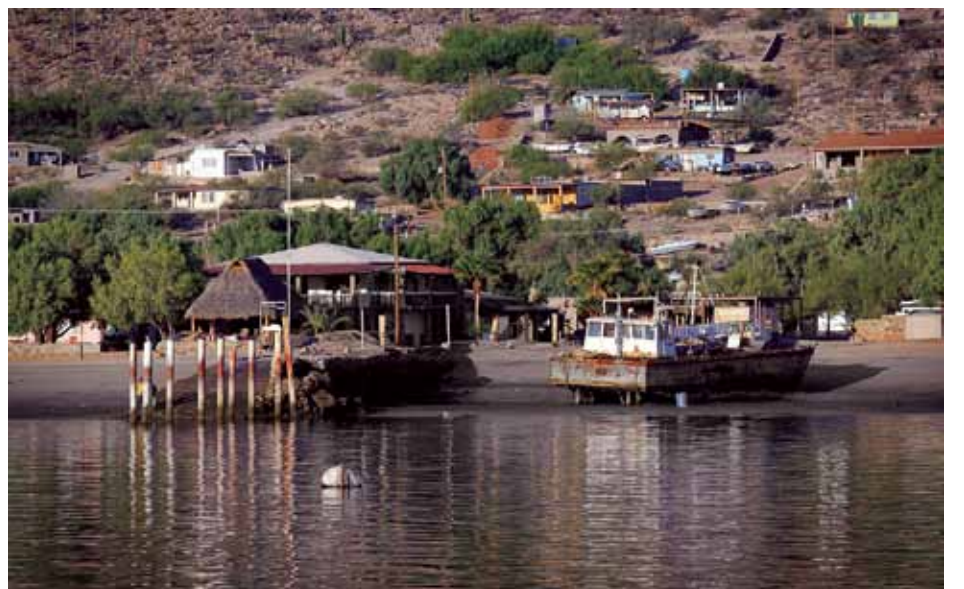
direction, appear at the top of the hill, strangely fascinated, perhaps because they seemed magically to appear from or disappear into a void, as if they were rising from or sinking into a sea, or because they mirrored the spouting of the water.

We encountered no water traffic throughout this day, our only sighting of the day coming at 1800h, this sighting on radar. Thus we had the leisure to watch our surroundings intently throughout the day. (The lack of traffic along this route in March should not be too surprising. Most cruising sailors wait until the water temperatures have warmed up, typically in late April, before heading

surrounded by steep mountains, we had every reason to come to love Don Juan. (We wondered if the mythological lover/libertine of the same name influenced the naming of this charming bay. Or was the genesis of the

name simply a Spanish don named Juan?)

Again probably because we were well ahead of the cruising season in the Sea of Cortés, we were the only boat anchored overnight in Puerto



Don Juan. However, we were not alone: one or more *pangas* with fishermen aboard stopped in the bay each day we were there. Some came early in the morning to clean the fish they had caught during the previous night and, coincidental with that cleaning, to feed the Brown Pelicans, Yellow-footed Gulls, and Red-headed Vultures that waited on the water and on the beach. Others, or sometimes the same men, came in the afternoon and cast nets, apparently for bait fish for the night's fishing.

A small group of kayakers, too, came into the bay one afternoon, stopping in the small, shallow inlet almost totally enclosed by a narrow curving spit on the northeast corner of Puerto Don Juan. Much of this inlet, appropriately nicknamed "The Bathtub" by visiting *norteamericanos*, bares at low water, the sandy bottom then warmed directly by the sun to aid the heating of the "bath water."

We ventured into The Bathtub daily while we were in Puerto Don Juan, enjoying the numbers of juvenile Cortez Round Stingrays scurrying through the warm aquamarine waters. We could beach the sportboat and step ashore without getting our hiking shoes wet and then walk around the end of the inlet to the hillside on the southeastern shore to climb up a steep path to the trail winding around the rocks and boulders above Don Juan. From this eyrie we had a bird's eye view of the bay, from the jeweled "Bathtub" sparkling with flashes of sunlight like an opal to the "Careening Beach" farther up the bay, its long, wide crescent of sand enwrapped by lush, bright green pickleweed.

At the head of the bay a much longer beach bares a wide swath of tawny sand at low tide, where Great Blue and Little Blue herons and Snowy Egrets stalk for food in the shallows. Early in the mornings and just before dusk each night one or more coyotes sniffed their way along the shoreline, occasionally stopping to dig into the sand.

Boulders and rocks and sandy hills wrap around the shores of the entire bay, some steep-sided down to the water's edge, other slopes of sand through which we could follow the coyote tracks around the cactus and desert shrubs and up the hillsides.

At the water's edge American Oystercatchers, their thick, bright red beaks in constant movement, scavenged on and along the rocks while Double-crested Cormorants atop the rocks spread their wings to dry in the sun. And no matter what time of day we walked on the high trail, we saw flocks of gulls, grebes, terns, and pelicans on or diving into the water, joined in the late afternoons by Blue-footed Boobies capping the show with their spectacular high-dives from far above any of the other diving birds.



Carricklee, the authors' *Hardin 45* ketch, sits in the placid waters of Puerto Don Juan, with one of the *Islas Gemelitos* visible through *La Ventana*.

Across to the northwestern side of Don Juan is another intriguing view of nature's works. At the base of the steep mountains on the west side of the bay, a narrow strip of flat rock-strewn land, called "La Ventana," or "The Window," connects this hillside to a long, hilly strip of land appearing to have once been an island. This hillside shelters the whole of Puerto Don Juan from the northwest. Through *La Ventana*, we could daily watch the stream of *pangas* going into and out of the village of Bahía de los Ángeles. Also through this window onto the larger Bahía de los Ángeles we also had clear views of the barren rock islands of Los Gemelitos ("The Twins") and Cabeza de Caballo ("Horse's Head").

When our stores of fresh fruits and vegetables were down to the ever-reliable apples and oranges and cabbage, carrots, and onions, we were ready for some variety in our diet, though we weren't entirely ready for a change of scenery. Somewhat reluctantly hoisting anchor in Don Juan, we were away early for the brief run around the corner to the village of B. L. A.

We said *hasta luego*, not goodbye, to Don Juan and to the fishermen in the *panga* at the entrance into The Bathtub as they cleaned their night's catch and fed the pelicans and gulls sitting on the water around the boat. We knew we'd not had our fill of the rhythms and sounds of this small portion of Bahía de los Ángeles.

Our passage out of the small bay, between the *Islas los Gemelitos* and the mainland, and across the mouth of the bay to the village was uneventful, our focus almost entirely on staying out of the way of the fishing *pangas*.

The anchorage offshore of the village was as empty as Don Juan had been, so we anchored off the old pier near Guillermo's restaurant, thinking this spot would be convenient for landing and tying up the sportboat when we went ashore.

The town of Bahía de los Ángeles appears at first blush to be simply another dusty Mexican village, with little to attract visitors. But, in fact, much about it, and the surrounding area, seems to be a siren's song for

many *norteamericanos* and, in smaller numbers, of course, Europeans who come here for a variety of reasons, most of those reasons having to do with the environment.

In the Sea of Cortés outside the bay the fishing is reportedly still excellent, despite the overfishing that has gone on for decades in many parts of the Sea; the shallow coves, such as Puerto Don Juan, are rich with clams. The Sea also attracts a large number of kayakers who may put in at such places as Bahía de los Ángeles to kayak as far south as La Paz.

However, we weren't there primarily to go fishing, clamming, or kayaking. We were there to find out what the village of B.L.A. had to offer.

At the top of the list for this first day was a trip into town to look for provisioning opportunities. We went ashore in the sportboat, planning to beach it near the ramp, but with our going ashore at near low tide and with the great tidal ranges—6 to 7 feet—this far north in the Sea, we decided we needed to pull the boat far up onto the beach. We motored on south a few dozen feet, where we struggled to pull the heavy boat and motor over the soft sand and far up onto the beach to tie the sportboat to a sturdy stake someone had driven deeply into the sand. We vowed before we came ashore again, we'd have the dinghy wheels in place to make this chore a bit less taxing.

Near Guillermo's, we met a kayaker from Southern California and asked him about places to buy fresh produce. He pointed us to the small store behind and a part of Guillermo's. What he didn't know to tell us was that the generator providing this remote village with electricity was down. Walking into Guillermo's with our empty boat bags ready to be filled, we were elated to see a number of items we needed: bananas, green beans, tomatoes, and more.

When we placed a bunch of bananas on the counter, the clerk in the store apologized, sounding more sorry than you can imagine, and said she couldn't sell us the item because she couldn't weigh it: the

store had no electricity at the moment. Of course, everything we wanted had to be weighed. We left Guillermo's and headed up the street to another market. There, the clerk told us the generator for the entire town was malfunctioning. We decided to go back to the boat and try again later in the afternoon.

Back after lunch, we learned that the generator was still not producing electricity but that one store, Xitlali, on the other end of town, had its own generator and would be able to sell us produce. We found a cantaloupe, a cucumber, and a few tomatoes there. The town's generator was back on line later that day, and over the next couple of weeks that we were in and out of Bahía de los Ángeles we had no further difficulties in getting our selections of produce weighed and purchased. Equally as important to learn was that we would find the variety of foods we prefer only by shopping at all of the five small markets in town.

While that may sound like a daunting task, walking to every market really didn't take long. B.L.A. is small enough to walk all the streets in well under an hour; all the markets are extremely small, as well, with a tiny section of each small market devoted to produce. The significant point for us was that no two markets had all the same items. Of course, they all usually had such traditional Mexican foods as bananas, limes, onions, and tomatoes, but one market might have asparagus, another broccoli, and a third green beans—or, at other times, all of them might have none of these. We looked on every shopping excursion as a treasure hunt: Where would we find which treasures today?

As entertaining as we tried to make the shopping, one of our best days in Bahía de los Ángeles was the day we visited the Museo de Naturaleza y Cultura, a small but excellent museum with extensive and well-organized displays of local rocks, shells, and fossils.

Those displays were fascinating, but the more fascinating section for us was that devoted to the history of the area. Here we learned that artifacts discovered in this area date its habitation back to at least 6,000 years ago. More recently, the Seri and the Cochimi were here when the Spanish arrived in the 17th century. Both groups are thought to have been nomads from the Mexico mainland who came here seasonally because of the nearby springs. A few Seri, perhaps 100 people, survive on the mainland today, where they are renowned for their outstanding basketry.

From 1889 to 1910 three German immigrants from San Jose, California, operated a silver mine in the hills behind Bahía de los Ángeles, this mine along with the gold mines in the area producing an estimated \$2,000,000. The town then was

about 5 miles inland of the beach, rather than immediately alongside the water as is B.L.A., and was called "Las Flores."

Today most of the activity around this area comes not from taking riches out of the ground but from the many visitors bringing their fishing boats and kayaks, their RVs and cruising boats to play in the waters of the Sea of Cortés.

Before we left behind Bahía de los Ángeles for this time, we wanted to visit at least one of the other anchorages available to cruising boaters in the bay. Our options were south to Gecko Beach or La Mona or north to La Gringa. We picked La Gringa, thinking we could stop for a brief visit there en route farther north to continue our exploration of the Sea of Cortés.

Part of this plan worked out: we did indeed have a brief visit, though even briefer than we'd planned. However, we did not continue our northward excursion at the end of that visit.

With scarcely more than an hour's passage from the village north to Ensenada la Gringa ("Yankee Girl Cove"), we had ample time to make one last trip ashore to restock provisions. We knew we'd not find any markets along the northern shores of Bahía de los Ángeles nor on the uninhabited islands along the way and farther north.

We also needed to visit our favorite internet café to take care of some personal and business issues. Though from aboard *Carricklee* we can send and receive e-mail using our satellite phone, a service which has been extremely convenient in assuring family and friends that we're still afloat, we can't go online to access our various accounts and services.

Each time we had gone ashore at B.L.A., we had stopped at one of the four internet services in town, ultimately settling on the one alongside the market Xitlali as the one that seemed to have service more consistently than the others. We also needed to make an important phone call, another service available at this internet café. In an emergency we could have made this call on the satellite phone, but at greater expense. So our first destination ashore was to walk the few blocks inland to this internet café.

Then as quickly as possible we made the rounds of the five small markets, picking out whatever produce was available and fresh at each one, our treasure for the day a 2½-pound bag of bright green asparagus, the spears looking as though they had been cut that morning.

Having completed our chores ashore, we were back aboard, had everything stowed, and were away at 1130h, planning to have lunch along the way.

As is usual with us, we found the passage along the coastline north of the village fascinating. Unlike the

coastline north from Santa Rosalía, this one showed no evidence of the mining that had gone on here at the turn of the previous century. But we did have a better perspective for seeing into the mountainous landscape, and we thought—perhaps, more likely, *imagined*—we could see which mountainsides had been carved out by humans rather than by nature.

Along the sandy shoreline between these mountains and the water, we saw only a few houses that appeared to be vacation homes and an occasional RV parked near the beach, and essentially no vegetation near shore.

To starboard, we passed along the western sides of more of the islands of Bahía de los Ángeles, the nearest ones La Ventana ("The Window"), Flecha ("Arrow"), and Borrego ("Lamb"), each island appearing to be essentially a boulder thrust up from the sea floor.

We could scarcely have missed Ensenada la Gringa, even if we'd had no GPS to guide us there. For on the hilltop above the anchorage, someone has written with white-painted rocks the words "Welcome La Gringa" in letters large enough to be read from a half mile away.

Again, being the only boat in this lovely anchorage, we were able to anchor up inside and northwest of Punta la Gringa, the northernmost point of Bahía de los Ángeles. This point appears to have once been another one of the small islands offshore; however, a long exposed sandbar now connects what is now called "Punta la Gringa" to the peninsula. Together, the point and the sandbar form a hook, assuring one who anchors here of excellent protection from all but south and southeast winds, and the fabled and infamous *elefantes* that sometimes come roaring across the warm peninsula from the cooler Pacific to challenge every boater's anchoring system.

Though we were alone in the anchorage, we were not the only ones around. A ranch house and the several outbuildings and vehicles around it spread out along the western shore of Ensenada la Gringa, where we could see vehicles and people moving around from time to time during the afternoon and the next day.

Nearby we could also see the few remains of the land bridge that Marina San Carlos owner Ed Grossman, in conjunction with the Mexican government, had begun for

Carolyn and Bob Mehaffy, regular contributors to *Northwest Yachting*, cruised aboard their Hardin 45 ketch, *Carricklee*, along the Pacific Coast of Central America and Mexico last spring. They are the authors of *Destination Mexico; Cruising Guide to San Francisco Bay*, 3rd Ed.; and *Cruising Guide to the Hawaiian Islands*, 2nd Ed., all available in local marine stores or from the publisher, Paradise Cay, at www.paracay.com. or 1-800-736-4509.



transporting boats overland between the Sea of Cortés and the Pacific Ocean. The plan included docking facilities on either side of the Baja California and a highway between the two. This project appeared to have been permanently stalled.

Despite the generally good protection in this anchorage, we soon were to learn that "good" is not "perfect." During the wonderfully quiet afternoon, we made plans to go ashore to enjoy the beach and then perhaps, if the water seemed warm enough, to snorkel around the point.

While we were cleaning up after dinner (having gorged ourselves on asparagus, of course), west-southwest winds came up, building upwards of 30 knots. The sounds of the wind whistling through the rigging and roaring against the hull created an eerie sort of music, but not one pleasing to our ears. And, while the water's surface in the anchorage continued to be relatively smooth and the small waves rhythmic, we nevertheless decided to keep anchor watch for the night.

The direction and strength of

the wind continued into the next day, keeping us aboard to ensure our anchor didn't drag. Finally, at 1500h we gave up on Ensenada la Gringa and got under way to return to the haven of Puerto Don Juan, where we knew we would find a safe harbor no matter what the weather and could get a good night's sleep.

The passage back south to Don Juan, with high, gusting winds and rough seas slamming into the starboard beam, was not a pleasant one. But in slightly more than an hour we were once again in the anchorage, alone with the birds and the coyotes. The wind was still blowing, of course, but we felt little movement on the boat, and the cacophony of Ensenada la Gringa was largely behind us.

As all of us who are sailors know, the angels do not always sing for us in every anchorage every time. But when they do, it is glorious music that leaves a permanent ringing in our hearts. In the case of Bahía de los Ángeles, we would find ourselves returning again and again that season, each time remembering its divine rather than its occasionally discordant music. *nwy*

The steep mountains seen in this image of the authors' Hardin 45 ketch, *Carricklee*, anchored in Puerto Don Juan provide great protection.



Alaska

Bound - Part 6



The Scotts take Beyond the Stars to Prince Rupert, visit the historic North Pacific Cannery, and reach Alaska

by Marianne Scott

On a soft, rainy, misty day, we drove 15 miles on a twisty road to the Skeena River's North Pacific Cannery in Port Edward, just south of Prince Rupert. It's a fascinating museum and a national historic site with most of its original architectural heritage preserved. Its more than 30 extant buildings characterize many of the 200 isolated canneries that once speckled the BC coast. Some of its equipment is original or was transported here from other obsolete fish processing plants.

At the end of the 19th and early 20th centuries, nearly 1,000 canneries stretched from California through Alaska. Fish, especially salmon, represented riches—underwater gold. But like metal mining, harvesting fish had its booms and busts, its successes, mergers and bankruptcies. The first cannery opened on a scow in the Sacramento River (in west Sacramento) in 1864. By 1870, several canneries had opened on the Fraser River.

For native Canadians and Americans, of course, fish had been crucial to survival for millennia. They used weirs and nets to catch and then process fish. Drying and smoking salmon became their late summer task and supplied protein during the

lean winter months. They also gathered tons of shellfish—clams, oysters, abalone and giant barnacles—as today's white midden beaches attest. Herring roe was harvested and dried as well.

It took some time before European entrepreneurs seized opportunities to capitalize on fish. The morose Capt. Vancouver called this region a "broken country." There was no gold like the Spanish were

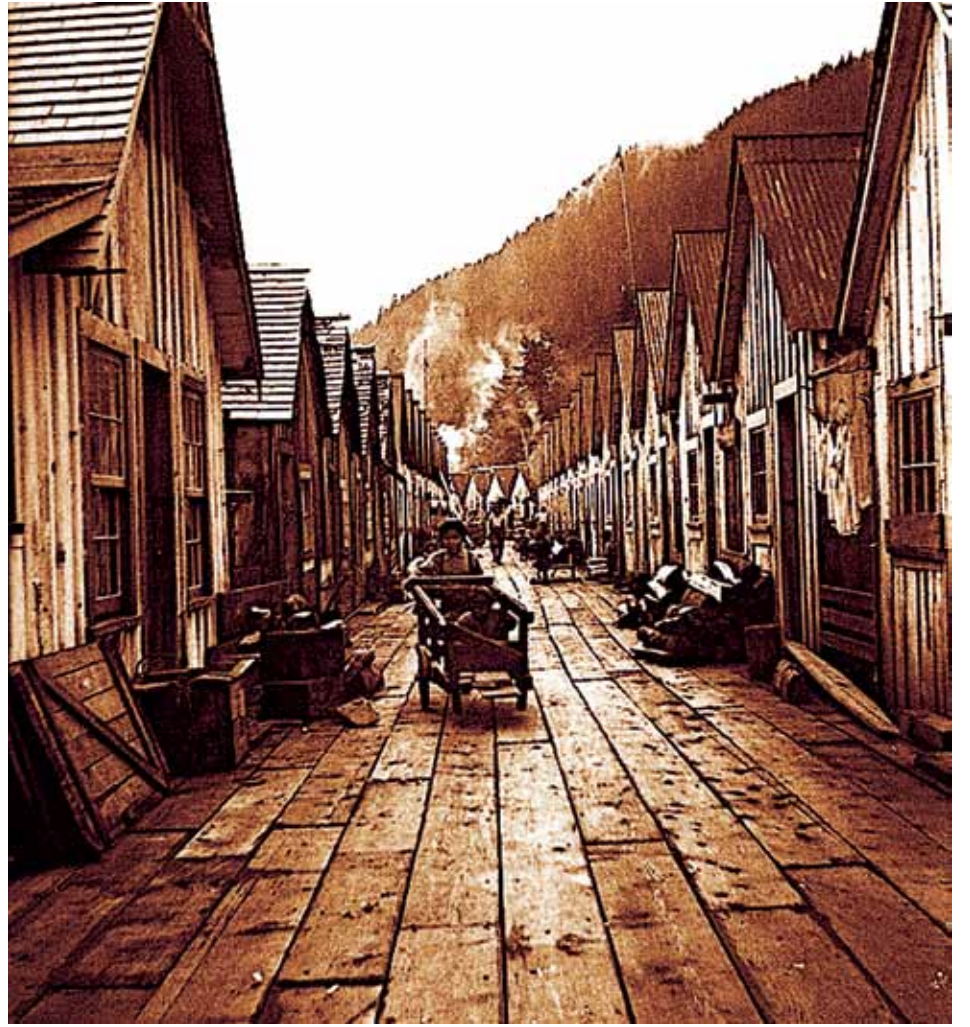
appropriating in South America—although sea otter pelts became the equivalent of precious metal for a few years. Vancouver didn't appreciate the value of trees or the teeming fish. In fact, his sailors generally

Photo above - All that's left of the old fuel station. Photo below - A portion of the fish processing plant.





Photo above - Sport fishing in Prince Rupert is huge. Photo right - A historic photo of the Cannery's boardwalk with dwellings alongside. Courtesy North Pacific Cannery.



preferred salted beef to fresh fish. Even though the salt beef, after months of being packed in barrels in hot holds, had to be dragged behind ship to wash off mold and other growth.

The sailors weren't alone in their tastes. According to *Sailors & Sauerkraut* (Gray Publishing 1978), which describes food consumption aboard Capt. Cook's ships, the British began eating much less fish in the 18th century. The authors attribute that decline to the waning influence of religion, which had prescribed fast days—Friday and Saturday—prohibiting the consumption of meat. The usual substitute was fish. When jailing for eating meat on Friday disappeared, fish consumption dwindled.

Preserving food

Salting had been the primary way of preserving fish and meat for centuries. But for Napoleon, trying to feed his far-flung warriors from Paris to Moscow, transporting palatable food was a challenge. As he famously said, "An army marches on its stomach." He offered a cash prize of 12,000 francs for a foolproof method for preserving food. Confectioner and Chef Nicolas Appert won the prize in 1810: he placed food in glass jars, closed them with cork and sealing wax and then put them in boiling water, thereby killing germs. His factory became the first food-bottling plant in the world.

But glass is fragile and heavy and British Peter Durand, who patented the tin can, also in 1810, superseded his invention. Quickly, food preserved inside the anoxic environment of a can became part of Navy stores aboard ships on long voyages.

The North Pacific Cannery

By the time North Pacific Canneries opened its doors in 1888, canning had proven its reliability. NPC, the longest running cannery in

BC history (it closed in 1968), was founded on the Skeena River, which along with the Fraser River in Vancouver was the best salmon spawning river in BC. It was a huge complex, containing housing, net lofts, fish processing sheds, reduction plants and tanks, repair shops, a company store and office, and a separate fuel dock. As part of quality control and spoilage prevention, the buildings were supported by pilings so the catch could be delivered no matter the height of the tide.

Today, both Canada and the US promulgate fairly strict labor rules.

But the issue of who works the crummy jobs has always been controversial. Cannery work was hard, dirty and ill paid, and many white BC residents wouldn't work there. The work was seasonal so that workers had to find winter jobs as well. The people who were willing to work under these demanding conditions were natives and immi-

grants, especially people of Chinese and Japanese origin. The managers were white. The four groups lived apart from each other and their work was segregated as well, with different ethnic groups performing specific tasks. Amazing as it may seem to us today, even the net lofts, where nets were stored and repaired, were ethnically divided. Although



all these people contributed to the final product—canned salmon—they didn't socialize.

The Chinese lived in China House and were essential to operations, although they were the lowest paid ethnic group. Their work focused on can making, fish butchering and cooking. As our enthusiastic and knowledgeable guide, Seamus, told us, one Chinese contractor hired up to 200 workers, was responsible for their production, and paid and housed them. This way the company dealt with only one person and one payment. The men lived dormitory style and raised pigs and chickens in the back. They also sold peanuts and popcorn to the native families and their fried rice became a favorite staple of the aboriginal groups.

The Japanese workers returned season after season, made up about half the fishing fleet and supplied most of the skills needed to maintain and repair equipment. They first lived in bunkhouses when single, but later brought their families. They insisted on having a bathtub following their tradition of ritual cleansing. The tub was made of heavy cedar planks and an oil furnace heated the water. Japanese workers disappeared after the government forced their internment during World War II.

We visited two replicas of the small houses that sheltered the native population. Each of these 12x14 foot structures accommodated from 6-12 family members, who during peak years, comprised 75% of the NPC workforce. Up to 120 cabins stretched along both sides of the boardwalk, all supported by pilings. The men fished, while the women repaired nets in the loft and made rope out of old nets. Native women also worked on the production lines and washed fish in icy slush, a practice that would cripple their hands with arthritis in three years.

As the Cannery was far away from towns and services, it became a village of its own. The general store carried food, equipment and supplies. The store still displays its wares and is stocked with items it would



Photo above - A sampling of labels used in the cannery.

have sold decades ago. I particularly liked the Lionel trains, ladies' hats and the lavender talcum powder.

Staff in the main office, in the middle of the complex, carried out management duties. They controlled the finances, which included site maintenance, boat and net repair. Distribution of canned salmon was handled by the company's headquarters in Vancouver, but the price paid per pound of salmon to fishermen and monitoring the cost per case of canned salmon were dealt with at the cannery. The workers received coupons to buy food, fuel and supplies at the company store. At the end of the season, their expenses were tallied and deducted from the pay they'd earned. If salmon was scarce, the fishermen might leave with no extra funds; during a bountiful period, they could earn enough to tide them over to the next fishing season.

Changing Technology Cuts Jobs

When the cannery opened, Chinese laborers hand-cut and soldered the cans—we can still view buckets with snipped leftover tin. By 1905, can-making machines had replaced the handwork.

The next Chinese job eliminator was called the "Iron Chink," a fish

butchering machine invented by Ontario-born E. A. Smith. The machine, with its racial slur reflecting the people it replaced, streamlined the canning process by supplanting about 30 Chinese workers at this cannery (and most others). Instead of the 200 salmon a fast fish butcher could clean per hour, the hefty, green painted instrument could gut, behead and remove the tails and fins from 60-75 fish per minute, aided by a mere three men. The invention revolutionized the canning industry by eliminating the bottleneck at the fish-cleaning station. After the machine did its job, the fish was hand washed at least twice to wash off any slime, leftover guts and other organs.

More and more machines were invented and improved over time. In the early cannery days, men knee-deep in fish would toss the salmon onto the dock with a one-tined fork called a peugh. But later with larger catches, with spoilage an ever-present danger especially during the height of summer, the fish would be "peughed" into float tanks with ice instead of the open-air dock. Then an elevator was devised so the men heaved the fish into wooden containers pulled by a revolving chain and hence into chutes and holding bins. Later, the elevator was replaced by hydraulic suction pumps.

And so it continued. Manual was replaced by mechanical. Cutters sliced cleaned salmon into can-sized chunks. Belt-connected mechanical equipment created an assembly line that would pack one-pound cans of salmon and deposit them onto racks to be loaded into giant cookers, or retorts, where they would cook for 90 minutes at 240 degrees F. The scorching-hot cans would then be washed to remove grease, and cooled.

Labeling was next, at first by hand, later with a labeling machine. One wall in the cannery offers hundreds of samples of labels, almost all in English, but some in French and Dutch. The preponderant label color is red as that's the color people came to associate with salmon. Our guide

told us that although some "premium brands" were more expensive, most of the cans contained the same salmon, with only the label being different.

Salmon became a popular and inexpensive source of protein in Britain, New Zealand, Australia, and of course, in North America. According to the US Department of Labor Statistics, in 1910, a one-pound can of premium salmon cost 10¢, while the cost of less valued chum salmon was 6¢. Prices increased when the US entered World War I. In 1917, a tin of king salmon had jumped to 18¢, and chum reached 13¢. The doughboys received canned salmon as part of their food rations.

Fish offal—heads, fins, tails and guts—was not wasted. A pressure cooker separated fish oil from solids. The oil became a feedstock for paints and cosmetics; solids were added to animal feed and fertilizers. The fish oil reminded me of the nasty tasting cod liver oil my mother tried to feed to my brother and me when we were small and prone to bronchitis. It so disagreed with our digestive system, she gave it up after two tries.

Why did canneries close down? Certainly, there were too many canneries—many under financed—who divided the catch. Cyclical salmon runs led to bankruptcies and company mergers. Canneries were also the victims of their own success with new, higher speed canning technologies demanding more fish. As engines replaced sail in fishboats, catches became larger. Fishing nets grew in size. The availability of ice allowed fisherman to stay out longer and increase catches. All this led to overfishing.

Moreover, the public's tastes changed. Instead of salmon loaf, fresh salmon became popular. No longer is fish considered food for the poor: today's halibut and prime salmon are more expensive than steak!

Our trip to the North Pacific Cannery was most educational and thought provoking. It reveals an important aspect of coastal life for nearly a century. If you plan to cruise to Prince Rupert, we highly recommend taking time to visit. You shouldn't take your yacht to the cannery, but a bus runs daily from Prince Rupert (visit bctransit.com/for-schedules). The historic site is open from May 1 to the end of September.

Leaving Prince Rupert for Alaska

When we returned to Prince Rupert's Rowing and Yacht Club, a clutch of salmon and a huge halibut occupied the dock near the cleaning table. Sport fishing is big business in Prince Rupert. Fishing guide (and fireman) Real Jones had taken four Calgarians out on his 25.5-foot Boston Whaler—called *Real Deal*—for a day on the briny. It was their catch lying on the dock. Real was deftly cleaning

Photo below - The politically incorrect butchering machine.



and filleting the fish so they could be delivered to the local processor for smoking, freezing and transport to Calgary.

I learned the four fishermen had spent \$1,250 (plus tip) to go fishing for the day. They'd also paid for airfare, hotels, and fish processing. As they were elated having caught their quota, I didn't ask them if they were better off getting fish at Safeway.

Preparing for Alaska and Entering US Waters

Leaving Canada and entering Alaska takes a bit of preparation. The distance to the first port of entry—Ketchikan—is about 85 miles, easily doable for a powerboat, less so for sailing vessels.

As recommended, we called US Customs and Border Protection (CBP) before leaving Prince Rupert. Passport and boat registration data should be ready for both American and Canadian boaters and boats.

A friendly CBP officer asked for the particulars of our boat: Name, registration number, flag, make and model, year, homeport and color. Then about our location—where we were; when and where we expected to arrive at a designated port; and our contact information. And, of course, if your Canadian boat measures 30 feet or more, you must tell CBP the decal number you have purchased.

For all persons aboard, CBP wanted to know names, date of birth, citizenship, passport number and address. Two Victoria friends had joined us in Prince Rupert, so we reported on all four. While most of us residing on the Pacific coast can use our Nexus registration in Washington and British Columbia, Alaska doesn't give a fig about that most trusted travelers program. After giving all this information to the CBP officer, she told us that we could enter the US, should stay one night at Foggy Bay on the way and then obtain our cruising permit in Ketchikan.

Although normally only the master may go ashore for reporting, the officer informed me we were allowed to call in from the fuel depot next to the Coast Guard Station shortly after arriving in Ketchikan. After a lovely night in Foggy Bay, which wasn't foggy at all, we motored into Ketchikan's fuel station. The friendly attendants allowed me to call CBP from their landline as our US cell phone didn't work here (despite the telephone company's assurances it would).

Within a few minutes, Officer Wu arrived at the fuel station to stamp our passports and provide us with a cruising permit good for one year and usable in all US waters. He was pleasant and polite and besides the information we'd already provided asked no further questions about firearms,

food, alcohol or potential contraband. (Other cruisers told us they were queried more intensely.)

As a Canadian boat, we had to report in at various designated ports of entry, which for southeast Alaska includes Haines, Juneau, Hoonah, Sitka, Skagway and Wrangell. We called the CBP after arriving in designated ports and it was always a pleasant, quick call. US-registered pleasure craft do not have report to other ports of entry once they've cleared customs in Ketchikan.

We did learn about an anomaly in the entry laws. Friends of ours who hold German citizenship but are permanent residents of Canada, had carefully reviewed the CBP website. It states that foreign guests from European and various other countries arriving in US waters didn't need visas or special permissions. But when the Germans called in from their sailboat in Prince Rupert, they learned they were required to buy a visa costing \$500 per person. They were obviously dismayed and pointed out the CBP website language. Yes, they were told, but that covers foreign nationals on cruise ships and the cruise ships obtain a blanket waiver for these visitors. Arrive on your personal boat, however, and the visas—and costs—are compulsory. When I checked further at other (non-government) websites, I found information confirming this anomalous law, but the CBP website is incomplete.

So if you live in Canada, hold a non-Canadian or non-US passport, and want to bring your Canadian-registered yacht into US waters, be ready to apply for a visa and shell out. If you live in the US, have citizenship in a country other

Marianne Scott is an award-winning writer who has covered the marine scene for two decades. She has contributed to *Northwest Yachting* since 2001. Her sailing experiences include a round-trip voyage from Victoria to French Polynesia, circumnavigating the Baltic Sea, traversing the canals and rivers of the Netherlands and just completing a 2,700 nautical mile voyage to Alaska. She and her husband, David, also enjoy finding the nooks and crannies of the BC coast on their Hanse 411, S/V *Beyond the Stars*. Her books include *Naturally Salty*, *Coastal Characters of the Pacific Northwest* and *Ocean Alexander—the first 25 years*.



than the US and Canada, but are in possession of a US green card, you can enter Canada on your yacht without a visa.

We were now ready to explore Ketchikan's culture. *nwy*

Photo below - Our guide, Seamus, with flattened can in hand, explains the cannery machinery. Photo far below - The white managers lived in the cannery's more substantial housing.



Special Chartering Section

Yup, sure is cold, dark and damp outside. Makes one hanker for clear blue skies and warm, sunny weather. And for us boaters, gentle seas and great cruising destinations. Well, if you've been doing alot of that hankering lately, take heart, for the gloom will soon pass and the good-hearted Northwest boater will be rewarded with all the glory of the magnificent Pacific Northwest summer. Now all you need is a way out on the water. There is private or joint boat ownership. And then there is the subject of this special Northwest Yachting section, boat chartering. On this and following pages, we give you the complete lowdown on boat chartering, and our up-to-date directory of Northwest Chartering Companies. So read on and start planning instead of just hankering!

Boat Chartering in the Pacific Northwest

You've been looking for a boat but you just haven't found the right one. Or your dream fund just isn't big enough. Or you're just plain not ready to buy yet. And now you're sitting at home thinking about how much you really do want to go cruising this year - if only you had a boat.

Don't despair - Charter!

Chartering is hot; it's the in thing to do; it's one of the fastest growing segments of the Northwest boating business and folks from all over the country, including many right here in the Northwest, are doing it. Chartering provides an avenue for everyone, especially those who don't own boats, to explore and enjoy the many, varied wonders of the waters of the Northwest. Even those who own their own boats are finding chartering worthwhile.

But is it for you? How do you do it? What does it cost? Who is eligible? To answer these questions and others, we present our 17th annual report on everything you've always wanted to know about boat chartering in the Northwest, including our complete, up-to-date guide to area chartering companies.

Obviously, the first question is whether or not boat chartering is for you. If you don't presently own a boat, chartering, especially bareboat chartering, will give you the chance to take command of your own boat, at least for awhile. You can cruise the San Juan Islands in your choice of power or sailboat, just like the rich folk and their mega-buck yachts, but at a fraction of the cost.

If some of your boating skills are a little rusty, take an instructional cruise; some charter companies even offer an extensive check out charter with a skipper for a few days to hone your skills and then set you free on your own for the duration of the charter. Or,

if you're in a particularly lazy mood, go for a skippered charter and sit back and cruise in style.

Furthermore, if you're thinking about purchasing a certain brand and size of boat, whether new or used, chartering a sister ship for a week or two can tell you a lot more about whether or not it's actually the boat for you than a simple test ride will. Not only will the charter experience be fun in itself, but it could end up saving you thousands of dollars, let alone the disaster of buying a boat unsuitable to your needs and wants. When it comes to a new boat purchase, many local boat dealers have tie-ins with established yacht charter companies. You can often negotiate a part, or the whole, charter fee with the boat dealer, depending on how badly he wants to sell you that particular boat.

But what if you already own a boat - is chartering a boat advantageous? Perhaps. Perhaps the boat you own is great for day or weekend trips, but not exactly what you'd like to spend a week on with your family or guests aboard (many sailboat racers have already discovered this fact, as have owners of small fishing boats). If you know how to handle a boat but never have cruised the San Juans, a skippered charter could be a great way to find out where to go (many charter companies also offer cruising guides or pre-planned itineraries to help those who decide not to hire skippers).

Perhaps you'd like to take along a few friends and cruise in style; charter companies usually handle a wide range of yachts of all sizes, most of which are of recent vintage, fully equipped and in like-new condition. Maybe you'd like to try something different, say a sailor going to power, or vice-versa. Or perhaps it's inconvenient and time extravagant to take your own boat to

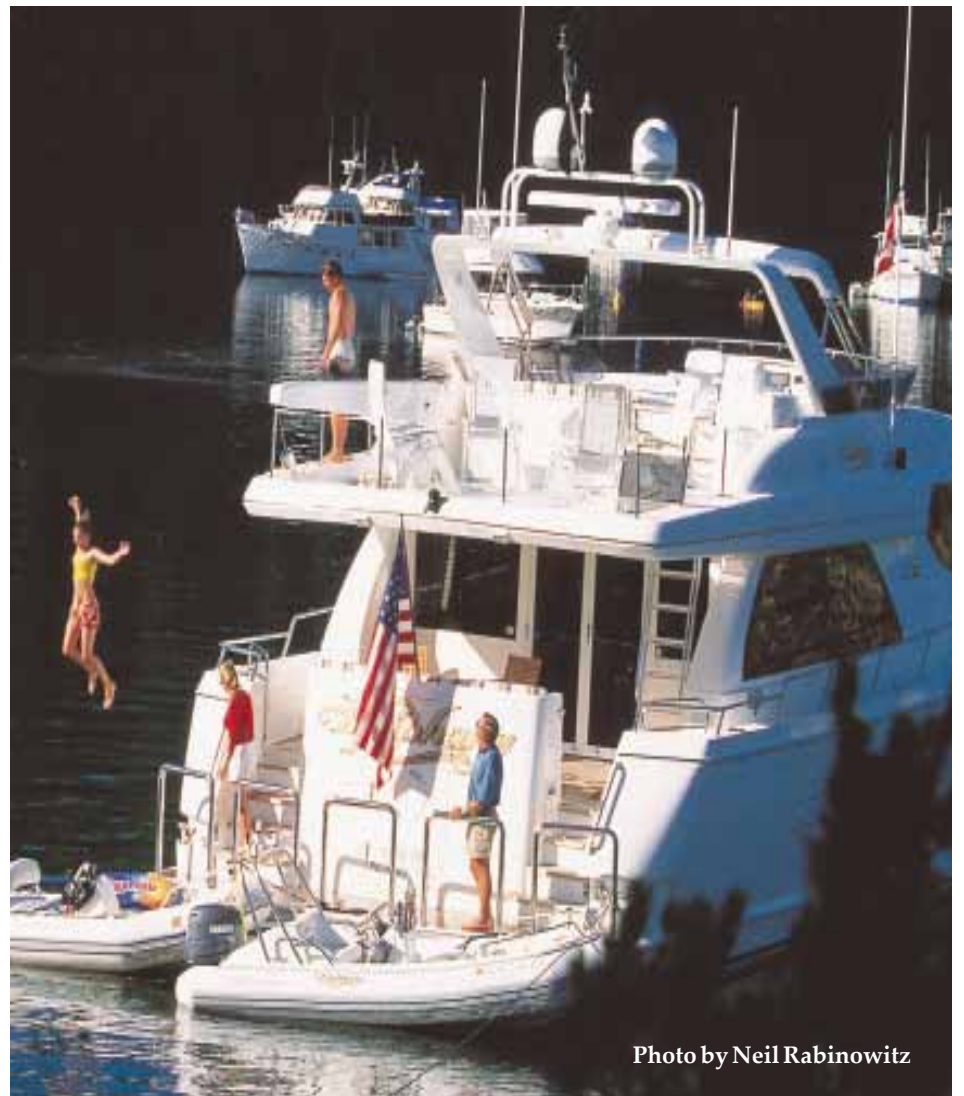


Photo by Neil Rabinowitz

the popular cruising grounds (and to take it home again). Whatever reasons you have, chartering can make a lot of sense for both boat owners and non-owners alike.

There are two basic types of charters in the Northwest: bareboat (where you're on your own) and skippered or crewed (where you pay extra for the services of a skipper). The choice depends on your level of boating skill and/or how much you want to be involved in the actual operation of the boat.

To bareboat charter, you must first be able to competently operate and handle the type and size of boat you wish to charter. To allow you to do so otherwise would be both unsafe and financially unwise. No respectable charter company we know of will allow an incompetent person to take out a boat in its charter service.

Along with your charter application, almost all charter companies

require you to provide some sort of boating experience resume, from which they can generally tell whether or not you're going to be able to handle the boat you want to charter. Previous boating experience in a similar type and size of boat will usually meet their requirements. If you belong to a yacht club, an official letter from the yacht club confirming your boating skills will help a lot, as will previous chartering experience. Furthermore, many on-the-water training schools now offer certificates of boating competence, which charter companies will take seriously in making their initial determination.

Note we use the word "initial." The final decision on whether or not you actually get to take the charter boat away from the dock is up to the charter company. Most charter companies do not own the boats they charter; but represent the own-

BOAT CHARTERING

ers. As such, they have a responsibility to the boat owner to protect his or her investment against incompetent would-be-captains. Furthermore, since they only make money when the boat is actually being chartered, downtime due to accidents caused by mishandling costs them bucks - and a lot of hassle they'd rather avoid.

Thus, no matter how good your references are, many charter companies require that you actually demonstrate your boat handling competency to them before they set you free. If you're sure of your competency, there's no need to worry. These guys are pros; many times they can tell if you're qualified or not simply by talking to you. If there's any question, they may, but not always, require you to go through a demonstration of simple boat handling skills.

Most folks have enough sense not to tackle a boat they can't handle. On the other hand, there are those who try; most don't get away with it. You can make your deposits, arrange your vacation time, show up at the boat ready to go and then have the hook pulled because you haven't been able to convince the charter agent or, in some cases, the

boat's owner that you can actually handle the boat.

This doesn't happen often. After all, charter companies are in the business of chartering; they hate to turn anyone down, but it does happen.

If you think you may have a problem with this, it's often possible to arrange a pre-checkout, long before your actual charter time, to satisfy the competency requirement. Furthermore, if you yourself are unsure of your skills, many charter companies can arrange (for an extra cost) to have a skipper go with you for a day or so until you and the hired skipper are comfortable with your abilities.

To charter a skippered boat, all you have to do is pay your money and show up.

Arranging a charter is relatively simple. The first step is to contact a charter company and tell them what type and size of boat you want, when you want it and what type of charter you desire. They will send you a charter application; completing and returning it, along with your boating experience resume and charter fee deposit (which range from 20 to 50 percent of the charter fee, though in most cases it seems to be around 1/3 the total cost), will

confirm your charter dates. The rest of your charter fee, along with any other related costs (more on this later), is usually required no less than 30 days before the actual charter time.

On the morning your charter starts, you show up at the charter office for your official check-in and check-out. The latter involves a competency test (if necessary) and a complete explanation of the various gear and systems aboard that particular yacht. Once you've completed the check-out, you untie the lines and you're off.

When you return from your time aboard, you're required to leave the boat in the same condition you received it, i.e., clean and undamaged, inside and out. A few companies do offer complimentary cleaning on return, but you are still expected to leave the boat reasonably clean. Unless specified or pre-arranged, fuel and water tanks have to be full and all gear that was aboard when you first started must still be there. If none or some of the above is not done, the funds to do so could be deducted from your security/damage deposit.

It is important to pay attention during the checkout, particularly to the condition of the boat and its gear. Most charter companies keep their

boats spotless; if you get one that isn't, it should be so noted on your charter check-out sheet. Likewise for broken or missing equipment. Don't just bring it to your charter agent's attention; make sure it is written down (the guy who checks your boat in after your charter may not be the same one who checked you out). Otherwise, you could end up paying for something that's not your fault.

During the peak of the Northwest charter season (generally June, July and August), nearly all charter companies will only schedule charters of a week or more (although the minimums can be as little as three days in the mid and off-seasons). The prime-season week generally runs from Sunday noon to Saturday noon, although other times can be arranged. Because downtime is so important and all boats need turnaround time, charter companies are fairly strict on these times. If you're late, expect to pay for the extra time (unless you're awfully good at pleading).

Bareboats are usually equipped with most things you need to safely and comfortably operate the boat, i.e., charts, tide tables, VHF radios, depth

Continued on next page

Northwest Boat Chartering Companies

Anacortes Yacht Charters - Anacortes Marina Office, 2415 "T" Ave, Suite 2, Anacortes, WA 98221. Reservations 800-233-3004 or 360-293-4555, fax: 360-293-6683. Email info@ayc.com
www.ayc.com

Bareboat and Crewed Yacht Charters with approximately 85 boats in the fleet including 24' to 66' power & sail.

Special Services include meal provisioning, sport boat, outboard rentals, fishing gear & kayaks. ASA Certification, Introduction & Advanced Power courses. Skippers for hire.

Bellhaven Charters and Sailing School - 714 Coho Way Bellingham, WA 98225; 360-733-6636 or 877-310-9471, fax: 360-647-9664. E-mail: bellhaven@bellhaven.net
www.bellhaven.net

Bareboat and skippered charters; 28' to 60', including, Ocean Alexander, Bayliner, Grand Banks, Hunter, Meridian and Silverton. Watch the website for new additions and special offers/discounts. Prime season charter rates: \$1,975 - \$8,400: Early/Late Summer 15% discount, Off-season charters 25% discount with a fair weather guarantee. Discounts for multiple weeks and multiple boat charters. Insurance by a refundable damage deposits or a non-refundable daily waiver fee. Reservation deposit: 30% with balance due 60 days prior to departure.

Special services include linens, bedding, outboards, provisioning, and transportation to and from Bellingham International Airport. (Rental cars can be dropped at the airport). Instructional opportunities including ASA accredited, six-day Cruise-N-Learn a hands-on live aboard, learn to sail / bareboat, fun vacation with certified instructors. Weekend classes are scheduled. Private instruction also offered. Power boat instruction for novices to "rusty skippers," offered as a

separate course or with a skipper while on a charter. Call for details.

Bellingham Yacht Sales & Charters - 1801 Roeder Ave, Ste #174, Bellingham, WA 98225. 877-310-9446 or (360) 671-0990. Email sales@bellinghamyachts.com
www.bellinghamyachts.com

Blue Heron Yachts and Charters-718 Coho Way, Bellingham, WA 98225, (360) 200.6800; Email: blueheronys@gmail.com
www.blueheronys.com

Smaller, quality fleet of bareboat or skippered yachts 32' to 65'. Featuring, Bayliner and Sea Ray, Berger power cruisers. \$4,750 Prime Summer Season: July 11 to Sept. 4; charter rates \$2,095-\$5,500. Spring Season: April 4 to June 5. Fall Season: September 19th to October 23; charter rates for Spring/Fall \$1,300-\$4,500. Off Season: October 24 to April 3; charter rates \$1,495-\$3,895. Indian Summer Season: Sept. 5 to Sept. 18 at regular summer rates. Discounts for multiple weeks or returning from previous year. Reservation deposit 1/3 of charter fee refundable within 60 days of scheduled charter less \$150 Balance due 30 days before charter.

Special services: All bedding, towels, and spa robes included with each charter. Private lessons, skippers and hunting/gathering services provided at additional expense. Complimentary transportation to and from Bellingham Airport or local hotels.

Blue Pacific Yacht Charters - 1519 Foreshore Walk (Granville Island), Vancouver, B.C. V6H 3X3. 604-682-2161; fax 604-682-2722. Email: info@bluepacificcharters.com
www.bluepacificcharters.com
Bareboat and Cruise & Learn Vacations.

Powerboats 28' to 66', sailboats 30' to 50'. Reservation deposit 33%, balance due 60 days prior to charter. Call for rates.

Burgess International Yacht Charters. Phone: 206 669-6407. - Email: seattle@burgessyachts.com.

An international yacht charter, brokerage and management company with offices in London, Monaco, Athens, Moscow, New York, Miami, and now Seattle. The Seattle office is headed by Captain Ron Chace, formerly captain of the 200 foot Feadship *MEDUSE*.

Nigel Burgess offers expertise in arranging fully crewed charters on yachts from 120 to 300 feet in length, world-wide. Prices range from \$60,000 to \$450,000 per week, plus expenses, depending on the size and style of vessel. Areas covered include the Pacific Northwest, Caribbean, and Mediterranean, South Pacific, South-east Asia and other areas.

Cooper Boating Center - Vancouver (1815 Mast Tower Road, Vancouver, BC), Powell River and Sidney (9835 Seaport Place, Sidney, BC). Email: crew@cooperboating.com
www.cooperboating.com

Bareboat and skippered sailboats and power boats ranging in size from 28 ft. to 57 ft.

Spring season (April-June) Peak season (July-August), late summer season (September), off season (October-March). Damage deposits \$1,000-\$5,000. Reservation deposits: 30%; balance due 60-90 days prior to departure.

Special services include: instruction, and three operation bases.

Crown Yacht Charters - 910 - 11th Street Anacortes, WA 98221. 360-293-9533 or 800-426-2313; Email: info@crownyachtcharters.com.

www.crownyachtcharters.com
Bareboat Charters, Charter Fleet - Powerboats 32'-47' & Sailboats 30'-44', Bareboat with Capt., Luxury Crewed Charters. Prime Season June 21 - Sept. 8, Mid Season May 17 - June 20 and Sept. 9 - Sept. 29, Low Season January 1 - May 16 and Sept 30 - Dec. 31. Modest additional charge for liability insurance and vessel hull insurance with reductions in deductible amount. Watch website for specials! Discounts: Early booking and early payment 5% discount, Repeat Customers 5% discount, Charters of 10+ nights 5% discount. Numerous courses and instructional classes available for development of boat maneuvering and navigational skills.

Additional services included: dinghy w/ outboard, BBQ, linens and towels for up to four guests, pre-charter briefing of boat systems and operation, assistance with itinerary planning, cleaning after completion of charter, "lost charter time" guarantee. Car parking available near marina. Trip cancellation insurance option available. Unable to update.

Desolation Sound Yacht Charters - 101-1819 Beaufort Ave., Comox B.C. V9M 1R9. 250-339-7222 or 877-647-3815; fax 250-339-2217. E-mail: charter@desolationyachtcharters.com
www.desolationyachtcharters.com

Bareboat or skippered powerboats 34' to 54', sailboats 31' to 49'.

Prime season (June 15-Sept. 13) - rates: power, \$3,700-\$4,800; sail \$2,200-\$4,700; Off-season: power, \$3,100-\$4,200; sail, \$1,900-\$3,800. Damage deposit: \$2,000-\$5,000. Insurance: \$30-\$45/day. Reservation deposit: 25% plus applicable taxes; balance due 60 days prior to departure. Cancellation policy: 90 days, \$300

Continued on next page

NORTHWEST YACHTING REPORT

Chartering (cont.)

sounders, galley equipment (pots, pans, plates, silverware, etc.), cleaning equipment, safety equipment, lines, fenders, etc. You are responsible for providing your own linens (bedding and towels), food and beverages, sporting equipment, fishing gear, fishing licenses, etc.

As charter companies are basically service companies, they often provide services to their charters far beyond just the boat. These can range from airport pick-up to full provisioning and linens. Most of the time these services cost extra; whenever possible we've included a listing of available extra services in our accompanying charter company directory.

The cost of chartering a boat varies widely, depending on the charter company, the services they provide, the type and size of the boat, the gear

aboard, the length of the charter and the time of year.

For example, Bellingham-based San Juan Yachting has 28-58' powerboats and 34'-49' sailboats going from \$2,300 a week to \$9,250 a week (during the peak season). On the low and high end of things, you can bareboat charter a small sailboat for \$276 a day (Wind Works Sailing Center) or pony up with the big bucks and have your own mega-yacht for \$60,000 to \$450,000 a week, plus expenses (Burgess International Yacht Charters).

Somewhere in between, you'll be able to find a boat to fit your needs and your budget. As was the case last year, the vagaries of the market have driven some sailboat charter prices up a touch, although this is certainly not true in every case, and in some cases, charter prices have dropped.

In addition to the charter fee, there are other costs all prospective charterers should be aware of. The first, and most major, is the security/damage

deposit, which can range from \$250 on up, depending on the type and size of boat. This amount, basically equal to the charter boat's hull insurance deductible, is 100 percent refundable that is, as long as you bring the boat back undamaged. The cost of broken or damaged gear, unreplaced fuel or cleaning of the vessel is deducted from the security/damage deposit, as are any charges for late return of the boat.

Almost all charter companies also require their charters to carry personal liability insurance coverage (\$300,000 to \$1 million, depending on the company and/or the boat). If you already own a boat and have boat insurance, you may already be covered and just need to provide the charter company with a verifying letter from your insurance agent or a copy of your insurance policy.

This liability insurance coverage may also be obtained via a rider on your homeowner's or auto insurance policy. If you have none of the

above, most of the charter companies can arrange to have you covered for \$50-\$100 a week, and in some cases that insurance is included in the cost of the charter.

When comparing charter boat rates, be sure to also compare the equipment included with the boats. Some yacht charter companies provide you with dinghies, others charge for one. Most charter companies charge extra for outboard motors for those above-mentioned dinghies, as they also do for goodies such as windsurfer, scuba compressors, sport boats, fishing gear, etc. For those who want them, skippers are usually available for an extra daily charge (plus meals). The charter will in most cases also be responsible for all moorage and marina fees while out cruising, as well as customs fees and duties if they check into Canada and other fees such as fishing licenses.

Charter Companies Directory (cont.)

service fee; 60-90 days, 25% of total charter fee.

Special services: all charters fully serviced except for food (provisioning available). Courses in sail and power yacht handling leading to International Certification available.

Island Cruising - #1C-9851 Seaport Pl., Sidney, B.C. V8L 4X3. Tel: 250-656-7070 or 800-663-5311; Fax: 250-656-7060. Additional base in Comox, cruise Desolation Sound! E-Mail info@islandcruising.com

www.island-cruising.com

Bareboat or skippered both power and sail 28' to 49'.

Summer Season (July 16 to September 7) weekly rates from \$2,975; Late Summer Season (September 8 to September 30) weekly rates from \$2,825; Low Season (October 1 to April 30) weekly rates from \$2,080; Spring Season (May 1 to July 15) weekly rates from \$2,675. Daily insurance available. Damage deposit: \$3,000+ or 7% Insurance Waiver for 50% buy-down. Reservation deposit 25%. Cancellation policy: 60 days prior, \$200 admin. fee; 59-45 days prior, 30% charter fee (unless rebooked then \$200 admin fee), less than 45 days, no refund. (unless rebooked then refund less booking deposit)

Special services: all charters include (sleeping bags, towels, linens, rain gear, dinghies, BBQ's, etc.) Instruction, corporate packages and racing available. Ask about provisioning or any other special details for your charter.

Ledger Marine Charters - 2309 Northlake Way, Seattle, WA 98103. 206-283-6160 or 800-659-3048.

www.ledgermarinecharters.com

Bareboat and fully crewed charters from Puget Sound to SE Alaska. Powerboats 26' to 72' (crewed to 180'); Bareboat Sail 25' (crewed to 127').

Prime season (July 13 - Sept. 7) - rates: power, \$1,200-\$14,000; Mid season (June 1-July 12 and September 8-28) 15% discount. Low season (before June 1 and after September 28) 30% discount. Reservation deposit: 33%-50% balance due 60 days prior to charter.

Special services available on all vessels upon request.

Nanaimo Yacht Charters & Sailing School.

1690 Stewart Avenue Nanaimo B.V. V9S 4E1. 250-754-8601 or 877-754-8601. Email: info@nanaimoyachtcharters.com

www.nanaimoyachtcharters.com

Bareboat charters - power and sail. Range of vessels 27' to 50'. Peak season July and August. Low season rates offered and low season specials.

Special services: Bedding, for vessels over 30', BBQ, dinghy and outboard, courtesy car included. Transport to and from airport and float plane terminals. It also encompasses a boating and sailing school, accredited to teach International Yacht Training (IYT) to obtain International Certificate of Competency; International Sail and Power Association (ISPA) as well as the Dali Canada (formerly CYA) methods of instruction. Boating and sailing schools certification programs range from basic sailing lessons to advanced sailing courses, including Yacht Master Offshore.

NW Explorations - 2623 South Harbor Loop, Bellingham, WA 98225. 360-676-1248 or 800-826-1430. Email: charter@nwexplorations.com

www.nwexplorations.com

Premium Grand Banks diesel trawlers in charter fleet: 36' to 52'.

High season \$4,500 - \$9,300. Low season: \$3,375 - \$6,975. Multi-week discounts available. Reservation deposit: 40% of total charter rate with balance due 120 days prior to departure. Bareboat charters throughout Pacific Northwest & SE Alaska. Flotillas include Alaska and Desolation Sound.

Special services included in rate: linens, fully outfitted galley, RIB dinghy w/outboard, crab pots, cleaning upon return; flotillas include USCG captain, dock hands, and on board naturalist on ead boat.

Par Yacht Charters - 718 Coho Way, Bellingham, WA 98225, (360) 200.6800; Website: www.paryachtcharters.com. Email: info@paryachtcharters.com

Smaller, quality fleet of bareboat or skippered yachts 32' to 65'. Featuring Tolly, Bayliner and Sea Ray Post, Berger power cruisers. Ericson and Valiant sail cruisers. Summer Season: June 6 to

July 10; charter rates \$1,995- \$4,750 Prime Summer Season: July 11 to Sept. 4; charter rates \$2,095-\$5,500. Spring Season: April 4 to June 5. Fall Season: September 19th to October 23; charter rates for Spring/Fall \$1,300 - \$4,500. Off Season: October 24 to April 3; charter rates \$1,495 - \$3,895. Indian Summer Season: Sept. 5 to Sept. 18 at regular summer rates. Discounts for multiple weeks or returning from previous year. Reservation deposit 1/3 of charter fee refundable within 60 days of scheduled charter less \$150 Balance due 30 days before charter.

Special services: All bedding, towels, spa robes and included with each charter. Private lessons, skippers and hunting/gathering services provided at additional expense. Complimentary transportation to and from Bellingham Airport or local hotels.

San Juan Yachting - 2615 South Harbor Loop, Suite #1, Bellingham, WA 98225. 360-671-8089 or 800-670-8089; fax 360-671-4301; Email: charter@sanjuanyachting.com

website: www.sanjuanyachting.com

Bareboat and skippered powerboats 28' - 58', sail monohulls 34' - 49', sail catamarans 34' - 42'.

Peak season (June 15 - August 30) rates: \$2,300 - \$9,250; second consecutive week 10% discount offered. Option of daily damage waiver or refundable damage deposit. Liability insurance: \$70/week. Reservation deposit: 30%. Cancellation: 60 days prior to charter.

Special services: Complimentary linens and towels, complimentary cleaning on all charters of seven days or more, Trouble Free Guarantee, provisioning and crewed charters available.

Full-service powerboat training cruises (1 and 2-day courses or private, individualized training, from 3-hour maneuvering to multi-day private instruction) and weekend and weeklong live-aboard sail courses.

San Juan Sailing - 2615 South Harbor Loop, Suite #1, Bellingham, WA 98225. 360-671-4300 or 800-677-7245, fax 360-671-4301; www.sanjuansailing.com. E-mail: charter@sanjuansailing.com

Bareboat and skippered sail monohulls 34' to 49', sail catamarans 34' to 42', powerboats 28' to 58'. Prime season (June 15 - August 30) rates: \$2,300 - \$9,250; second consecutive week 10% discount offered. Option of daily damage waiver or refundable damage deposit. Liability insurance: \$70/week. Reservation deposit: 30%. Cancellation: 60 days prior to charter.

Special services: Complimentary linens and towels, annual guided week-long and weekend sailing courses, private power and sail instruction, weekend power courses.

Ship Harbor Yacht Charters - 2201 Skyline Way, Suite 100, Anacortes WA 98221. 360-299-9193 or toll-free 877-772-6582. E-mail yachts@fidalgo.net

www.shipharbor-yachts.com

Power yachts ranging from a 26' Nordic Tug to a 57' Bayliner and sailboats ranging from a 30' Catalina to a 50' Beneteau.

Rates vary in the off-season from \$1,367 per week to \$7,641 per week; prime season rates vary from \$1,785 to \$9,980 per week. The minimum 4 day/3 night charters are also available. There is a 10% discount for multiple week charters as well as other specials. Make a reservation with a 30% deposit; the balance due 60 days prior to charter. Free linen packages, planning maps, and outboards.

Special services such as sleep aboards, provisioning, and instruction are available.

Voyages Northwest, LLC/Nordhavn Charters at Voyages NW. - Seattle Office - Chandler's Cove, 901 Fairview Ave North #C-155, Seattle, WA 98109. Phone: 206-510-1080. www.voyagesnw.com and www.nordhavn-chartersnw.com. E-mail: info@voyages-nw.com

They feature the world's only Nordhavn charter fleet, operating in the Pacific Northwest and S.E. Alaska. Summer Alaska schedules available. Additionally, 18 private yachts for charter from 42' to 118' in the Pacific Northwest, Alaska and Mexico.

Corporate and private charters for the day or the week aboard executive-appointed yachts. Licensed Skippers and crew navigate the cruising grounds of Seattle, the Pacific Northwest, Canada, Alaska and Mexico. Skipper Training packages available. Vacations, Try-Before-You-Buy, holiday cruises, corporate retreats, team-building adventures, client entertaining. Land and air transportation available. Assisted bareboat.

Wind Works Sailing and Power Boating - Shilshole Bay Marina, 7001 Seaview Ave. Suite 110, NW, Seattle WA 98117. 206-784-9386, fax 206-784-2995, e-mail amanda@sail1.com

www.windworkssailing.com

Bareboat sailboats 22' to 49'.

Prime season (May 15-September 15). Membership based sailing club with some non-member sailing times available. Non-member Prime season daily rate \$276 - \$906 and off season daily rates \$226-\$705. Insurance: included in rates. Reservation deposit: 50%; balance due at time of booking. \$75 check out fee. Visit website for details.

Special services: US Sailing Certified lessons, Bareboat and Skippered charters, Starpath Navigation courses, USCG approved Captain's Licensing courses, quarterly social events NWV

BOAT CHARTERING

There are a few ways you can save on charter fees. One is to look at older or less popular boats. A Ranger 33 may not be as slick or perhaps as comfortable as that flashy, new Beneteau 35, but it will still get the job done. Unfortunately, as downtime is so costly and older boats usually suffer from more breakdowns than newer ones, most charter companies avoid the older boats. Thus, you may be to delve into the world of private boat charters, where boats are chartered by the owners themselves, without the services of a yacht charter company.

There are many fine yachts being offered for charter by individual owners, usually at very fair prices (you can find several of these boats in our classified section). Folks who have chartered these boats usually report having a pleasurable experience - in fact, many end up being repeat customers, year after year (many owners will give special discounts to these repeat customers).

On the other hand, there are some disadvantages to chartering from a private owner versus an established charter company. The

most obvious is that the private charter boat owner isn't in the charter business full time - he's usually chartering to help defray some of the expenses of owning his boat - and isn't in the position to offer the services most charter companies do as a normal part of their business. If you're going to be chartering directly from an owner, you may have to do some of the work yourself. If you're an old hand at boating and chartering, this may not be a problem; if you're trying to arrange a charter from long distance, it could be a real hassle.

There is also the problem of breakdowns, which occur even on the most well maintained yachts. Nothing can ruin a vacation more than being stuck in some port with an inoperable engine, waiting for repairs. Charter companies have clearly-defined procedures and policies regarding breakdowns; many have their own repair boats, or even chase planes, on hand to handle such occurrences quickly and efficiently. In the worst case scenario, many yacht charter companies can arrange to have you switched to another boat so you can finish your

vacation. Obviously, a private yacht owner usually can't offer these services (although most will give you credit for any downtime).

Whether you charter from a charter company or an individual owner, you can also save money by chartering during the off-season. Generally the charter season is broken down into three segments: the prime season, which generally runs from mid or late June to early September, the "shoulder" or mid-season (a month or so on either side of the prime season) and the off-season (the other months of the year). You can save 10 to 15 percent of the charter fee by booking during the mid-season and even more in the off-season. Considering that some of the best boating in the Northwest, especially sailing is in the mid- and off-seasons, let alone the lack of crowds, chartering during those months makes a lot of sense.

If we've piqued your interest in chartering, you should know that most charters are booked during the winter months, especially January through March. Of the 24 charter companies we contacted to com-

pile our directory, a couple of weeks before press time all reported that they still had openings during the prime season, although such openings do fill up fast, especially in the larger yachts.

If this is your year to try chartering, we recommend you contact one or more of these companies as soon as possible. On the other hand, people and plans do change so, even at the last minute or, more reasonably, the last couple of weeks or so you probably can still book a charter. It may not be the exact boat you want, but you'll still get that grand trip out on the water.

The accompanying directory of yacht charter companies includes all of the charter companies, excluding timeshare ventures, we are aware of that are based in Washington State and which charter boats on Puget Sound and the San Juan/Canadian Gulf Islands, plus a selection of charter companies based in British Columbia.

Due to space considerations we were unable to include charter companies in Oregon, though there are many fine companies operating there. *nmv*

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Sea Stories

Sneak peek at boats of note at Seattle Boat Show

Northwest boaters are a very fortunate lot. The Pacific Northwest and British Columbia are home to what is arguably the greatest variety of boating in the world. And the Seattle Boat Show, Indoors + Afloat, reflects that variety. Unique to the show is the wide range of boats and accessories on display. At other shows, you may find yourself in a sea of bass boats and wakeboard boats. Or find only luxury yachts on display.

At the Seattle show, the boats on display are representative of the abundance of boating options available in the region. So whether you choose to wakeboard, waterski, pontoon boat, fish, kayak, SUP, cruise or race, under power or sail, on boats small or large, this show's for you. And if you already own the boat of your dreams, there are three acres of the latest gear and technologies and 235 free seminars.

As of press time some of the boats and exhibits of note at CenturyLink Field include:

*The show's largest display ever: Lake Union Sea Ray's display will have more than 60 boats on display ranging from 10 to 51 feet and the debut of 11 models, including: Boston Whaler 370 Outrage (European Powerboat of the Year); Boston Whaler 345 Pilothouse (Winner of the NMMA Innovation Award); Sea Ray 350 SLX; Sea Ray 510 Sundancer (winner of the AIM Marine Group Editor's Choice Award); and Sea Ray 190 SPX Outboard.

*The U.S. debut of the Stabicraft

2400 Supercab: Designed and manufactured in Invercargill, New Zealand, its Unique Game Chaser Transom (GCT) with its wedge shape design allows boaters to back down on fish with much greater speed and less water over their transoms. It also helps maneuverability in small spaces such as marinas.

*The West Coast Debut of the Pur-



suit OS 325: According to Sport Fishing magazine, "It has the acceleration of a bass boat, an easy outboard-maintenance regime, plus the fishability and onboard comfort to accommodate long-range cruising and fishing." On display at Islands Marine Center.

*The West Coast debut of the J/Boats new 41 foot J/122e: Totally redesigned for a more modern look, the J/122 is a versatile 40 foot performance sailboat with comfortable live-aboard accommodations, a refined deck layout, low VCG keel with a moderate 7.2' draft.

See it at the Sail Northwest booth.

*The KingFisher 3325 Offshore: Powered by 2 x Yamaha 350 HP engines, has three fish lockers in the cockpit floor with commercial dia-

phragm pump outs, multi-zone cabin heater with defrost and individual



blower controls and a V-berth queen bunk with carpeted storage compartments. KingFisher is the fastest growing designer, builder and marketer of welded heavy-gauge aluminum boats in North America. On display at the Tom-N-Jerry's booth.

*Regal will have their 35 Sportcoup and 32 Express on display. Features include: electric slide out lounges, power actuated beds that convert from a day lounge to a queen size bed, and full beam convertible hard tops for a year-round boating experience.

Boats and exhibits of note at South Lake Union:



*The Hobie 60 Katie Sue: This is a catamaran of historic interest as she

was designed, built, and enjoyed by the founder of Hobie Catamarans.

Katie Sue is the nautical equivalent of Frank Lloyd Wright's home. She cruises at 20 knots and has 14 integral fuel tanks giving her the range to reach the distant shores of Hawaii or the far reaches of the Pacific Rim.

*The Pacific Northwest debut of



the Tiara 44 Coupe: This is the little sister to the Tiara 50 Coupe with very modern and contemporary interior. BoatTest.com says: "This yacht's focus is all about entertaining in elegance and cruising in posh style."

*The Fleming 65 Venture I: Yacht designer Tony Fleming's personal boat, and hull number one, of the Fleming 65, in which he has cruised 43,000 Miles from Alaska to Galapagos Islands to Nova Scotia and back. Tony Fleming himself will be in attendance onboard.

*Hampton Yacht Group's 2015 Endurance E658: The newest addition to Hampton Yacht Company's successful Endurance fleet is the E658. The E658 offers a wide 18' beam with four staterooms, four heads and full beam master suite.

*Outer Reef's 65' LRMV and 88' CPMY: The LRMV features the ability to semi-close off the pilot house for privacy and use of space. The yacht



was designed with multiple redundant systems for true long range cruising. The 88' CPMY boasts an open layout which is ideal for entertaining, with the ability to semi-separate the pilothouse. The custom sport cockpit is perfect for fishing and scuba diving, including dive tank storage and a dive compressor.

Specialty Yacht Sales will be introducing four new 2015 Marlow Hunters: the 37, 50ac, 33 and 31. The Marlow Hunter 31 is all new for the 2015 model year. It features an enormous interior volume, huge cockpit, and stylish exterior built on a beam that rivals most 34' models.

*American Tug will be displaying the 2015 AT- 365 which incorporates new features including an Extended upper deck for entertaining



& covered aft cockpit; new anchor locker; and new Sapele jointerwork and U-shaped dinette. The American Tug 485 will make its 2015 debut at the show. Measuring in at just under 50-feet; she is designed to maximize allowable moorage space, while providing the amenities and room desired by a family.

*Sea Legs – this amphibious craft was specifically developed to take the hassle out of the boat launching/retrieval process. Sealegs is powered on land by a small inboard engine which drives steerable, hydraulic motorized wheels. At the push of a button the wheels retract or extend, similar to an airplane undercarriage; and Sealegs swiftly transforms itself from an all-terrain vehicle into an ocean-going powerboat.

About the Seattle Boat Show

The show features two locations, 1,000 recreational watercraft and more than 400 exhibitors. There are more than three acres of the latest innovations in accessories, technology and boating gear on display indoors, plus 100 world-class yachts in their natural habitat on South Lake Union. A free shuttle runs between both locations.

There are approximately 235 free seminars during the 10 days of the show and advanced training classes for a fee through Boat Show University. No other show in North America matches Seattle's in terms of the quality, variety and volume of seminars offered. Some of the world's top experts are presenters.

For a complete list of exhibitors, seminars, travel package and ticket prices:

www.SeattleBoatShow.com

Winter Blackmouth Derby to Offer \$10,000 1st Place Prize

The 5th Annual "Resurrection Derby" at Friday Harbor

The Fidalgo-San Juan Islands Chapter of the Puget Sound Anglers is pleased to announce the dates for the 2014 Resurrection Derby, (second stop in the 2015 Northwest Salmon Derby Series line-up) which will take place December 5th & 6th at the Port of Friday Harbor, San Juan Island, WA.

For a mere \$400 entry fee, those 100 teams (with up to 4 anglers per team) lucky enough to get a spot will vie for \$14,000 in guaranteed purse money - offering a 1st place prize of \$10,000; 2nd place \$2,500; 3rd place \$1,500; and a free 2015 entry for the winner of the *Mystery Fish* prize. This event has quickly turned into the "best of the best" bragging rights salmon derby in the Pacific Northwest.

Once again, this year's derby will coincide with the opening week of the winter fishing season in the San Juan Islands. "What a great event to bring together some of the Northwest's best fishermen to help raise money for such a great cause" said past Derby Chairman, Kevin Klein. "I'm very proud to be a part of this wonderful tradition." The winter season in the San Juan Is-

lands is a selective fishery. One of the goals is to raise awareness of the benefits that selective fishing provides while promoting good sportsmanship and resource stewardship. All net proceeds from the derby go directly towards salmon enhancement projects. This event couldn't

take place without the dedication and commitment from club members and the community of Friday Harbor.

Tickets for The Resurrection Derby at Friday Harbor are on sale now! For more information, please go to:

www.ResurrectionDerby.com

Lindeman Joins Seamar

Seattle Marine and Fishing Supply Co. welcomes long time Seattle area marine industry pro Mark Lindeman aboard their sales team. Mark brings with him over 35 years experience in the greater Puget Sound recreational boating market with strong ties to the yacht service businesses in the area. In his outside sales role, Mark's focus is primarily to strengthen Seattle Marine's ties with those businesses but also to expand its reach into new recreational, commercial and industrial marine markets. His extensive background in yacht repair and marine coatings makes him uniquely qualified to help our local boat repair companies bring the best products and services to their customers at

competitive prices. An avid, lifelong sailor, Mark continues to cruise and race in the Pacific Northwest.

Seattle Marine and Fishing Supply Co., or Seamar as it's also known, was established in 1948 on the Seattle waterfront. In 1976 they moved to their current location at 2121 West Commodore Way, Seattle, across the street from Fisherman's terminal. If you haven't visited their store, it's well worth the short drive.

Mark can be reached on his cell at 206-348-5224, the store at 206-285-5010, or:

mlindeman@seamar.com



Poulsbo Winter Rendezvous: Part Deux! Feb 6, 7, & 8, 2015!

The Boat Guy may have gone aground but that doesn't mean you can keep a great event down! Last February's Winter Rendezvous put on by The Boat Guy was a total hit and very simply stuff of which legends are made, and while The Boat Guy, Chip Hanauer can't host this year, the good citizens of Poulsbo and the crew here at Northwest Yachting weren't about to let the event go aground too.

With Chip already a legend, this is a total NO BRAINER! The event last year was amazing and to no one's great surprise it sold out by the time the Seattle Boat Show came around. Well, it's on again and it will be even bigger and better than the last one.

It's the weekend after the Boat Show and Super Bowl and the weekend before Valentine's Day. In other words, the perfect time to cruise over to Poulsbo and enjoy some of that town's legendary hospitality with 100 other boats from around the Pacific Northwest. It sold out last year and it's going to sell out again this year so make your reservations NOW by going online to www.NWYachting.com. We'll have the complete agenda and information up on the website. Tickets are \$75/person.

Same basic format as last year with a welcoming party on Friday night, beer and wine tasting on Saturday starting at around noon and going until about 1800 hours. After that the Sons of Norway Hall will be converted over to Party Central with heavy appetizers, beer, wine, live entertainment and prizes. If you're not sure it's worth the voyage check out the videos still up on theboatguy.com site.

Sunday morning, while not a part of the Rendezvous, there will once again be that excellent benefit pancake breakfast put on by the Sons of Norway at the Hall. Yes, there was snow last year and since that was so much fun Chip says he has already started working on that for this event.

We'll have more information next month and if you have any questions feel free to call me (Bruce Hedrick) at the office, 206-789-8116.



Sea Stories

Kadey-Krogen Yachts announces new Vice-President of Sales

Kadey-Krogen Yachts introduces Tucker West as the company's new vice president of sales. West is well-equipped with more than 20 years in the marine industry to take on the responsibility of leading the Kadey-Krogen sales force. For the last nine years, West led the North American sales and dealers network for Grand Banks Yachts.

West entered the marine industry after graduating from Plymouth State College in New Hampshire with a degree in business management. His primary focus throughout the years has been in sales, marketing, and after-sales service. Tucker began his career at Sunsail Yacht Charters, booking sailing vacations and selling boats into Sunsail's charter fleet. After

spending a year in Thailand with Sunsail, he returned to Fort Lauderdale, Florida, and spent the next seven years with The Catamaran Company. Most recently, his work with Grand Banks Yachts earned respect among his peers and cemented his passion for the cruising segment of the power boat industry. Contact Tucker by phone at: 1-800-247-1230 or visit: kadeykrogen.com



Northwest Marine Trade Association Announces Grow Boating Grants

Funds available for non-profits promoting boating in the Northwest

The Northwest Marine Trade Association (NMTA) has announced 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 up to \$9,000 to one or more organizations by April 3rd, 2015. The application can be downloaded at: www.NMTA.net/grant.

"We are very excited to make these grants available to help pro-

mote 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."

Applications must fall into one of the following categories:

*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 organiza-

tion 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.

Completed applications must be received by February 6, 2015. Grants will be awarded by April 3rd 2015.

To apply for a NMTA Grow Boating grant, visit www.NMTA.net or www.NMTA.net/grant and download a grant application. For questions, contact Karsten McIntosh at NMTA: karsten@nmta.net or 206-634-0911.

Background on NMTA Grow Boating

The NMTA established a separate program called Grow Boating in 2003 to promote the benefits and lifestyle of boating in the region. The program's mission is to increase the number of boaters and encourage current boaters to boat more often through the development of new programs, 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.

In addition to the available grants, NMTA Grow Boating funds a promotional campaign called the Northwest Salmon Derby Series—partnering with 15 derbies around the region to promote and increase participation in those fishing events. The NMTA's Grow Boating program also offers sailing ride giveaways (via the Seattle Boat Show website) to popular regional sailing events, has funded a grassroots wakeboard competition, and in 2013 launched an innovative promotion that harnessed the power of social media tools through a contest titled, "#iwantaboat."

About the Northwest Marine Trade Association

The NMTA is the nation's largest regional marine association. It represents more than 700 companies in the recreational boating industry, including boat dealers, boat brokers, marinas, boatyards, manufacturers, retailers and suppliers of boating accessories and services. The NMTA produces the Seattle Boat Show, the West Coast's largest boat show and the Northwest Paddling Festival. Additional information is available at:

www.nmta.net

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Sure Marine Service Expands Product Line

Rick Waters, the Vice President of Sure Marine Service, has announced that they have been named the new distributor in Washington state for the Nova Kool Product line. Nova Kool is manufactured just north here in Coquitlam, BC and has been producing refrigeration products in the



Pacific Northwest for well over 30 years now. Nova Kool continues to focus their product offering to the mobile and off power grid applications. Innovation has helped them expand their product offering to include more than 20 distinctive models, many of these models are a direct result of input from customers like Sure marine. The current offering includes single door units from 0.8 cu.ft. to 5.8 cu.ft., double door units

from 4.2 cu.ft. upto 9.1 cu.ft. and also their LT series of icebox conversion kits. Sure Marine Service will also be the local service and repair facility for Nova Kool.

Rick is also pleased to announce that they will also be distributing the Torrid Water Heater line. Torrid Marine is another well known Seattle company that has a global reputation for producing top of the line



water heating equipment for use in the harsh marine environment. Torrid Marine Water Heaters is the provider of choice for the most demanding of hot water applications.

Glass lined inner tanks reduce exposure to metals, offering healthy, hygienic water storage and increased product lifetime. Anode-protected galvanic corrosion resistance and Incoloy sheathed elements, combined with stainless steel jackets, result in the maximum return on investment for boat owners around the world. Sure Marine will distribute the entire line-up of Torrid Marine Heaters and that includes horizontal, vertical, square, 3-phase, and of course, custom units.

As if this isn't enough, Sure Marine has also been named a distributor for the very cool SeaMaster line of LED lights. One of the great features about SeaMaster Lights is that they are built to last even in the toughest conditions. Mount them anywhere to add lighting for work spaces, safety and night vision preservation, or enhancing deck areas. Simple mounting and wiring make connecting to power sources super easy. You can now replace those old fluorescent lights with LED cartridges and see what you've been missing. SeaMaster low profile housings come in powder coated black and white finishes or classic chrome to add a designer look to any T-Top or other



area. Just swing by the shop in Ballard, the one that has been there since just after the last Ice Age at the foot of 28th Ave NW to check them out.

Sure Marine will also have all of these new products on display at the Big Seattle International Boat Show starting on Jan 23rd, 2015. They will be on display in the East Hall at their usual location; Booth 1101.

If you have any questions just give them a call at: 1-800-562-7797.

Raising Avalon

Responders successfully removed the 65-foot pleasure craft from the beach near Pleasant Harbor in Brinnon, Washington.

The Coast Guard, Washington State Department of Ecology, Washington State Department of Natural Resources and Global Diving and Salvage, Inc., have been working on the Avalon case. DNR will oversee the vessel's full removal and disposal.

The Coast Guard and Ecology have continued to monitor the vessel since it's September, 14 grounding, work with the owner to salvage the vessel and communicate with local stakeholders. DNR, under the provisions of the Derelict Vessel Act of 2002, took custody of the vessel when it was determined that the owner, despite willingness to act, was unable to salvage his vessel and the period of time provided for him to act expired.

The agencies initially responded to a report of the vessel aground with approximately 500 gallons of diesel. Responders deployed c o n t a i n m e n t



boom around the vessel and removed the fuel from the onboard tanks the same day. Fuel was also skimmed from the surface of the water in the immediate area.

A community meeting was held in Brinnon in early October to address residents' questions about the response and identify opportunities to strengthen response plans in the region. Ecology has stationed limited response equipment in Brinnon and is working with first responders to ensure training is completed, allowing for reduced response time to possible future maritime incidents.

For more information about the Coast Guard response contact Coast Guard Sector Puget Sound at 206-217-6066. For information on Ecology's role contact Sandy Howard at 360-791-3177. Questions about DNR's Derelict Vessel Program can be addressed to Melissa Ferris at 360-902-1574.



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40' J/122 '09	\$379,000	34' J/34 '85	\$26,000
40' J/120 '94	\$129,000	34' MJM 34z '04	\$279,000
40' Tripp 40 '91	\$64,000	33' Flying Tiger '08	\$33,000
40' J/40 '86	\$120,000	33' J/33 '89	\$39,500
40' Davidson 40 '80	\$49,000	26' J/80 '00	\$24,500

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The Racing Sheet

Round the County 2014 - The breeze was gone on Saturday and then on for Sunday!

Orcas Island, Wash. - What an event - it's taken days to digest everything from the race held November 8th and 9th. A four day event - 30 to 50 mile deliveries for 2 days of racing, 30 miles each day for only 60 miles total and then another 30 to 50 mile delivery home in some of the most beautiful waters this country has to offer, and doing it in November, of all months, when many of the East Coast boats above 39 degrees North have been put on blocks for the winter.

Round the County, hosted by Orcas Island Yacht Club, has become a fixture here in the Pacific Northwest and is easily one of the premier point to point rally races that North America has to offer. Known for its majestic views of the Olympic and Cascade mountain ranges, Mt. Baker fixed to the east and the rugged terrain of the San Juan and Canadian Gulf Islands, Round the County, in her 27th year, has become a thing - an entity of her own - and she keeps bringing out the numbers in an era when participation has declined all across the board. They cap the entries at 100 boats and reach it a month before race day!

Is it the often frigid temperatures? The early morning, well be-



Photo above - Mac Madenwald's beautiful 39 Pangaea leads the fleet off the start enjoying the fresh conditions on Sunday morning.

fore sunrise, dock calls? Is it the spectacular currents or the unique geographical wind holes and shifts? What is it that brings out the Olympic class sailors and Professionals (many sailing their personal yachts),

the Local Talent, and even the six old guys at the yacht club bar that are always complaining against everything that happens?

People fly in from California and the Midwest, boats come together

from Canada and the United States all to spend countless hours and dollars racing just 30 miles a day in the cold, wet, snowy, rainy, windy, drifty, sometimes sunny, current riddled waters of the San Juan Islands. It's just the type of racing sailors love to do and sometimes things just make sense, right?

And what really made sense was the Race Committee postponing the start Saturday morning at Lydia Shoals until enough wind came up that they could "hit a homerun" (their words) and get the first starters off of the line far enough that the next start had a clear lane. It then became a game of linking the puffs to work your way south in Rosario Strait. One minute you looked like the hero as you linked from one lifting puff to the next and even found a little escalator ride in some good current and the next you were assed out the back watching the fleet sail by and around the corner out of sight.

The first boats to reach Davidson Rock, the Evelyn 32 *Poke & Destroy* and the Davidson 29 *Madame Pele* had the tough choice of heading for

Photo below - In the Pacific NW IRC Fleet Championship regatta, the overall winner, the T 52 Glory, leads the third place finisher Wasabi. Wasabi sailed a great race on Saturday to come up about 100 yards from finishing when the time limit hit its hard stop.

Photo below - We were pretty close to the Lydia Shoal starting mark on Saturday morning but I don't think we touched it...



The Racing Sheet

the halfway point along the bottom of Lopez or sailing off over the horizon offshore.

Poke & Destroy got there first and headed offshore leaving the inshore lane to *Madame Pele* and it quickly, very quickly, became apparent that offshore was the way to go as the classic Evelyn began to disappear from view off to the west. It didn't take much more time before the TP52's, having started last, worked their way past Davidson Rock and Iceberg Point with the big SC70's shot on their heels.

The wind began to pick up and things looked great as the leaders crossed the bottom of Lopez, passed the Cattle Pass lighthouse and began turning up towards the entrance to Haro Strait. But it didn't last long as the wind crapped out and the currents became the real battle for the fleet.

A large group didn't make it past Davidson Rock into the Straits of Juan De Fuca and of the boats that did make it out and past the halfway finish off Iceberg Point only two boats eventually made it across the full course finish line at Roche Harbor.

Battling it out 'til the end, the TP52 *Valkyrie* edged out her nemesis *Glory*, a TP52, by seconds leaving everyone else motoring in across the line to the evening festivities graciously hosted by the Roche Harbor Resort. Heated dock tent, BBQ's and libations meet the sailors every year now for the biggest and best dock party the month of November has to offer.

Sunday arrived with a stellar forecast of 20 to 30 knots, clouds, a bit of rain and a bit of sun and by 8:30 am all 100 boats were pacing back and forth waiting for their turn at the downwind start and their charge to the first corner at Turn Point Lighthouse and into the predicted breeze.

The J/105 *Last Tango* led the way around the corner with the SC33 *Muffin* & the J/92 *Hijinks* hot on their tail and it wasn't long before Boundary Pass looked like a 70's shag carpet with all those colorful spinnakers pulling hard on port pole, but without the forecast big breeze. Enough to keep the boats moving well but not the small craft advisory predicted by the foreguessers. Canada to the left, America to the right and the fleet split between the middle and the left with each choice working for some and not working for others as the finicky breeze rolled through from the northwest.

The old Baltic warhorse *Pangaea* bulldozed her way down the middle of Boundary Pass while a large por-

tion of the fleet worked the Canadian shoreline until shooting down towards Patos Island in the current heading south out of the Straits of Georgia. And man was the current running hard at Patos! The boats that worked too low along Boundary Pass found themselves slipping to leeward at over 30 degrees while they strapped their chutes in and flogged their way up and around the point while giving up every gain they had made by sailing the shorter course.

As the majority of the fleet turned their bows south towards the finish near Lydia Shoals, the big fast IRC boats and multi-hulls had already found the finish line and were motoring off to their corners to drop off their crews. Moves could still be made in the drag race south and often boats would jibe out away from the group on what looked like a horrible VMG angle and then jibe back and smoke by everyone as they found their own personal current or puff.

But, no matter what year it is, no matter what direction the race goes (it switches every year) it always comes down to the decision on going inside or outside the Peapods to make or break someone's race.

The large majority of the boats chose the low road towards Cypress Island and around the Peapods but then one boat turned hard right, then another, then the puffs began rolling down the hills,



One of the reasons why Round the Country is the most popular on the winter calendar. You can't beat the combination of a downwind start in sunshine, with wind, on Sunday morning headed for the finish line 35 miles away.

one surprisingly creating a small water spout, and the next thing you saw was the inside boats rounding up in the puffs and then dropping their bows down and charging inside the rocks towards the finish.

The closer to Obstruction Island they got the better the wind became and soon their spinnakers were out again and the inside boats slid across the line passing many of the outside boats utilizing the shorter inside line.

Finally, finally, the forecast breeze began to roll in over the hills and as the finishers turned their bows towards their respective ports

the winds piped up into the 25 to 30 knot range. The sun was still out, the views were still stellar, the winds had picked up and the smiles stretched from bow to stern on every boat out there.

Full results can be found at roundthecounty.com but the big honor, Overall PHRF, goes to *Longboard*, that amazing Paul Bieker design and Jim Betts built Riptide 35 MKII. They took home the hardware with over 6 minutes to spare on the J/92 *Hijinks* and over 10 minutes on the SC33 *Muffin* - 3 distinct generations of boat designs taking 1st, 2nd, and 3rd overall. - Ben Braden

Whidbey Island Race Week Regatta announces Kids Zone title sponsor and Kids Camp staff

Seattle, Wash. - Whidbey Island Race Week, one of the premier sailboat racing regattas in the Pacific Northwest, has announced the Brenda Van Fossen, MD Kids Zone at Whidbey Island Race Week, happening in Oak Harbor on Whidbey Island, Washington July 18-24, 2015.

Says Brenda Van Fossen, MD, "I think Kid Zone at Whidbey Island Race Week is a fantastic idea and I want to see it be successful. What a great way to get kids into sailing and it will allow the parent to race at Whidbey Island Race Week knowing their kids are having fun too."

Brenda is a board certified pediatrician with MultiCare Health System in Auburn, Washington. She started sailing as a teenager on a Cascade 29 and has attended every Whidbey Island Race Week since 2003. For her first several

years racing at Whidbey Island Race Week, Dr. Van Fossen sailed the Melges 24, *Cool Beans*, with an all women crew. She has also crewed on the Olson 911, *Kowloon*, and has raced the last few years with the G&S One Ton, *Absolutely*.

As a mom who has struggled to find quality child care to allow her to race, Dr. Van Fossen was excited to hear about the new Kids Zone happening at Whidbey Island Race Week beginning in 2015. Supporting the program financially speaks to her love for kids and for sailing, and is her way to ensure that this new program is a success.

The Kids Zone area at Whidbey Island Race Week will now be referred to as the Brenda Van Fossen, MD Kids Zone. This is where parents will pick up and drop off their kids for the new Kids Camp program and

it will also be the area reserved for kid activities during the post-race party events happening each day from 6-8 pm on the south lawn of the Oak Harbor Yacht Club.

Parents will not need to leave the party area to enjoy post-race time with their kids. The Brenda Van Fossen, MD Kids Zone will include a bouncy house, face painting and other fun activities inside the parameters of the fenced-in party area.

The financial support provided by Dr. Van Fossen will also help support the Kids Camp staffing requirements at Whidbey Island Race Week. A camp director and two counselors have been hired to run Kids Camp and their bios are available. Registration for WIRW Kids Camp started on September 1, 2014 at: whidbeyislandraceweek.com

Boats For Sale

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

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
POWER							28	Lobster Boat	03 D		63,500	FridayHarbor	32	32	ArrowCat	14 OB		240,875	ArrowCat	rca	34	Mainship Twlr	79 D		49,900	WestYachts	35
17	Boston Whaler	85 OB		9,000	FridayHarbor	32	28	Sea Ray	90 TG		19,900	WestYachts	35	32	Bayliner	96 TG		39,200	ElliottBay	29	34	MJM 34z	04 D		279,000	SailNW	71
20	Stabi-Craft	08 OB		53,500	ElliottBay	29	28	Sea Ray 280	91 TG		32,000	WaterLine	34	32	Bayliner 3288	85 TD		46,900	WaterLine	34	34	Riviera	00 D		164,500	EmeraldPac	14
21	Ranger Tug	10 D		35,000	Northwest	20	29	Bayliner 285	05 G		57,900	Port Gardner	74	32	Bowpicker	88 OB		55,000	Port Gardner	74	34	Riviera	00 D		164,500	EmeraldPac	14
22	Pulsifer	08 D		30,000	Swiftsure	31	29	Blackfin	90 TG		64,999	ChuckHovey	27	32	Coastal Craft	02 D		215,000	MarineServctr	33	34	Sea Ray	00 D		75,000	Tradewind	78
22	Surf Scoter	95 G		19,900	WestYachts	35	29	Chaparral	04 TG		59,900	Irwin	9	32	Eagle Pilotho	92 D		89,000	WaterLine	34	34	Sea Ray	01 D		78,500	OceanAlex	2,8
24	Newport Tug	01 D		79,500	ChuckHovey	27	29	Ranger Tug	12 D		199,000	WestYachts	35	32	Grand Banks	67 D		25,500	Bristol	75	34	Sea Ray 340	05 TG		129,000	Irwin	9
25	Carver 2587	89 G		9,900	WaterLine	34	29	Sea Ray 290	07 TG		89,990	Irwin	9	32	Grand Banks	70 OB		21,900	FridayHarbor	32	34	Sea Ray 340 S	03 TG		69,500	WaterLine	34
25	Cobalt	08 G		62,500	Irwin	9	29	Tiara	05 TD		115,000	HamptonYt	4,92	32	Grand Banks	72 D		42,500	Irwin	9	34	Swift Trawler	14 D		399,900	Signature	19
25	Hacker Craft	04 G		65,000	Irwin	9	30	ArrowCat	14 OB		205,611	ArrowCat	rca	32	Grand Banks	73 D		19,500	Port Gardner	74	34	Tollycraft	70 TD		29,000	NHarborYS	75
25	Ranger Tug	10 D		112,500	Bellingham	6	30	Bayliner	09 G		99,990	Irwin	9	32	Grand Banks	73 D		34,900	WestYachts	35	35	Bayliner	95 TD		89,900	NHarborYS	75
26	Bayliner	08 G		46,500	Irwin	9	30	Bayliner	99 TG		34,950	Bristol	75	32	Grand Banks	80 D		89,500	ElliottBay	29	35	Bayliner 3587	96 TD		79,000	Irwin	9
26	Bayliner 246	07 G		49,500	Port Gardner	74	30	Bayliner 3058	91 G		29,900	Port Gardner	74	32	GrandBanks	70 SD		39,000	Hebert	25	35	Boston Whaler	02 D		149,000	EmeraldPac	14
26	Carver	79 G		12,950	MarineServctr	33	30	Californian	79 D		37,000	WestYachts	35	32	Grandbanks	74 D		75,500	NHarborYS	75	35	Carver	00 TG		109,500	ElliottBay	29
26	Cutwater	12 D		Call	Bellingham	6	30	Cutwater	14 D		Call	Bellingham	6	32	Nordic Tug	01 D		174,900	FridayHarbor	32	35	Carver	05 D		129,900	EmeraldPac	14
26	Cutwater	13 D		Call	Bellingham	6	30	Fino	75 TG		199,000	CrowsNest	13	32	Nordic Tug	94 D		149,000	WestYachts	35	35	Carver	93 TG		54,900	Irwin	9
26	Nordic Tug	81 D		69,500	SeattleYachts	12	30	Mainship	08 D		115,900	HamptonYt	4,92	32	Nordic tug	98 D		129,000	AAAYachts	16	35	Cooper	90 TG		46,950	Bristol	75
26	Nordic Tug	83 D		79,500	MarineServctr	33	30	Maple Bay	98 D		72,000	Signature	19	32	Nordic Tug	99 D		159,000	WestYachts	35	35	Cruisers	97 TG		69,950	Irwin	9
26	Nordic Tug	88 D		79,500	WestYachts	35	30	Sea Ray 290	93 G		19,900	SeattleYachts	12	32	Nordic Tugs	00 D		154,900	WaterLine	34	35	Nexus	03 D		450,000	Swiftsure	31
26	Tollycraft	73 D		25,000	ElliottBay	29	30	Sea Ray 300	05 TG		76,950	Irwin	9	32	Nordic Tugs	88 D		97,000	WaterLine	34	35	Nordhavn	01 D		349,000	Nordhavn	36
26	Tollycraft	73 G		14,900	NHarborYS	75	30	Seasport	04 TD		130,500	NHarborYS	75	32	Regal	01 TG		99,500	Hebert	25	35	Nordhavn	04 D		459,000	Nordhavn	36
26	Tollycraft	77 G		17,750	Bristol	75	30	Tollycraft	88 TG		39,500	Irwin	9	32	Sea Ray	06 D		118,500	HamptonYt	4,92	35	PacificTrawlr	86 D		49,500	ChuckHovey	27
27	Boston Whaler	92 TG		68,500	Tradewind	78	30	Triston 301 T	83 D		69,900	WaterLine	34	32	Trojan	77 TD		39,000	Port Gardner	74	35	Sea Ray	09 TG		199,000	ElliottBay	29
27	Carver	87 TG		14,500	Bristol	75	30	Willard 30 Pi	01 D		124,900	WaterLine	34	33	Back Cove	08 D		274,900	Bellingham	6	35	Sea Ray	91 TG		49,500	ChuckHovey	27
27	Ranger Tug	12 D		155,000	RangerTugs	7	31	Camano	05 D		135,000	WaterLine	34	33	Bertram	77 TG		91,000	CrowsNest	13	35	Sunseeker	02 TD		219,500	Signature	19
27	Regal	07 G		59,900	WaterLine	34	31	Camano Trawle	05 D		147,500	WaterLine	34	33	Carver	05 TD		179,000	HamptonYt	4,92	35	Tiara	97 TD		132,000	OceanAlex	2,8
28	Bayliner 288	03 G		39,900	Irwin	9	31	Camano Trawle	93 D		89,999	WaterLine	34	33	Great Lakes	81 D		69,900	Bristol	75	35	Tiara	98 TD		134,000	Irwin	9
28	Bayliner 289	08 G		69,950	SeattleYachts	12	31	Camano Trawle	95 D		80,000	WaterLine	34	33	Greenline	14 D		349,834	MarineServctr	33	35	TiaraOpen	00 TG		165,000	CrowsNest	13
28	Carver	93 G		38,000	Tradewind	78	31	Cruise A Home	77 G		19,900	FridayHarbor	32	35	Maxum	99 TG		44,440	WaterLine	34	35	Viking	78 TG		55,000	WaterLine	34
28	Chaparral 280	92 TG		24,500	Port Gardner	74	31	Four Winns	06 TG		99,990	Irwin	9	33	Rinker 330 EC	08 TG		120,000	WaterLine	34	36	Albin	78 D		54,500	Port Gardner	74
28	Chris Craft	08 D		99,500	EmeraldPac	14	31	Four Winns 31	06 TG		99,000	WaterLine	34	34	Bayliner	02 TG		69,950	ElliottBay	29	36	Carver	00 D		84,500	HamptonYt	4,92
28	Cruisers	04 G		34,500	Port Gardner	74	31	Larson	03 TG		59,900	Irwin	9	34	Bayliner 3488	01 TD		115,000	WaterLine	34	36	Carver 350	03 TG		105,000	Port Gardner	74
28	Cutwater	13 D		Call	Bellingham	6	31	Pursuit	10 TG		209,900	Bellingham	6	34	CHB	77 D		44,950	Irwin	9	36	Carver 36 MY	07 TG		225,000	WaterLine	34
28	Glasply FBLC	86 TG		31,000	Irwin	9	31	Ranger Tugs	14 D		289,000	Northwest	20	34	Cruisers	04 TG		89,000	Irwin	9	36	G Banks Sedan	88 D		189,000	NWExplor	17
							31	Sea Ray 310	07 TG		103,500	Irwin	9	34	DeFever	80 D		72,000	MarineServctr	33	36	Grand Banks	71 TD		54,500	ChuckHovey	27
							31	Tiara	03 TD		169,000	HamptonYt	4,92	34	Formula	07 TG		169,900	Swiftsure	31	36	Grand Banks	77 D		99,000	Northwest	20

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North Marina

36	Grand Banks	88 TD		169,000	Stan Miller	11
36	Grand Banks	90 D		139,000	SeattleYachts	12
36	Grand Banks	95 TD		229,000	OuterReefYts	3,21
36	Heritage Twlr	77 D		59,000	WestYachts	35
36	Hinckley	99 D		215,000	ElliottBay	29
36	Hinkley	99 D		215,000	EmeraldPac	14
36	Hinkley Pic	00 D		242,500	Signature	19
36	Island Gypsy	83 TD		59,000	Tradewind	78
36	Lobster	91 SD		155,000	Hebert	25
36	Monk	41 D		74,000	Northwest	20
36	Monk Trawler	01 D		235,000	ElliottBay	29
36	Nova	87 TD		49,950	Bristol	75
36	Performance T	84 D		67,500	FridayHarbor	32
36	Sundowner Tug	84 D		89,000	WaterLine	34
36	Willard	69 D		135,000	WaterLine	34
37	Back Cove	13 D		Call	Bellingham	6
37	Carver	93 TG		66,950	Irwin	9
37	Carver	94 TD		90,500	NHarborYS	75
37	Carver 370	98 TD		109,000	WaterLine	34
37	Carver Voyage	96 TD		104,900	FridayHarbor	32
37	Formula	02 TD		124,900	HamptonYt	4,92
37	Nordic Tug	08 D		397,500	WestYachts	35
37	President	87 D		79,900	SeattleYachts	12
37	Riviera	02 D		239,000	EmeraldPac	14
37	Riviera	02 D		275,000	HamptonYt	4,92
37	Trojan Express	87 D		39,500	MarineServctr	33
37	Uniflite 37	79 TD		33,500	Port Gardner	74
38	Bayliner	86 TD		39,900	NHarborYS	75
38	Bayliner 3888	89 TD		64,900	SeattleYachts	12
38	Bayliner 3888	93 TD		89,950	Port Gardner	74
38	Bill Garden	90 D		229,000	AAAYachts	16
38	Carver	90 G		49,500	Irwin	9
38	Chris-Craft	87 TD		98,500	WaterLine	34
38	Formula	96 TG		59,999	ChuckHovey	27

SZ	TYPE	YR	PR	PRICE	BROKER	PG
38	Helmsman Traw	08	D	279,900	WaterLine	34
38	Little Harbor	01	TD	295,000	ElliottBay	29
38	Matthews	46	TD	12,000	WaterLine	34
38	Nordlund	66	D	45,000	WaterLine	34
38	Performance	83	D	95,000	Tradewind	78
38	Riviera	89	D	99,500	EmeraldPac	14
38	Sabre	13	TD	Call	Bellingham	6
38	Sea Ray 380	00	TG	128,500	Irwin	9
38	Tiara	06	TD	320,000	OceanAlex	2,8
38	Tiara	07	TD	319,000	OceanAlex	2,8
38	Tollycraft	65	TG	29,500	ElliottBay	29
38	Trojan Sea Vo	68	TG	54,500	WaterLine	34
39	Bayliner	00	TD	139,000	ElliottBay	29
39	Carver 396	00	TG	114,900	ElliottBay	29
39	Friendship	06	D	189,000	WaterLine	34
39	Island Pilot	06	D	219,000	EmeraldPac	14
39	Krogen	00	D	325,000	Northwest	20
39	North Pacific	09	D	287,500	HamptonYt	4,92
39	Sea Ray	90	TG	53,400	ElliottBay	29
39	Sea Ray 390	86	TG	29,950	Irwin	9
40	Albin	06	TD	299,000	ChuckHovey	27
40	Bayliner	82	D	109,900	MarineServctr	33
40	Eagle Trawler	08	D	265,250	SeattleYachts	12
40	King Trawler	82	D	98,000	MarineServctr	33
40	Little Harbor	02	TD	289,900	Signature	19
40	Maxweld	09	TD	535,000	ChuckHovey	27
40	Nordhavn	00	TD	415,000	SeattleYachts	12
40	Nordhavn	05	D	499,000	Nordhavn	36
40	Nordhavn	05	D	569,000	Nordhavn	36
40	Nova	85	TD	89,500	NHarborYS	75
40	Ocean Alexand	85	TD	99,000	Tradewind	78
40	Ocean Alexand	87	TD	195,000	Tradewind	78
40	Ponderosa	87	TD	121,000	NHarborYS	75
40	Puget Trawler	78	D	109,000	Port Gardner	74
40	San Juan	09	D	799,000	EmeraldPac	14
40	Sea Ray	07	D	235,000	HamptonYt	4,92
41	CHB	81	TD	59,000	Tradewind	78
41	Defever	78	OB	45,000	FridayHarbor	32
41	Eagle	14	D	Call	SeattleYachts	12
41	Meridian 411	04	TD	234,950	Irwin	9
41	Meridian 411	04	TD	259,000	Irwin	9
41	Riviera	08	TD	495,000	EmeraldPac	14
41	Sea Ray	03	D	169,000	HamptonYt	4,92
41	Sea Ray	03	TD	169,000	HamptonYt	4,92
42	ArrowCat	14	TD	Call	ArrowCat	rca
42	Cali Trawler	76	TD	62,500	Port Gardner	74
42	Californian	77	TD	79,500	WaterLine	34
42	Carver	06	TD	289,000	OceanAlex	2,8
42	CHB	83	D	89,000	MarineServctr	33
42	CHB	84	TD	135,000	NHarborYS	75
42	Corsair 42	90	TD	89,500	Port Gardner	74
42	Corsair 4200	98	TD	175,000	WestYachts	35
42	Cruise-a-Home	93	TD	134,000	Tradewind	78
42	Devlin Sockey	00	D	495,000	MarineServctr	33
42	G Banks Class	95	TD	269,000	NWExplor	17
42	G Banks Class	99	TD	319,500	NWExplor	17
42	G Banks Class	99	TD	339,000	NWExplor	17
42	G Banks Eurpa	01	TD	429,000	NWExplor	17
42	G Banks MY	99	TD	349,000	NWExplor	17
42	Grand Banks	77	D	124,000	HamptonYt	4,92
42	Grand Banks	80	TD	109,000	ChuckHovey	27
42	Grand Banks	82	TD	219,000	OuterReefYts3,21	
42	GrandBanks	69	TD	129,900	OuterReefYts3,21	
42	Jefferson	91	TD	105,000	Port Gardner	74
42	Krogen	88	D	235,000	NHarborYS	75
42	Nordic Tug	00	D	340,000	NHarborYS	75
42	Nordic Tug	98	D	299,000	AAAYachts	16
42	Ocean Aleande	88	TD	119,500	ElliottBay	29
42	Ocean Alexand	89	D	149,000	OceanAlex	2,8
42	Ocean Alexand	94	TD	229,000	OceanAlex	2,8
42	Ocean Alexand	95	D	225,000	OceanAlex	2,8
42	Ocean Alexand	97	D	299,000	EmeraldPac	14
42	OceanAlexandr	04	TD	299,000	ChuckHovey	27
42	Riviera	07	D	529,000	EmeraldPac	14
42	Sabre	06	D	439,500	HamptonYt	4,92
42	Sabre Sedan	08	TD	449,000	ElliottBay	29
42	Uniflite	83	TD	54,900	ElliottBay	29
42	Webbers Cove	04	D	159,000	Tradewind	78
43	American Tug	11	D	659,500	MarineServctr	33
43	Grand Banks	14	TD	New	Stan Miller	11
43	Nordhavn	04	D	715,000	Nordhavn	36
43	Nordhavn	04	D	795,000	Nordhavn	36

Bristol Yachts

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57' 1973 USCG Cert Ketch.....	\$125,000
44' 1986 Spencer 1330.....	\$49,995
42' 2008 Simpson Fidelity	\$85,000
42' 2005 Catalina (1/8th Share)	\$25,000
40' 1946 Pilothouse Motorsailer	\$20,000
38' 1991 Beneteau 38s5	\$68,500
38' 1983 Beneteau	\$59,500
38' 1966 Columbia	\$56,500
38' 2001 Hunter Tri-Cabin 380	\$89,900
37' 1982 Tayana.....	\$59,950
36' 1987 Nova Sundeck	SOLD
36' 1981 Schock New York.....	\$20,000
35' 1994 Bounty	\$115,000
35' 1990 Cooper Prowler	\$46,950
35' 1987 J/35	\$34,995
33' 1981 Great Lakes Trawler.....	\$69,900
32' 1967 Grand Banks.....	\$25,500
31' 2002 Catalina 310.....	\$68,000
30' 1999 Bayliner	\$34,950
28' 2008 Farrier Tri	\$49,995
27' 1987 Carver 260 FB.....	\$14,500
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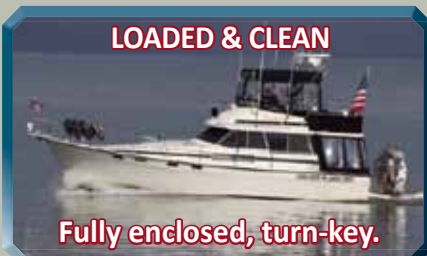
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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
43	NORDHAVN	05	D	825,000	Nordhavn	36	46	Spindrift	87	TD	135,000	ChuckHovey	27	52	Californian	90	TD	159,000	ChuckHovey	27	61	Navigator	02	TD	895,000	CrowsNest	13
43	Nordhavn	05	D	785,000	Nordhavn	36	47	Bayliner	00	TD	299,000	Nordhavn	36	52	Cruisers	08	TD	469,000	HamptonYt	4,92	61	Offshore	91	TD	615,000	HamptonYt	4,92
43	Nordhavn	05	D	799,000	Nordhavn	36	47	Bayliner	94	TD	249,500	CrowsNest	13	52	G Banks Eurpa	03	TD	699,000	NWExplor	17	61	Tollycraft	83	TD	525,000	Irwin	9
43	Nordhavn	07	D	895,000	Nordhavn	36	47	CHB	84	TD	119,950	Irwin	9	52	G Banks Eurpa	98	TD	699,000	NWExplor	17	62	Angel	85	D	399,000	EmeraldPac	14
43	NORDHAVN	07	D	895,000	Nordhavn	36	47	Grand Banks	08	TD	799,000	Stan Miller	11	52	Hatteras	84	TD	195,000	NHarborYS	75	62	Blanchard	58	TD	349,000	Hebert	25
43	Ocean Alexand	80	TD	109,000	ElliottBay	29	47	Grand Banks	14	TD	1.199M	OceanAlex	2,8	52	Hi-Star	87	TD	269,900	ChuckHovey	27	62	Nordhavn	01	D	1.495M	Nordhavn	36
43	Riviera	97	TD	270,000	WestYachts	35	47	Jefferson	90	TD	169,900	NHarborYS	75	52	Jefferson	07	TD	650,000	OuterReefYts	3,21	62	Nordhavn	02	D	1.500M	Nordhavn	36
43	Tiara	07	D	395,000	EmeraldPac	14	47	Lien Hwa	95	TD	149,500	ChuckHovey	27	52	Nordic Sedan	87	TD	249,000	NWExplor	17	62	Nordhavn	04	D	995,000	Nordhavn	36
43	Wellcraft	91	TD	115,000	CrowsNest	13	47	NORDHAVN	03	D	795,000	Nordhavn	36	52	Nordlund Pilo	70	D	129,000	WaterLine	34	62	Nordhavn	93	D	899,000	Nordhavn	36
44	Navigator	05	TD	299,950	Irwin	9	47	NORDHAVN	04	D	1.595M	Nordhavn	36	52	Sea Horse 52	11	D	599,850	Irwin	9	62	NORDHAVN	97	D	825,000	Nordhavn	36
44	Norseman	83	D	189,000	ChuckHovey	27	47	NORDHAVN	04	D	845,000	Nordhavn	36	53	Canoe Cove	81	TD	199,950	Irwin	9	63	Outer Reef	09	TD	1.695M	OuterReefYts	3,21
44	Nova Galaxy	88	TD	124,500	ElliottBay	29	47	Nordhavn	06	D	995,000	Nordhavn	36	53	Carver	00	D	359,000	OceanAlex	2,8	63	Sea Ray Sunda	99	TD	340,000	ElliottBay	29
44	Ocean Alexand	91	TD	144,900	Bellingham	6	47	Selene	01	D	499,000	AAAYachts	16	53	Carver	98	TD	329,000	CrowsNest	13	63	SeaRay	92	TD	349,000	CrowsNest	13
44	Sea Ray	07	D	339,900	HamptonYt	4,92	47	Selene	03	D	599,000	AAAYachts	16	53	Eagle	14	TD	Call	SeattleYachts	12	64	Grand Alaskan	00	TD	845,500	OuterReefYts	3,21
44	Swift Trawler	14	TD	599,000	Signature	19	47	Selene	07	D	649,000	AAAYachts	16	53	Grand Banks	12	TD	1.725M	OceanAlex	2,8	64	Grand Alaskan	03	TD	1.275M	OuterReefYts	3,21
44	Tiara	04	TD	419,000	ChuckHovey	27	48	Beuhler/TBM	06	D	675,000	Swiftsure	31	53	Selene	01	D	699,000	HamptonYt	4,92	64	Grand Alaskan	04	TD	1.259M	OuterReefYts	3,21
44	Tollycraft	90	TD	155,000	ChuckHovey	27	48	Coastal Craft	07	D	599,000	Bellingham	6	53	Selene	07	D	869,000	HamptonYt	4,92	64	Litt Hoq Traw	99	TD	875,000	NWExplor	17
44	Tollycraft	92	D	167,500	EmeraldPac	14	48	Grand Banks	74	TD	98,500	ChuckHovey	27	53	Skookum	78	D	199,500	ElliottBay	29	64	LittleHoquiam	99	TD	699,000	ChuckHovey	27
45	Bayliner	86	TD	199,000	Hebert	25	48	Hatteras	75	TD	106,500	WaterLine	34	53	Tollycraft	89	D	299,000	EmeraldPac	14	64	NORDHAVN	08	D	2.575M	Nordhavn	36
45	Bayliner	89	TD	139,500	ElliottBay	29	48	Hi-Star Conve	87	TD	120,000	ElliottBay	29	54	Bracewell	00	TD	675,000	ElliottBay	29	64	Northern	98	TD	2.595M	Hebert	25
45	Bayliner	89	TD	120,000	NHarborYS	75	48	Maritimo	10	D	950,000	HamptonYt	4,92	54	Grand Banks	14	TD	New	Stan Miller	11	64	Ocean Alex	04	D	1.049M	EmeraldPac	14
45	Bluewater	78	TG	64,900	WaterLine	34	48	Offshore Seda	01	TD	399,000	NWExplor	17	54	Mediterranean	02	TD	599,000	ChuckHovey	27	65	Ed Monk Sr Ci	39	TD	149,900	WaterLine	34
45	Californian	88	D	159,000	OceanAlex	2,8	48	Rievira	00	TG	440,000	HamptonYt	4,92	54	Meridian	05	D	549,000	EmeraldPac	14	65	Feadship MY	67	TD	269,000	Port Gardner	74
45	CHB	79	TD	139,000	WaterLine	34	48	San Juan	04	TD	875,000	Irwin	9	54	Ocean Alexand	02	TG	739,000	OceanAlex	2,8	65	Fountain	00	TD	599,000	OceanAlex	2,8
45	Coastal Craft	13	OB	1.399M	AAAYachts	16	48	Tolly	79	D	249,000	Nordhavn	36	54	Ocean Alexand	07	TG	649,995	OceanAlex	2,8	65	HarkersIsland	70	TD	125,000	ChuckHovey	27
45	Maritimo	13	TD	895,000	HamptonYt	4,92	48	Tollycraft	76	TD	119,000	Port Gardner	74	54	Ocean Alexand	88	TG	299,000	OceanAlex	2,8	65	Kha Shing	90	TD	385,000	ChuckHovey	27
45	Phantom	10	TD	355,000	ChuckHovey	27	48	Tollycraft	85	D	229,000	EmeraldPac	14	54	OceanAlexand	92	TD	399,000	CrowsNest	13	65	Ocean Alexand	12	TD	1.775M	OceanAlex	2,8
45	Princess	85	TD	75,000	WaterLine	34	48	Tollycraft	85	TD	126,000	WaterLine	34	54	OceanAlexand	96	TD	769,000	CrowsNest	13	65	Outer Reef	07	TD	1.895M	OuterReefYts	3,21
45	Sea Ray	96	TD	149,500	ChuckHovey	27	48	West Winds	67	D	99,500	ChuckHovey	27	54	Offshore	07	TD	1.060M	OuterReefYts	3,21	65	Pac Mariner	98	D	585,000	EmeraldPac	14
45	Sea Ray	96	TD	149,900	Tradewind	78	49	Defever	84	TD	140,000	Port Gardner	74	54	Seahorse	11	D	759,699	WestYachts	35	65	Pacific	98	TD	799,000	HamptonYt	4,92
46	Angel	88	TD	190,000	NHarborYS	75	49	DeFever	91	D	265,000	HamptonYt	4,92	54	Townsend	05	D	850,000	HamptonYt	4,92	65	Pacific Marin	04	TD	945,000	HamptonYt	4,92
46	Bayliner 46 C	91	TD	135,000	WaterLine	34	49	Defever	99	TD	295,000	ElliottBay	29	54	Waterway Hous	88	G	60,000	WaterLine	34	65	Tug Conv.	53	D	399,000	Irwin	9
46	Bertram	70	TD	104,995	NHarborYS	75	49	Hyundai	88	TD	179,000	ChuckHovey	27	55	Defever	90	TD	329,000	ChuckHovey	27	65	Vic Franck	91	TD	599,950	Irwin	9
46	Bertram	78	TD	239,000	ChuckHovey	27	49	Lien Hwa	89	TD	165,000	ChuckHovey	27	55	Fleming	91	TD	485,000	ChuckHovey	27	65	Viking	01	TD	1.895M	CrowsNest	13
46	Carver	03	TD	249,900	ElliottBay	29	49	Meridian	08	D	349,000	HamptonYt	4,92	55	Fleming	94	TD	695,000	ChuckHovey	27	65	Viking	02	TD	1.125M	ChuckHovey	27
46	G Banks Class	95	TD	369,000	NWExplor	17	50	Arcturos	05	TD	1.595M	CrowsNest	13	55	Fleming	97	TD	690,000	ChuckHovey	27	65	West Bay	96	D	799,000	EmeraldPac	14
46	G Banks Eurpa	01	TD	499,000	NWExplor	17	50	Cruisers	01	TD	309,000	ChuckHovey	27	55	Hampton	04	TD	550,000	HamptonYt	4,92	65	Western Craft	58	D	389,000	EmeraldPac	14
46	Grand Banks	01	D	449,000	ChuckHovey	27	50	GrandBanks	74	SD	235,000	Hebert	25	55	Hampton	04	TD	625,000	HamptonYt	4,92	66	Cheoy Lee LRC	91	TD	765,000	Northwest	20
46	Grand Banks	02	TD	695,000	OuterReefYts	3,21	50	Hatteras	83	TD	139,900	ChuckHovey	27	55	JonesGdell	90	TD	825,000	Hebert	25	66	Grand Banks	97	TD	995,000	Stan Miller	11
46	Grand Banks	88	TD	189,950	Irwin	9	50	Island Gypsy	79	D	129,000	Tradewind	78	55	Monk	47	D	120,000	ChuckHovey	27	68	Hampton 680	08	TD	1.690M	Port Gardner	74
46	Grand Banks	94	D	299,000	EmeraldPac	14	50	McKinna	05	D	399,000	HamptonYt	4,92	55	NORDHAVN	06	D	1.775M	Nordhavn	36	68	Nordlund	86	D	699,000	EmeraldPac	14
46	Grand Banks	97	TD	329,000	OceanAlex	2,8	50	Mikelson	97	TD	375,000	ChuckHovey	27	55	NORDHAVN	07	D	1.595M	Nordhavn	36	68	Ocean Alexand	09	TD	2.100M	OceanAlex	2,8
46	Hatteras	78	TD	140,000	ChuckHovey	27	50	Nordhavn	99	D	575,000	Nordhavn	36	55	NORDHAVN	07	D	1.595M	Nordhavn	36	68	Ocean Alexand	10	TD	2.325M	OceanAlex	2,8
46	Hatteras	79	TD	149,000	ChuckHovey	27	50	Nova	88	TD	199,000	Northwest	20	55	NORDHAVN	08	D	1.775M	Nordhavn	36	68	VikingSC	01	TD	1.195M	CrowsNest	13
46	Kristan	02	D	499,000	Tradewind	78	50	Ocean Alexand	05	D	479,000	OceanAlex	2,8	55	Offshore	91	D	569,000	EmeraldPac	14	70	Heisley	91	TD	395,000	ElliottBay	29
46	Maxum	98	TD	129,500	ElliottBay	29	50	Ocean Alexand	99	D	209,000	HamptonYt	4,92	55	Santa Barbara	73	TD	125,000	ChuckHovey	27	71	AdmiralMarin	96	TD	1.199M	CrowsNest	13
46	Nordhavn	01	D	529,000	AAAYachts	16	50	Riva	89	TD	194,000	ChuckHovey	27	55	Sea Ranger	80	TD	375,000	ChuckHovey	27	72	CheoyLee	04	TD	1.850M	CrowsNest	13
46	Nordhavn	99	D	495,000	Nordhavn	36	50	Sea Ray	96	TD	169,900	ChuckHovey	27	55	Seahorse	06	D	449,000	EmeraldPac	14	72	Fleming	00	TD	1.975M	ChuckHovey	27
46	Ocean Alexand	91	D	199,000	OceanAlex	2,8	50	Stephens	29	TD	219,000	ChuckHovey	27	55	SeaRay	94	D	259,000	OceanAlex	2,8	72	Monk McQueen	77	TD	599,000	AAAYachts	16
46	Sea Ranger	87	TD	164,000	NHarborYS	75	51	Defever	86	TD	295,000	ChuckHovey	27	56	Navigator	01	TD	399,000	Irwin	9	73	Alaska Tug	40	D	85,000	WaterLine	34
46	Sea Ray 460	99	TD	179,500	Irwin	9	52	Bayliner	01	TD	339,000	AAAYachts	16	56	Nordhavn	09	D	1.199M	AAAYachts	16	73	Classic MY	22	D	150,000	WaterLine	34
													56	Ocean Alexand	85	D	349,000	EmeraldPac	14	73	CustomSteel	85	TD	1.800M	Hebert	25	
													56	Sea Ray	98	D	359,000	EmeraldPac	14	73	Outer Reef	06	TD	2.200M	OuterReefYts	3,21	
													57	Angel	90	TD	314,785	OceanAlex	2,8	74	Cooper	97	TD	695,000	HamptonYt	4,92	
													57	Californian	85	TD	189,900	ChuckHovey	27	75	Kha Shing	89	D	799,000	EmeraldPac	14	
													57	Carver	01	D	465,000	HamptonYt	4,92	75	Monk Elliott	83	TD	695,000	ChuckHovey	27	

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
92	Allseas	10	TD	7.500M	WestYachts	35	36	Ericson	77	D	39,900	NHarborYS	75
92	McQueen	84	TD	750,000	CrowsNest	13	36	Hunter	06	D	124,900	Signature	19
97	Transworld	03	TD	2.370M	HamptonYt	4,92	36	IslanderSloop	72	D	19,900	WestYachts	35
99	Azimut	87	TD	1.500M	HamptonYt	4,92	36	Jeanneau	90	D	49,900	SailNW	71
106	Horizon	05	D	New	EmeraldPac	14	36	Morgan	75	D	24,900	SeattleYachts	12
106	Westport	03	TD	3.495M	HamptonYt	4,92	36	S-2	83	D	46,900	Signature	19
111	Nordlund	14	TD	13.750M	EmeraldPac	14	36	Schock	81	D	20,000	Bristol	75
116	Transworld	14	TD	7.850M	HamptonYt	4,92	37	C&C	82	D	44,900	SailNW	71

SAIL

14	Laser	12	N	5,985	MarineServctr	33	37	Tartan	77	D	50,000	Swiftsure	31
14	Weta Trimaran	10	N	9,950	MarineServctr	33	37	Tartan 37	80	D	45,000	MarineServctr	33
20	Laser SB3	08	N	29,500	MarineServctr	33	37	Tayana	82	D	59,950	Bristol	75
22	Nonsuch	84	D	22,500	Bristol	75	38	Alajuela	78	D	48,900	MarineServctr	33
22	Rhodes	95	OB	14,900	MarineServctr	33	38	Beneteau	83	D	59,500	Bristol	75
25	Com Pac	97	D	27,500	WaterLine	34	38	Beneteau	91	D	68,500	Bristol	75
26	Herreschoff	96	D	63,000	Swiftsure	31	38	Beneteau 382	98	D	79,700	Signature	19
26	Hunter	95	D	16,500	MarineServctr	33	38	Catalina 385	12	D	Call	SeattleYachts	12
26	Island Packet	83	D	25,000	MarineServctr	33	38	Dubois Steel	78	D	120,000	WaterLine	34
26	J Boats J/80	00	OB	24,500	SailNW	71	38	Dufour	03	D	134,500	SeattleYachts	12
27	Catalina 275	14	D	Call	SeattleYachts	12	38	Freedom	89	D	55,600	MarineServctr	33
28	Catalina MkII	07	OB	69,900	SeattleYachts	12	38	HansChristian	80	D	84,900	WestYachts	35
28	Farrier	08	OB	49,995	Bristol	75	38	Hunter	01	D	89,900	Bristol	75
28	Islander	76	D	18,000	FridayHarbor	32	38	Hunter 386	04	D	109,900	WaterLine	34
29	Ranger 29	73	D	5,900	Port Gardner	74	38	Kettenburg	54	D	20,000	Port Gardner	74
30	Baba	80	D	69,000	FridayHarbor	32	38	Lagoon 380	00	TD	229,000	MarineServctr	33
30	Catalina	07	D	89,500	ChuckHovey	27	38	Marina Berth	95	N	28,000	WaterLine	34
30	Catalina	88	D	29,500	Signature	19	38	Nauticat	85	D	149,900	NHarborYS	75
30	Nonsuch	82	D	44,900	WestYachts	35	38	Nauticat 38	01	D	269,000	MarineServctr	33
30	Pearson 303	83	D	29,900	SeattleYachts	12	38	Nauticat 38	84	D	109,500	MarineServctr	33
30	S-2	81	D	24,900	SeattleYachts	12	38	Ohlson	71	D	23,900	Tradewind	78
31	C.B.Liberty	82	D	39,900	SeattleYachts	12	38	Pearson Sloop	91	D	79,900	WestYachts	35
31	Catalina	02	D	68,000	Bristol	75	38	Perry PH	80	D	59,000	Swiftsure	31
31	Catalina 315	14	D	Call	SeattleYachts	12	38	Waterline	89	D	49,000	WaterLine	34
31	Elan 310	10	D	154,500	MarineServctr	33	39	Amazon	85	D	250,000	WaterLine	34
32	Aloha	84	D	42,000	SeattleYachts	12	39	Cal	71	D	29,500	Port Gardner	74
32	Buccaneer	75	D	14,500	Port Gardner	74	39	Concordia	57	D	195,000	Swiftsure	31
32	Ericson	77	D	35,000	MarineServctr	33	39	Lagoon 39	14	TD	479,428	MarineServctr	33
32	Hunter Vision	89	D	34,500	Signature	19	39	Laurent Giles	70	D	69,500	ElliottBay	29
32	J/Boat	01	D	95,000	Signature	19	40	Beneteau	09	D	184,500	ElliottBay	29
32	Young Sun	79	D	25,000	Port Gardner	74	40	Beneteau 405	88	D	94,500	Signature	19
33	BorressenBB10	82	D	19,000	ElliottBay	29	40	Beneteau O	08	D	186,000	Signature	19
33	e33	07	D	119,500	ElliottBay	29	40	BlueJacket 40	14	D	418,597	MarineServctr	33
33	Flying Tiger	08	D	33,000	SailNW	71	40	Caliber LRC	03	D	279,000	Swiftsure	31
33	Hunter 336	97	D	52,500	WaterLine	34	40	Catalina 400	00	D	154,000	WaterLine	34
33	J Boats J/33	89	D	39,500	SailNW	71	40	CSY	89	D	94,500	MarineServctr	33
33	Nauticat	73	D	92,000	WestYachts	35	40	Davidson	80	D	49,000	SailNW	71
33	Nauticat	84	D	96,500	MarineServctr	33	40	Delphia 40	06	D	179,000	MarineServctr	33
33	Nauticat	84	D	96,500	MarineServctr	33	40	FontainePajo	06	TD	280,000	MarineServctr	33
33	Nauticat 33	85	D	89,500	MarineServctr	33	40	Hinckley	70	D	189,000	ElliottBay	29
34	Cal	76	D	28,900	SeattleYachts	12	40	Hunter Legend	92	D	89,900	WestYachts	35
34	Catalina	97	D	65,000	WaterLine	34	40	J Boats J/120	94	D	139,000	SailNW	71
34	Fisher	84	D	89,500	WaterLine	34	40	J Boats J/122	09	D	379,000	SailNW	71
34	J Boats J/34	85	D	26,000	SailNW	71	40	J Boats J/40	86	D	120,000	SailNW	71
34	Jeanneau 349	15	D	169,927	MarineServctr	33	40	Jespersen	93	D	179,000	Northwest	20
34	Tartan	06	D	162,500	MarineServctr	33	40	Jonmeri	86	D	139,000	Swiftsure	31
34	Taylor Rhodes	54	D	29,500	ElliottBay	29	40	Kettenberg	60	D	19,900	SeattleYachts	12
35	Beneteau	84	D	52,900	Signature	19	40	Nicholson	81	D	59,000	ElliottBay	29
35	Bristol	78	D	37,500	MarineServctr	33	40	Panda	81	D	159,000	Swiftsure	31
35	C&C	83	D	30,000	Signature	19	40	Pilothouse	46	D	25,000	Bristol	75
35	CAL	74	D	29,950	Tradewind	78	40	Tripp	91	D	64,000	SailNW	71
35	Catalina	04	D	112,500	NHarborYS	75	40	Valiant	82	D	124,000	Swiftsure	31
35	Catalina 355	14	D	Call	SeattleYachts	12	40	Willard Motor	77	D	115,000	WaterLine	34
35	Ericson	76	OB	26,500	SeattleYachts	12	41	Aero Marine	59	D	47,000	WaterLine	34
35	Ericson	77	D	26,000	MarineServctr	33	41	Beneteau O41	14	D	Call	Signature	19
35	Glen-L PH 35	92	D	59,500	MarineServctr	33	41	C&C	85	D	59,000	SailNW	71
35	Huntingford	85	D	34,900	MarineServctr	33	41	Cheoy Lee	77	D	54,000	SeattleYachts	12
35	Isl Pack Cat	93	D	147,500	MarineServctr	33	41	Cheoy Lee 41	77	D	98,950	MarineServctr	33
35	J	87	D	34,995	Bristol	75	41	Cooper	81	D	89,000	Swiftsure	31
35	J Boats J/105	94	D	74,500	Swiftsure	31	41	Cooper	81	D	79,000	Swiftsure	31
35	J Boats J/109	12	D	249,000	Swiftsure	31	41	Hunter	05	D	159,900	Signature	19
35	J/Boats J/109	03	D	179,500	MarineServctr	33	41	Sceptre	84	D	159,500	ElliottBay	29
35	Schock	89	D	45,000	SailNW	71	42	Catalina	05	D	25,000	Bristol	75
35	Shock	91	D	39,500	WaterLine	34	42	Catalina	90	D	99,500	ElliottBay	29
36	Bavaria	01	D	89,900	SeattleYachts	12	42	Catalina Mkl	93	D	99,500	SeattleYachts	12
36	CAL	67	D	38,000	Tradewind	78	42	ColvinGazelle	74	D	119,900	WestYachts	35
36	Cape George C	75	D	139,000	Signature	19	42	Hank Hinckley	85	D	139,000	WaterLine	34
36	Catalina	84	D	41,500	Signature	19	42	Hank Hinckley	85	D	149,000	WaterLine	34
36	Catalina	94	D	69,500	MarineServctr	33	42	Hinckley	87	D	264,000	ElliottBay	29
36	CS	85	D	49,000	MarineServctr	33	42	Jeanneau 42DS	06	D	219,500	MarineServctr	33

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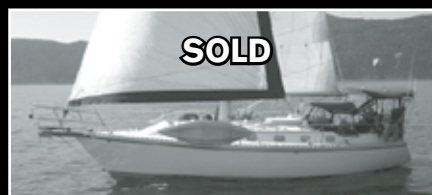
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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
42	Jeanneau 42DS	10	D	259,500	MarineServctr	33	44	Bruce Roberts	81	D	79,000	WaterLine	34	45	Waterline	95	D	315,000	Swiftsure	31	48	Swan	72	D	110,000	Swiftsure	31
42	Nautor Swan	85	D	157,500	WaterLine	34	44	Catalina 445	14	D	Call	SeattleYachts	12	46	Cal 2-46	74	D	97,500	WaterLine	34	48	Tayana DS	12	D	New	SeattleYachts	12
42	Pearson Sloop	79	D	81,000	WestYachts	35	44	Freedom Ketch	82	D	80,000	ElliottBay	29	46	Custom Ketch	71	D	175,000	ElliottBay	29	49	Fife 8m	29	N	250,000	Swiftsure	31
42	Person	80	D	85,000	NHarborYS	75	44	Hylas	84	D	159,900	SeattleYachts	12	46	Formosa	77	D	99,500	SeattleYachts	12	49	Jeanneau49P	07	D	349,500	MarineServctr	33
42	SK Steel	05	D	199,900	Signature	19	44	J Boats	91	D	189,000	Swiftsure	31	46	Formosa 46	78	D	57,000	Port Gardner	74	49	Transpac	81	D	179,000	Swiftsure	31
43	Atkins Custom	02	D	199,950	Tradewind	78	44	Jeanneau 44DS	14	D	324,986	MarineServctr	33	46	Jeanneau 469	13	D	383,780	MarineServctr	33	50	Bruckmann	12	D	1.169M	ChuckHovey	27
43	Ben- Sense	12	D	359,900	Signature	19	44	Lafitte	84	D	89,500	SeattleYachts	12	46	Norseman 447	89	D	295,000	WaterLine	34	50	Celestial	96	D	299,000	Swiftsure	31
43	HallbergRassy	03	D	380,000	Swiftsure	31	44	Nordic	80	D	149,000	ElliottBay	29	46	Tayana PH	13	D	New	SeattleYachts	12	50	Dubbel	89	D	385,000	Swiftsure	31
43	Hans Christia	79	D	85,000	WaterLine	34	44	Nordic	88	D	149,900	Swiftsure	31	47	Caliber LRC	95	D	219,500	WestYachts	35	50	Farr	85	D	189,000	MarineServctr	33
43	Hunter	92	D	114,950	Signature	19	44	Spencer	86	D	49,995	Bristol	75	47	Catalina	00	D	249,500	SeattleYachts	12	50	Kettenburg	63	D	89,500	ElliottBay	29
43	Hunter Legend	92	D	118,950	MarineServctr	33	44	Swan	79	D	175,000	Swiftsure	31	47	Catalina	00	D	229,500	WaterLine	34	50	Samson C Stru	74	D	85,000	WaterLine	34
43	Jeanneau 43DS	01	D	139,500	MarineServctr	33	45	Alden	93	D	299,000	Swiftsure	31	47	Colin Archer	94	D	69,000	WaterLine	34	53	Andrews	90	D	149,000	SailNW	71
43	Jeanneau 43DS	04	D	209,500	MarineServctr	33	45	Beneteau O	14	D	Call	Signature	19	47	Custom CC	79	D	139,000	MarineServctr	33	53	Skookum	78	D	495,000	ChuckHovey	27
43	Kettenburg	65	D	42,000	Tradewind	78	45	Fastnet	73	OB	89,500	SeattleYachts	12	47	Vagabond	00	D	159,000	SeattleYachts	12	53	Skookum Ketch	84	D	280,000	WestYachts	35
43	Perry	77	D	349,000	Swiftsure	31	45	Hunter	01	D	169,000	ElliottBay	29	48	Beneteau	14	D	Call	Signature	19	54	AMEL	07	D	699,000	Swiftsure	31
43	Schucker	79	D	69,000	WaterLine	34	45	Hunter Legend	86	D	79,500	MarineServctr	33	48	Cal	66	D	85,000	MarineServctr	33	54	CT	85	D	220,000	Tradewind	78
43	Simpson	08	D	85,000	Bristol	75	45	Jeanneau	10	D	289,000	WaterLine	34	48	J Boats J/145	03	D	495,000	SailNW	71	55	Beneteau OC	14	D	New	Signature	19
43	Taswell	91	D	179,900	Signature	19	45	Morgan 45 CC	95	D	149,000	Port Gardner	74	48	Kanter PH	90	D	239,000	Swiftsure	31	56	Nordhavn MS	09	D	1.569M	Nordhavn	36
44	Beneteau	99	D	159,500	MarineServctr	33	45	Nauticat 40+5	85	D	235,000	MarineServctr	33	48	Maple Leaf	75	D	119,000	WaterLine	34	56	Nordhavn MS	09	D	1.625M	Nordhavn	36
																				57	Ian Ross	73	D	125,000	Bristol	75	
																				57	Skookum	82	TD	299,000	WaterLine	34	
																				58	Tayana Cutter	01	D	569,000	SeattleYachts	12	
																				61	C&C	73	D	595,000	WestYachts	35	
																				64	Roberts PH 64	88	D	349,500	MarineServctr	33	
																				65	Lancer MS	84	TD	399,000	Irwin	9	
																				70	Wylie	93	D	299,000	Swiftsure	31	
																				80	PTE	96	TD	995,000	Bristol	75	
																				244	Martin	09	OB	12,900	MarineServctr	33	

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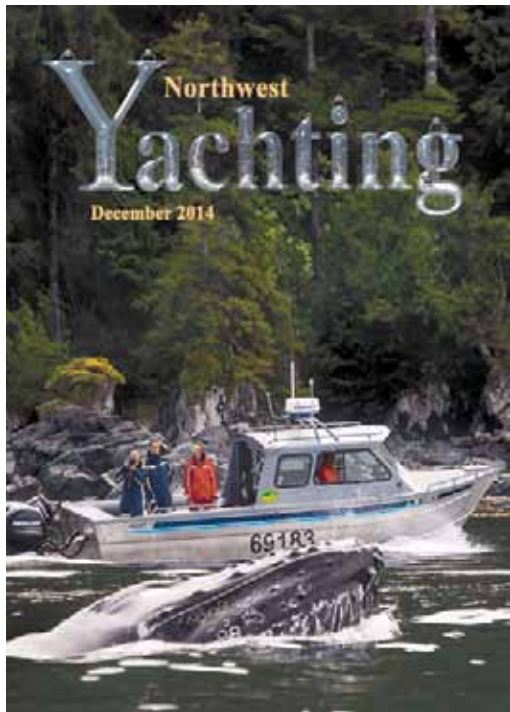


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North Harbor Diesel
NW Career Academy
Northwest Yachts Skyline
Pacific Marine Center
Ship Harbor Charters
Skyline Deli
Skyline Marina Office
Tom N Jerry's
Twin Bridges Marina
West Marine
West Yachts

AUBURN
Lake Washington Yacht Center

BAINBRIDGE ISLAND
Dockside at the Wharfside
Doc's Marina Grill
Eagle Harbor Books
Eagle Harbor Marina
Eagledale Moorings
The Harbour Pub
Mahina Cruising Yachts
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
West Marine

BREMERTON
Bremerton Yacht Club
Port Washington Marina
West Marine

BRINNON
Pleasant Harbor Marina
Pleasant Harbor Old 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

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Bayside Marine
Bob's Mukilteo Handi Mart
Dan's on the Dock
Everett Engineering
Everett Park & Ride
Everett Yachts
Everett Yacht Club
Henry's Donuts
Harbor Marine
Milltown Sailing Club
One Stop Deli
PK's General Store - North/South
Popeyes
Port Gardner Yachts
Port Office - South
S & S Deli
Totem Drive-In
West Marine
Westernco Donuts

FEDERAL WAY
Quartermaster Marina

FIFE
West Marine

FREELAND
McQueens

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 Marine
Outdoor Display
Murphy's Landing
Ship to Shore Marine Supply
Sunset Yachts
Tides Tavern
West Marine

HOQUIUM
BottomSiders

ILWACO
Englund Marine
Port Of Ilwaco

KENNEWICK
Clover Island Yacht Club

KEYPORT
Keyport 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
67th Ave Deli
Assembly Line Design
Bothell Handi Mart
Martha Lake Foods
Mill Creek Post Office
Mountlake Terr. Super Deli
Silver Horde Fish Supply
Ted's Sport Center
The Foam Source

MARYSVILLE
4th Street Market
Boatland USA
Dagmar's Landing
Henry's Donuts
Mercer Marine
RV & Marine Supply

MT VERNON
Sunchaser Yachts

NINE MILE FALLS
Harborside Yachts

OAK HARBOR
Bristol Yachts
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Deception Pass Marina
Oak Harbor Yacht Club
Oak Harbor Marina
Windermere Real Estate

OLYMPIA
Capital City Yachts
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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
Baird Boat
Blue Moose Cafe
Doc's Marina Grill
Edensaw Woods
Hasse & Co. Sails
Boat Haven Marina Office
Marine Exchange
Pizza Factory
Point Hudson Marina Office
Port Townsend Dive Shop
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
Wooden Boat Foundation

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The Toy Box
West Marine
Wooden Boat Foundation

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 Yacht Club
West Marine Products
Woody's Wharf

UNION
Alderbrook Marina

WESTPORT
Englund Marine

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

RICHMOND
Bridgeport Marina
Chevron Gas Barge
Delta Charters/Yacht Sales
Harbour Air South
Mariners Exchange
New West Quay
Nikka Ind.
Richmond Yacht Club
River Rock Casino Resort Marina
Shelter Island Marine
Vancouver Marina
West Marine Products
Wolf Marine Supply

LADNER
Ladner Yacht Club
Massey's Marina

NORTH VANCOUVER
Burrard Yacht Club
Calibre Yachts
Marine Systems/Coastal Engines
Marisol Marine
Popeyes 2
Pro-Tech Yacht Services
Quantum Sails

WEST VANCOUVER
Boat Centre
Sewells Marina
Thunderbird Marine
West Van Yacht Club
Ya Ya's

SUNSHINE COAST
B & J, Halfmoon Bay
Bittersend Marine, Gibsons
Gibson's Yacht Club
John Henry's Marina, Garden Bay
Petro Can, Madiara Park
Secret Cove Marina
Taylor Electric, Sechelt
Union Steamship Marina
Village Store, Gibson's

VICTORIA
Boson's Locker
Esso Ocean Fuels
Lil Gem Grocery
Oak Bay Marina
Payne's Marine
Royal Victoria Yacht Club
Trotac Marine
Victoria Marine Electric
West Marine

NORTH SAANICH
Advance Yacht Sales
Canoe Cove Yacht Sales
Canoe Cove Marina
Canoe Cove Marina Cafe
Deep Cove Store
Jensen Marine Supply
Royal Victoria Yacht Club
Sherwood Marine Centre
Sidney/N. Saanich Yacht Club
Thunderbird Yacht Sales

SIDNEY
AAA Yachtfinders
All Bay Marina
Boater's Exchange
Capital City Yacht Club
Grand Yachts
JK Sailmakers
Philbrooks Boatyard
Resthaven Store
UK Sailmakers Northwest
Van Isle Marina
Waypoint Marine
West Marine

DUNCAN
Cowichan Bay Marina

NANAIMO
Anchorage Marina
Petro Can
Hub City Yacht Sales
Palms Harborside Marina
Nanaimo Shipyards
Nanaimo Yacht Club
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Skipper's Marine Centre
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Ballena Bay Yacht Brokers
Marina Village Yacht Harbor
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Crow's Nest Yachts
Chuck Hovey Yachts
Factory Direct Yachts
Holiday Marine Sales
Ocean Alexander Yachts
Orange Coast Yachts
West Marine

OXNARD
Channel Islands Harbor Marina
Charlotte Schmidt Yacht Sales
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Crow's Nest Yachts
Downwind Marine
Fraser Yachts
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Seabreeze Ltd.
Sunshine Coast Yachts
West Marine

SAN FRANCISCO
City Yachts
Oyster Cove Marina
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SAN RAFAEL
Marin Yacht Club
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SANTA BARBARA
Santa Barbara Yacht Sales

SAUSALITO
Golden Gate Yacht Sales
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Oceanic Yachts
West Marine

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West Marine

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Orange
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Redding
Sacramento
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San Pedro
Santa Cruz
South San Francisco
Stockton

IDAHO

BAYVIEW
Bitter End Marina

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With **FREE Full Color!**

Yes, make sure that your boat for sale really stands out with **FREE FULL COLOR** on all boats for sale ads! Includes "Run 'til you sell" ads and one time ads!



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GET RESULTS! Advertise in the Northwest's Best Marine Classifieds!

\$165 Run 'til you sell photo ad (up to six months). Includes photo and 30 words. **BOATS ONLY**

\$65 One-time photo ad includes photo and 30 words.

\$35 One-time classified, 30 words (text only).

Note: Additional words accepted at the rate of \$.75 per word over 30 words. Banners are an additional \$10

Ads may be placed in person, by mail or email. Visa/MC accepted. Payment must accompany ads.

THE DEADLINE FOR CLASSIFIED ADS IS THE 5TH OF EACH MONTH

"Run 'til you sell" ads run up to six months maximum. Please notify us when your boat sells.

Please check ads for mistakes or corrections the first month.

After the second month no changes will be made except for price or phone numbers.

For photo ads, please include a digital color print. (no slides or negatives please).

MC/VISA # _____ **EXP.** _____ **3-digit Verification Code** _____
(located on back of credit card after account number)

To place an ad electronically please go to our website: www.nwyachting.com



35' 1993 ISLAND PACKET CATAMARAN EXCALIBUR \$147,500 GENERATING \$14,000 TO \$16,000+ REVENUE YEARLY 2 new-Yanmar engines, Wabasto heat, AC, radar, Garmin GPS, 2KW Honda Generator, 2.8kw inverter, 2 queen staterooms w/heads & showers, sleeps 6. See much more at <http://www.wesley-craft.com/Excalibur>, david_wesley@ymail.com 206-718-4774 S332-1



47' CATALINA 470, '01. \$226,500! THE BEST EQUIPPED 470 CATALINA AROUND! Bow thruster, diesel furnace, Leisure Furl, Bamar electric furler, washer/dryer, Everhot, full electronics. Rick Hixon, (425) 293-1269 (www.unitedyachtnw.com or rickh@unitedyacht.com). See photos and details at www.catalina470.com. S250-8



SANIBEL 18 SAILBOAT, 2007, 5 HP Honda, EZ Loader tlr., D/S, K/M, compass, two batteries with charger, spinnaker, jib, two winches, anchor, full boat cover, center-board drop keel, 7'4" beam, 10" draft board up, two new tlr. tires, Excellent Condition, \$9,450. 206-715-3666 S333-12

CATALINA 320 1993, great cruiser, sleeps 7, clean, Perkins diesel/low hrs, Dodger, Autopilot, GPS, Dc-refer, well maintained(battery, stereo), see at Port Townsend, call 360-379-1512. \$59,900 S344-12



1989 X-119 (40') by X-YACHTS of DENMARK High-quality racer/cruiser. Beautiful teak interior with enclosed head and three double staterooms. Specifications and photos: www.cacciapomoda.com Asking \$89,500. Bring all offers. (206) 601-3867. S318-6



1988 NORDIC 44 Two separate staterooms. Lots of recent upgrades including new Garmin radar, GPS map, battery charger, dodger, life lines. Details and photos available www.yachtsoffered.com. \$149,900 July 206-963-3560 S319-7



GULF 32 PILOTHOUSE ALASKA BLU is located in Sitka, Alaska. The diesel has low hours(1890) and the boat has been extensively upgraded. Perfect for Alaska or Puget Sound. ewindahl1940@gmail.com 907-321-2663 S329-12



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



46' DEEP-KEELED OFFSHORE CUTTER. Drawing 8' with a 13' beam, this vessel has the ability to make it's way to windward like an eagle and heave to like a dove. Solid insulated fiberglass hull, 3/4" teak overlay decks and cabin top, solid teak interior. Boat as new. In warehouse, for inspection. Ready to re-launch. \$295,000 For information and photographs, contact offshorecutter@gmail.com S336-1



SPARKMAN & STEPHENS LOKI-CLASS YAWL "IROLITA" 40' LOA. built by H. Heidtmann, Hamburg, GE in 1953. Extensively refurbished by The Jensen Motorboat Company, 1417 Boat Street, Seattle, where she will be moored after October 1. Bristol. \$100K. Bill Frame, 612-803-6596. frame@augsborg.edu. S340-2



51 STEEL KETCH, CUSTOM BY CARIUS, \$65K Custom Steel Ketch, by Carius, built in 1984 and in 2011 a complete and extensive refit done including hull & deck modifications. Located in San Carlos, Mexico, an easy 5 hour drive south of Phoenix. Use as a winter vacation getaway and explore the beautiful Sea of Cortez, or sail up North in the spring. Please call 360-378-5247 or email: cassidymacqueen@me.com for more information. S342-3



GARDEN KETCH PH CT-41' #7 1973, LOA 48', fiberglass hull (#7), 75hp TAM30 V-Penta, radar, autopilot, CQR anchors, chartplotter, VHF, furling jib, staysail, Windlass. Fuel 150 gal. Water 90 gal. LPG stove/oven. Shower. 9' dinghy. Moored at Poulsbo YC, WA, \$65k Contact 509-943-4638, rrjordal@att.net, See photos: <http://albatrossct41.shutterfly.com/> S341-3



PASSPORT 40, 1985. Handsome, well-kept, low hours. Robert Perry design. Radar, Mercedes Diesel, Espar, Awlgrip, new RW pump, Inflatable. Light use in Salish Sea. \$155,000. See on Bainbridge Island, 206-780-8109. schultz.kurt123@gmail.com S343-4



45' CRUISING SAILBOAT - CHRISTMAS SPECIAL \$75,000. At 3/lb - Cheaper than coffee! Holland-built, squeaky clean and bristling with high-end gear, this all-fiberglass sloop has a newer sail inventory and Yanmar turbo diesel. Two spacious staterooms fore and aft have heads of their own and lots of storage. (509) 682-5950. Go to Vimeo.com/81840185 for video tour.

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Power



1979 TOLLYCRAFT 30 Excellent condition. Lifetime under cover. Newer driplless shafts, holding and fuel tanks. Twin Merc 350's 1000 hours, transom door, extras, shower. Full mechanical and hull survey(s) 2009. **\$34,000** Owner (425) 241-6276 P368-1



27 ft. SEA RAY AMBER JACK & HEAVY DUTY TRAILER Twin 170 hp. Super fishing boat. Two tops, full galley, enclosed head and shower. Sounder & GPS, 2 down riggers, Fresh water boat. Look, only **\$14,800**. Bob 360-229-0399. Shelton. P326-4



41' CHRIS CRAFT CONNIE Beautiful condition. Twin 427s. Recent bottom work and repainting expertly done at Jensen. Now moored in a transferrable liveaboard slip. See photos online at pacificmarine.org. Call David 206-225-3360. **\$34,500**. P380-3



41' MERIDIAN 411, '05. Beautiful 2005 Meridian 411 with T/Cummins 450hp diesels w/420 hrs, ZF electronic throttles, Onan 11.5 generator, AC, icemaker, washer/dryer, all electronics, Boston Whaler 110 Sport w/25hp Mercury. Full upper and lower enclosures. Moored at Kirkland Homeport Marina. **\$299,000**. More photos at <http://bit.ly/meridian411>. Darrellwest@hotmail.com. P791-6



45' BAYLINER PH, '86. Mint condition; twin diesel 220 Hinos; 800 hours; central diesel heating; recent upgrades include: replacement of command bridge seating frames and all new upholstery; rebuilt radar arms; new sound system on command bridge and in galley; 2 dinghies plus outboard; spare new props; new canvases. **\$160,000**. (604) 240-6671. P480-6

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www.nwyachting.com



40' BILL GARDEN DESIGNED WOODEN TROLLER, '48. Halcyon is well known at wooden boat shows. Complete classic restoration of this 1948 troller. A fine yacht with quality craftsmanship, sound! A great cruiser with CAT diesel. See full pictures @ www.halcyon3.shutterstock.com **\$165,000**. Sam Fry (360) 378-5864 or (360) 378-1632. P748-10



36' CARVER MY, '06. Immaculate and fully outfitted - dinghy and Honda outboard. Ultraleather lounge w/integrated dinette, great galley, two TV/DVDs, Sirius radio and AM/FM/CD stereo provide for dockside entertainment. Two heads. T/ Volvo Penta gas engines. **\$199,900**. (360) 866-0251. P864-10



24' MAXUM 2006, rarely used, 50 hours on 5.0 liter Mercruiser, new drive, SS duo props, CD, DVD, Navman Tracker, SL Windlass, 8' AB, 4 HP Yamaha, Sea Wise davit, gal. trailer, Surveyor valuation \$29,500, michaeld@rockisland.com P304-6



54' WM. GARDEN DESIGN, built at Philbrooks 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



1999 37' SEA RAY SUNDANCER. Rare optional high gloss cherry interior with many up-grades. Less than 400 hours on 330 HP Mercruiser's and 5 KW gen. Air conditioning, Radar, GPS, Sounder, VHF, Stereo, new 30" flat TV, Power windlass, new polycarbonate enclosure, good canvass, always waxed and kept in covered moorage. Excellent condition. **\$89,900**. Call Brian 206-669-1197 P175-4



32' MONSON SEDAN CRUISER '65 very well equipped. Seeps 6 - moored in slip allowing "liveaboard" Hull sound - 11 mo's bottom painted/zincs. Needs cabin work, etc lots. \$7,000 spent last 2 yrs updating. Plus, \$1,400 engine upgrade, Turbo Carb and fuel injection. Last long cruise, 4wks Desolation Sound - 500 miles. Selling due to health problems. **Best reasonable offer accepted. 206-824-1146 P247-9**



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. NOW ONLY **\$299,900** Bring Offers. www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-9



50 Ft U.S SKOOKUM FIBERGLAS TRAWLER 1972 Commercial quality built trawler for all your fishing and pleasure cruising @5 gph 8-10 knts. Truly well built. Powered with a single Volvo 120 Tamd engine, 384 hp. 3 staterooms. 2 bath. Interior upgrades. Force 10 propane stove/oven. Large refrigerator/freezer. Separate 12 cft chest freezer on flybridge. For more information and pictures, call 888-641-5901, or nwyacht.net. **\$99,500**. Possible financing. P151-5



47' SEA RANGER ZigZag has just returned to Portland from an exceptional 8-year Alaska/Mexico/Alaska experience and is ready to leave on your adventure. She is seaworthy, comfortable and fully equipped for travel or live-aboard. Price reduced from \$179,000... **NOW \$159,000 obo.** (206) 979-0987 "See specs and pictures at: <https://sites.google.com/site/viewboat/zigzag> P265-4



44' GARDEN TRAWLER 1967, wood hull, twin Perkins, 8 KW gen., six berths in three cabins, diesel heat, fresh bottom 11/13, 2400 nm range. **\$79,000.** www.mvgreenstreet.com. 503-313-8818 P278-12



CLASSIC, ONE OF KIND, FOR SALE DeAnza III, a 1959, classic yacht built by Western Craft Ltd. of Canada is for sale. Please visit her web site at DeAnza3.net P389-3



57' CHRIS CRAFT CONNIE 1965 ESTATE SALE, 8V71 Detroit's, Mathers, 12KW Genset, 27' Flybridge, \$120K Retrofit, Excellent Live-A-Board, All Equipment, Boston Whaler, Seattle Live-A-Board Moorage Available, **Reduced \$145,000, Specifications (520) 749-5983, (206) 697-2005 P308-8**



2010 47 DH SELENE as new, prox. 50 engine hours, staterooms, heads, galley never used. Outfitted with the very best equipment and ready to sail anywhere in the world. The boat will come as clean as new with all manuals, service records, current and fresh bottom paint. **\$699,000 Firm.** Docked at La Conner, Washington or in dry storage in Anacortes, Washington. For complete details and specifications, serious buyers contact Gary Mullard: northernstone@pmt.org Phone: 208-862-3353 Fax: 208-862-3846. P309-8



43' FOOTWELLCRAFT 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 approx. 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 airconditioners, 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.** Call for details and more pictures...250 804 8007 or toll free 1-866-675-3007. P317-4



2005 OCEAN ALEXANDER 42 SPORT SEDAN The most perfect OA 42 in North America is now available. Twin Cummins Diamond Series 370hp, bow and stern thrusters, Webasto Hydronic heat, Caribe RIB with Honda 25hp on Roskelly davits, maintained with an open chequebook and boathouse kept. This is a must see and won't be around long. Priced at **\$368,800** Canadian. oceanalexander42altus@gmail.com P329-4



2009 SMOKERCRAFT 162 PRO TRACER, Asking **\$16,900**. P364-12

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HUNTER 30' MAHOGANY SEDAN, INCLUDES 14' X 35' BOATHOUSE Recent restoration of hull, cabins & systems; well equipped, quiet, economical, warm in winter. Asking **\$13,000 with boathouse**. Day Island, near Tacoma; age forces sale, call Gary **253-983-9229 P238-2**



40' TROJAN SUNDECK 1980 - PRICE SLASHED - now 73,000 C\$. -bring reasonable offer. Fully enclosed; twin diesels; 10 kw geny; 3500 inverter charger; mechanically sound; all season cruiser or spacious live aboard. 2 staterooms (1 island queen) -2 heads both with separate showers. **604-817-9090 www.40fttrojan-yachtfor-sale.com P356-12**



32' RAWSON CABIN CRUISER Very low hours on 210 Cat diesel, 10 knot cruise. New wiring & panel, new inverter, new fridge, new stove. Nice head & shower. Very sharp and ready to go cruising! Located at Jarrell's Cove Marina, Harstine Island, Shelton, WA. **\$19,200** Contact Bob for more info or to set up showing at **360-229-0399. P372-2**



\$17,500 - INEXPENSIVE QUALITY 31' UNIFLITE EXPRESS - 1972 Located in Anacortes, WA The most solid boat on the water. Clean No Blisters. Updated Cabin, Twin Rebuilt Chrysler 318's (300 hrs), New Fuel Tanks & Mufflers, New Canvas. Great boat for Family Cruising, Fishing & Crabbing. **206.931.9352 P375-2**



42'-CHRIS CRAFT '85 Sport Fish, fresh boat yard, surveyed, needs nothing, 2,300 hr. Detroit's 450hp each, electronic controls, webasto to bridge, watermaker, trolling valves, etc. **\$89,900 425-765-9270 P404-4**



CLASSIC RANGER 21'94 DIESEL LAUNCH Ideal pocket cruiser, easily trailered and exceptionally well maintained. Asking **\$39,000. 503-720-6438, ncrestreit@gmail.com**. Information packet available via e-mail. Trailer included. **P357-12**



2000 CARVER PILOTHOUSE 530 Twin 450 hp Cummins transmissions ZF 2.91 ratio, bow and stern thrusters, 40 h.p-12' Zodiac, crane lift, new fly bridge, cockpit, bow deck, enclosures, diesel heat, Beautiful **\$340,000 360-291-3438 P374-1**



36' GRAND BANKS CLASSIC 1976 Twin Ammarine 6404 John Deeres. 7.5kW Onan genset, Espar heat. Desirable S. Lake Union covered moorage. Great family boat. **\$82,000. 509-388-1773. P373-1**



42' HARDIN SEDAN TRAWLER, 1981, Single 125 John Deere Diesel, bow thruster, 5 KW Gen, Dickerson stove, galley and saloon up, Radar, GPS, VHF, DF, Auto pilot, computer. Economical cruising @ 2 gal./hr and affordable living aboard. Call Don at Brookehaven Yacht Sales for details and Seattle showing 360-951-5900 Asking \$59,900. Moorage is available. All reasonable offers considered. **P381-2**



2009 HELMSMAN 38 PILOTHOUSE TRAWLER Alaska vet, fully equipped with DC generator, engine driven watermaker, inverter, diesel heater, bow thruster, Furuno electronics. Always moored under cover and waxed twice a year. **\$349,000** or make offer. **206-898-4705 P359-12**



57' CHRIS CRAFT CONNIE 1965 Outstanding condition. Twin 8V71 Detroit Diesels. Excellent Live-A-Board, approx. 1,000 SF furnished, Living Space. Custom 27' Fly-bridge, wraparound teak steering station, hand rails,, large solid teak serving table. Three staterooms, plus Queen Hide-a-Bed, Two Vacuflush Heads/Showers, Full Galley, Dinette. Varnished throughout. Lots of storage. Ready to Cruise, Live-A-Board or Charter. Seattle Live-A-Board Moorage Available. Exceptional Buy at only **\$145,000**. Photos/Equipment List. **(360)928-9724, (206)697-2005, schoboat-seattle@hotmail.com P308-2**



1986 - MONK 36 Well maintained and dry boat. Pictures, specifications and price at: **www.monkforsale.com P382-3**



1986 CUSTOM BUILT TRAWLER Fir over oak, 30hp SABB diesel marine engine with 1300hrs, less than gallon an hour, 350 gallon fuel, 6 knots cruise, 200 water, generators, inverter, radar, queen bed forward, delightful fan tail deck a stern, new canvas, just hauled 5/2014, transferable covered moorage, gorgeous, strong, well built vessel. **\$32,500** and bring all offers. **hifeman@aol.com** or **253-303-2711** or **253-884-7980. P358-12**



40' SEAHORSE TRAWLER, WA BUILT! **\$128,000** Single CAT 3208, low hours, bow/stern thrusters, generator, inverter, plotter, autopilot, GPS, sonar, 2queens, 2heads, beautiful wood interior, lots of storage, furnace, stereo, dinghy/motor, bimini, spare parts, more! **206-355-1921 P360-12**



1991 TOLLYCRAFT 44' CPMY Beautiful condition : Detroit 6V53TI Diesels, Genset, Outback Inv, Bowthruster, Espar heat, Vacuflush heads, Watermaker, New Refrigerator, Icemaker, Gasstove, TracVision, Davit with 12'RIB and much more. **\$229,500.00 253- 856-7770 P370-1**



WOODEN CLASSIC BILL GARDEN DESIGNED NORTH SEA TRAWLER 58' Built in 1971 at Philbrooks Boatyard. Outstanding combination of beauty and function. Well maintained, strong seaworthy vessel. 4,000 + mile range, single cat, stabilized, 2" fir planks on bent oak frames. **\$385,000. 801-556-5210 mvgriffin@earthlink.net P294-2**



FIBERCRAFT 35 Custom Washington built (2000) cruising, fishing, and commuter yacht on commercial fishing hull. Twin Volvo diesel sterndrive low hours. Fish hold. Electronic helm and cockpit controls. 25kt cruise. Highest quality cabinetry, equipment and construction. **\$169k** Info **fibercraft35@gmail.com P363-12**



2010 47 DH SELENE as new, approx. 60 engine hours, state rooms, heads, galley never used. Outfitted with the very best equipment and ready to sail anywhere in the world. The boat will come as clean as new with all manuals, service records current and fresh bottom paint. **\$725,000**: Docked in dry storage in N. Harbor Diesel in Anacortes, WA. For complete details and specifications, serious buyers contact Gary Mullard: **northernstone@pmt.org** Phone: **208-862-3353** Fax: **208-862-3846 P309-2**



26' FIBERGLASS GENTLEMEN'S SEAWORTHY LAUNCH 2005 12 knots topo 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. P383-3**



2002 298 MONARO, twin diesel & kicker, 30 knot cruise, all amenities + 2.8 cu.ft. freezer. Includes saltwater triple axle trailer. Moored in Kingston. For pictures & info call **360 697-9963. \$110,000 P354-12**



PETREL IS FOR SALE Petrel, a converted troller was built in 1928 in Astoria, Oregon. 42 feet overall. Port Orford on oak. Beautiful and well maintained NW cruiser... featured in Wooden Boat and Passage-maker. Low hours on engine and genset. well equiped. **360-302-0547. chrisgrace@olympus.net. S331-12**



2013 RANGERTUG 31 Like new. 283 hours on 300HP VolvoD4. Top notch Garmin electronics including auto pilot. Satellite TV. Collapsible mast for trailering. Two staterooms and electric heads. Beautiful finishes. Many upgrades. Kept in boat-house in fresh water. Solar panel, RIB inflatable and trailer included. **\$284,600. Email: deb.schmunk@yahoo.com** for details and photos. **P384-3**

Northwest
Yachting
subscription - \$30

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55' TED HOOD 2005 POWER CATAMARAN, 4 staterooms (2 w/small kings), 4 heads w/showers, 1 day head, twin 500 hp yammers, two 12kw northern lite generators, two radars, 2VHF, yacht controller, bow thruster, Bosh refer-freezer, chest holding plate freezer, ice maker, deck cameras, 5 TVs w/satellite boxes, 15' RIB, Flank speed 20-22 kts, Cruise 15-17 kts, over 3,000 kts range at 9 kts. **\$885,000 - 206-369-4200 P385-3**



30' FAIRLINER 1969 This fully loaded, classic cruiser, has been maintained under covered moorage since new. Fully loaded; 350 gas Chevy; 8' dinghy; extended fly-bridge; original wood interior; new paint and varnish; fridge/freezer; head/holding tank; automatic water pump; propane stove/oven/heater; sleeps four comfortably. Ready to be enjoyed! **\$13,000. obo 480-204-2241 P386-3**



32' BHM Flybridge Trawler, 1992 A True "Downeast" Duffy style, Lobster yacht built by the Atlantic Boat Company in Brooklyn Maine. Excellent condition, 210 Cummins diesel with 2,995 hours. Well equipped and many upgrades. Recent zincs and service. A well built go anywhere vessel at 8 knots or 16 knots. Boathouse kept. Boathouse available in Olympia. **\$98,500.** Owner will consider small trade. **(360) 956-1992 P391-4**



2002 BAYLINER 3788 330 Cummins, 1,070 hours, lower helm, new Northern Lights 6kW generator, bow & stern thrusters. KVH M3 satellite TV. New Garmin 4010 chart plotter (upper & lower helm), Sonar fish finder, 72 mile open array radar, auto-pilot, Rosskelly davit system. 10' AB dinghy with 15hp electric start Tohatsu motor, center steering console. 300 gal fuel tank, 125 gal. fresh water tank, 36 gal holding tank, VacuFlush head, 2 burner propane stovetop, U-Line ice maker, 7.5 cu. ft. refrigerator, microwave/convection oven, built-in vacuum system. Dripless shafts, oil change system. Full upper canvas, 250 ft. anchor chain. 12 gal. hot water tank, 2500 watt/125 amp inverter charger. Has always been in covered moorage. Covered moorage is available. **\$195,000** Call John. **206-930-5311 P387-3**



34' CHB (GOLDEN STAR) EUROPA SEDAN 1986 rare sedan version of a classic trawler design. Owner has health issues and the boat "Must be Sold Now!" Offers to \$45K CND. Full details thru doug@pacificvistayachts.com or **(604) 736-0400. P378-2**



58ft MONK FIBERGLASS Long range cruiser with new 90 series John Deere, 12kw generator and new exhaust. 4 staterooms, 2 heads and complete navigation package. Needs the galley interior redone. **\$80,000** Contact **360-531-0402 P390-3**



19' EAGLECRAFT (CAMPBELL RIVER) 17'8" Beam, RoadRunner Trailer, 115 HP Yamaha, 9.9 Yamaha kicker. Hurricane seats, hydraulic steering, 50 gallons fuel, Lowrance GPS plotter/sounder, VHF new batteries 2013. Live well, Scotty downriggers (electric). All weather custom cabin with wing doors. Location: Renton. Contact Denny **425-221-6609. P392-12**



BRAGINTON 47 EXPRESS Built by Philbrooks Boatyard in 1990, twin MAN 600 hp engines (1994), with 28 inch 4 blade props, Airex cored hull, Nidacore bulkheads, reverse chines and semi tunnel hull, both fixed and adjustable trim tabs, Twin Disc and V Drives. Northern Lights genset, CruisAir heating and cooling, rosewood and copper interior, unique, beautiful, and a functional sport fisher. **360-378-6202 P393-4**



41' ROUGHWATER 1977 PH SEDAN 185 hp Perkins diesel, 8k westerbeke generator, vhf, radar, chart plotter, Fathometer, autopilot, new upholstery, new sanitation system. All systems go. **\$59,500. 949-633-7211** or vito2000@cox.net, located Anacortes **P395-4**



54' STEEL CANAL BOAT built 1947 in Belgium, extensively refit with new bottom plating, interior, electrical, plumbing, etc. Excellent liveaboard, ideal Puget Sound cruiser, and one of a kind! **ONLY \$25K! 206-8**



30' CHRIS CRAFT SEDAN CRUISER 1941 Show winner, restored classic, with recent haulout (October 2014). Much loved and well-maintained economical cruiser, generous cabin and aft deck, perfect for NW. Single gas engine always maintained, galley, head, Vberth, settee, wood skiff dinghy, beautiful head-turner, boathouse kept. Asking **\$32,000** for SWIETENIA. Photos: <https://www.flickr.com/photos/swietenia/> **206.799.6155 3vinemaples@comcast.net P398-4**



1990 3288 BAYLINER MOTOR YACHT Twin 150 HP Hino Diesels, 3' Hull Extension, Underhulls, Spray Rails, Stern Thruster, Cockpit hardtop, Autopilot, Floscan fuel-meter plus much more. **\$57,000. 206-714-4488. P399-4**



1995 OCEAN ALEXANDER 486 CLASSICO. Pilothouse Flybridge. Twin 3208 Caterpillar diesels, 375 HP each. Two staterooms. Sea Land Vacuflush toilets. Electric davit by Roskelley/Olsson. Radar arch hydraulically raised and lowered. Onan generator. Washer/Dryer. Television satellite system/KVH Track Vision 4. 2004/Rendova RIB with Yamaha 40 HP four stroke. Priced at **\$350,000. 208-726-8643, 206-604-2689. P394-4**



36 GRAND BANKS 1984 Twin diesel Ford Lehmans with 4,750 hours. Fuel efficient. Generator, inverter, Simrad radar, GPS. Windlass with spare anchor, spare propellers. Fresh water electric, new macerating toilets. Ice maker and bar cabinet. Roskelley-Olsson electric davit with new hypalon. New Walker Bay dinghy with 8 hp Mercury outboard. Good bright work and well maintained with records and spares onboard. Newer full bridge cover, newer upholstery all over. Located in Gig Harbor. **\$141,000. 504-722-2600. P401-4**



ALL AMERICAN MARINE 32 CUSTOM WELDED ALUMINUM 2002 Rugged custom build, Up-to-date USCG COI for 12 passengers + captain, top condition, Yanmar Diesel with Merc Bravo 2x stern-drive, easy to show, Great fishing charter or water taxi, **\$197,000 OBO** Bill **360-468-2051**, located Lopez Island WA **P402-4**



36' GRAND BANKS CLASSIC 1976 - Recent survey including engines - Twin John Deer Diesels 117 hp ea. Electronics new 2011. Raymarine C140 & C90, radar GPS/Color chart plotters. Batteries new 2013. Full boat cover including rail covers and flybridge. RIB dinghy on stainless stern davit w/8hp outboard, 2 Kayaks. Diesel forced air cabin heat. San Juan Yachting, Bellingham Wa. **\$79,900- Wes 360-201-2459 P403-4**



73' CLASSIC WOODEN YACHT Argonaut II is a well-maintained and updated yacht. Perfect Northwest cruiser, also a great live-aboard. Gardner 6L3 diesel, 2.5 gal. per hr. at full speed. Possible transferable liveaboard slip in Ballard, Seattle. Check <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. Call owner at **206-313-0223. P405-5**



55 FOOT 1932 STEPHENS MOTOR YACHT 1932 Stephens Motor Yacht Total restoration 2008 including new engines/genset/electronics/mechanical/electrical. Seattle area. See photos, history, complete details, and contact information at <http://www.MVSeaDog.com> **\$37,500 P406-5**



C-HAWK 23.5 FISH/SCUBADIVE 1996 on Shorelander dbl/axle trailer. New 2008 Yamaha F225XL/4stroke only 41 hours. New Yamaha T-9.9Gxl/4stroke only 5 hours. SS-ladder/SSdavit. New Lowrance HD55Gen2 fish/chartplotter. **\$31,900** or best offer. **206.948.6034 P407-5**



70FT YACHTFISHER \$240,000 USD Built like a little ship. Requires an experienced do it yourself owner to maintain the many systems. Catpower(2), Northern Lights generators(2). 14FT Noverania RIB with 50 HP Yamaha. Great liveaboard. 3 staterooms, 3 heads, shop, W/D, large galley (electric). maria_maru@msn.com, **206-795-0613 P408-5**



2004 RIVIERA 42' SPORTFISHER Upgraded Sportfisher "Team Riviera Edition" low hours - LOADED - professionally maintained and Boat House kept in Portland. Call Dale **503-780-4375 \$400,000 P410-5**

The deadline for Classified Ads is the 5th each month!

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1984 SUNDOWNER 30 TUG Excellent, well equipped, full electronics, webasto, refrigerator-freezer, huge storage, everything works perfectly, engine runs well, new oil change, filters, belts. clean & neat. Bellingham. **\$71,500.00. 360-720-4480 P409-5**



76' 2012/88 PLATINUM/MCQUEEN SOLID BUILT CUSTOM LUXURY MOTOR YACHT Pedigree BillGarden TimelessDesign, Tremendous Value&Beauty. 750K Hull Up Refit, Desirable CAT3406s, Low 1425h, 21Knot-Top17KnotCruise!, GenSet, WaterMaker, Diesel Heat, 5 Person HotTub, 250HP JetSki, 60hp 15ft Tender, 2 Fire Places, 3 Helms, Teak Decks, Hydraulic Thruster, Furuno NAV net3D, 4 Stateroom 2 Head, AWLGRIP paint, Deep Freeze, Down Riggers, 8 Full Size Appliances, Pop Up 50" HDTV, Surveyed 1.350 million, scottpiccott@gmail.com. **P411-5**



PRICE REDUCED to \$59,900!
1974 GB 32 120 Lehman 2800 hrs. PSS shaft seal, stainless steel prop shaft, 4 bladed prop, Victron battery charger, Ardic heater, Paloma. All new canvas and Bimini. Fresh water moored. **\$59,900 425-641-0643. P325-12**

Partnerships



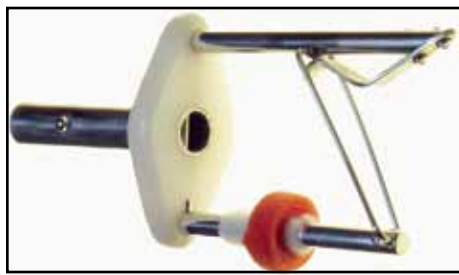
44' OCEAN ALEXANDER PARTNERSHIP Available 7/1/2014. Own 5% share for \$3,000. Pay \$500/mo. for 30 days/yr usage. Training and support provided by managing partner. Contact rbcooper80@gmail.com or **206-612-6163 P367-1**

40' BRISTOL YAWL, Spindrift, looking for an experienced sailor for summer partnership. Flexible terms: minimal maintenance and cost. Sails out of Elliott Bay. Call Scott (425) 269-9591 or (425) 828-6009. **PT-CM**

Boat Equipment

MICHIGAN-USED PROPS, 22x22 LH & RH 1-3/4 4 blade DQ Nibrall-cup, polished and balance. New prop puller included. **\$1,800.00. 206-930-5311 E4-7**

MARINE SATELLITE BROADBAND SYSTEM FOR SALE. KVH V3 mini v-sat broadband system for sale. 3 years old, works well. Used less than 12 months total. Enabled maintaining full time job from boat in remote locations. No longer needed. \$10,000 plus 1/2 of shipping. (New is \$16,000.) **907-299-4434 E6-12**



MOORING BUOY TIE-UP Fast - Easy - Reliable. The GRABBER-Mooring Retriever provides an easy way to tie up to any mooring buoy. * Pull ANY SIZE LINE directly through mooring ring or shackle * Two versions available fit any pole * Stainless, aluminum, construction Visit WWW.GOLDENDOVEMARINE.COM **PHONE: 206-842-7250 BE13-CM**

Boat Houses



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 boyard. For sale by owners **\$110,000**. Will consider lease. **360-738-0657** (boathouse ph.) 360-201-1843 Gate3, PFE02, Squalicum Harbor. Bellingham, WA **BH36-4**

Boat Storage

WATERFRONT BOAT STORAGE AVAILABLE NOW All trailerable boats can be accommodated immediately! Foss Landing Marina & Boat Storage (253) 627-4344 **BS-LBHNC**

Business Opportunities

BUSINESS OPPORTUNITY FOR ALL MARINE related fields at established marina in LaConner, Washington. We have shop space available for experienced specialty marine contractors looking for customers! Do you do Canvas? Woodworking? Are you a Diesel Mechanic? Stainless Steel Fabricator? Or? We guarantee your customer base - all you need are great skills and your tools. We also have on the water dock space available and offer on-site haul-outs. **Pioneer Point Marina (360) 466-1314** or email pioneerpointmarina@verizon.net. **BO-CM**

Charters



ALASKA CHARTER BUSINESS FOR SALE. Turn-key. Established clientel. (907) 738-6430. www.seabuggy.com/4sale.html. **C29-12**



EXPLORE S.E. ALASKA! Come adventure with us - wilderness experience for kayaking/photography/whale watching/fishing/crabbing - private cabins w/showers - professional crew - **\$1800/wk plus expenses** - see us at www.admiraltycharters.net - call (907) 632-0870. **C29-8**



57' NAVIGATOR RIVAL. Brand new and available for charter. San Juan Islands to Alaska available anytime! 3 berths 2 heads & showers. Beautiful yacht - 18 to 20 knots. To book or info call **(503) 663-1994** or cell **(503) 789-8824**.



SE ALASKA/INSIDE PASSAGE. *Grocery Boy* is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fisherman to the person who wants a little of everything, it is a custom charter to fit your needs. Best value in SE Alaska. Call Dave (206) 930-4952/(253) 862-3388. **NORDIC YACHT CHARTERS. C16-CM**

Club Notices

PUGET SOUND YACHT CLUB welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for boat owners or \$90 per person or \$180 per family for social members (aspiring boat owners.) The Club is located on Lake Union between Gasworks and Ivars, 2321 North Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, March 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat show brunch on January 30th. Ice Breaker Cruise in Feb. which unofficially begins the boating season for our hardy group. Contact: Judy Quick, (425) 466 7906, judyq@qwest.net. **CN1-6**

Employment

YACHT MASTERS N.W. is looking for an experienced marine equipment installation technician at our North Lake Union Facility. Please E-Mail your resume including references to Info@ymnw.com. **E9-6**

YACHT BROKER WANTED: Yacht brokerage on Lake Union is looking for an experienced Yacht Broker or someone with a strong marine/sales background. All inquiries are confidential. Please email your resume to yachtguy@comcast.net. **E10-CM**

PUT YOUR BOATING SKILLS TO WORK! Are you a cruising or racing sailor, a powerboat owner, commercial fisherman, or marine trades professional? Are you experienced with mechanical, electrical and electronic equipment found on pleasure boats from 30'-60'? If so, please review the job opportunities at www.ayc.com. Anacortes Yacht Charters operates a fleet of 75 power and sail boats from our base in Anacortes Washington. **Please forward resume to jeff@ayc.com.**

TECHNICIAN WANTED Yacht Masters N.W. is looking for an experienced marine equipment installation technician at our North Lake Union Facility. Please E-Mail your resume including references to Info@ymnw.com. **E-BH-6**

RECEPTIONIST WANTED Tech-savvy, boat-crazy, customer-oriented. If this is you, please apply for the receptionist opening at Marine Servicercenter yacht sales on Lake Union. Must be a good speller, good typist, good with building and updating social media pages and our website (www.marinesc.com), patient and personable with customers and co-workers. A knowledge of different models of boats, both sail and power, along with boat nomenclature, is a huge plus. A basic knowledge of accounting is helpful. Must be self-motivated, energetic, and willing to stay until the job is done. Hours are Monday through Friday, 8:30 to 5, except during boat shows, when all bets are off. Email your resume to jeanna@marinesc.com. Wages DOE. **E14-1**

Red Shield Insurance Company, locally owned, is looking for someone who knows boats, Northwest boating, and has experience in the Marine Service Industry or the Insurance Industry and is interested in a career as a Marine Underwriter. If you know someone that might be interested, please ask them to send their resume to us for consideration. Qualified candidates would likely have experience in the Marine Service Industry or the Insurance Industry along with a four-year college degree. We offer a competitive compensation package that includes 401(k), excellent medical/dental plan, vacation, sick time and an opportunity to generate great value. **Red Shield Insurance Company, 1411 SW Morrison St, Ste 400, Portland, OR 97205 503-226-4146 E15-1**

Instruction

PRIVATE SAILING INSTRUCTION: YACHT DELIVERY : CONSULTATION 30 plus years Pacific NW, Master Coast Guard Licensed, Certified Sailing Instructor. Call or email Capt. Jordy Fassnacht **425-221-9933** Lv message vanfassnacht@aol.com **I-RK**

BOATING SKILLS AND SEAMANSHIP: 12 week course, 7:00 - 9:00 pm Tuesday evenings, beginning September 16, 2014. This class covers all aspects of boating, and is good for both novice and experienced boaters. In addition, it meets the educational requirements for the WA. State Boaters Card. Class fee is \$55 or \$75 for two sharing book. The Classes will be taught at Chuck Olson Chevrolet Auxiliary classroom. Questions, email: boatclasses@hotmail.com or contact Mike Lowe, CG Auxiliary **425-743-9295**.

Moorage

ANACORTES MARINA. Rental slips available now. 32' to 80' open and covered. Annual leases with security gates, full service boat yard, fuel dock, mini storage & pump out. Move to Anacortes and save time & fuel. **(360) 293-4543**, www.anacortesmarina.com. **M80-CM**

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DUWAMISH YACHT CLUB 50' SLIP C-01 for rent or sale. Rental \$350/month plus electric and dues \$100/6 mo. Own for \$8,900 including membership. Brackish water location. Live-a-board requires Club approval. **360-951-5900 M187-12**

FREMONT BOAT North Lake Union moorage since 1916. Quiet, protected floating piers. Gates, shower, pump-out cart. 20'-65' open. Call our friendly office at (206) 632-0152. **M-CM**

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ELLIOTT BAY MARINA. Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40' 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call 206-285-4817 or visit us at elliottbay-marina.net today. **M104-NCLBH**

DELIN DOCKS MARINA - Tacoma's Finest! Slips available from 36' - 50'. Full Service marina equipped with water, 30 and 50 amp electric, pump outs and free cable slip side. Clean bathrooms and shower facilities. Community room with kitchen and coin-op laundry. Parking provided and 24/7 controlled access. Five Star Envirostar marina in protected waterway in the heart of downtown Tacoma. Call us at **253.572.2524** for more information. **M177-6**

DOCK STREET MARINA - Tacoma's leading guest moorage and permanent moorage facility. Beautiful grounds along the esplanade with restaurants and world class museums within walking distance. Full service Envirostar marina with 30 and 50 amp electric, water, pump outs and free cable slip side. Dock boxes and wide fairways. 30' - 60' Slips available now. Call **253.572.2524** or visit www.dockstreet-marina.com **M178-6**

MARINA MART - SOUTH LAKE UNION Sheltered location convenient to Lake Washington and Puget Sound. Walk to vibrant South Lake Union restaurants and shops. Covered slips 18'-78'; Uncovered slips 24'-80'. Amenities include sprinklered docks, lock gates, lighted walkways, showers, free pump-out. Water and power at each slip. 1500 Westlake Ave N; **206-447-5575** www.marinamart.com **M87-CM**

Yacht Delivery

SE ALASKA YACHT DELIVERIES. Sail or Power deliveries between Puget Sound and SE Alaska. USCG Master. Contact: Captain Tom Huse at **(360) 472-0469** or seagypsy@mac.com. **YD4-CM**

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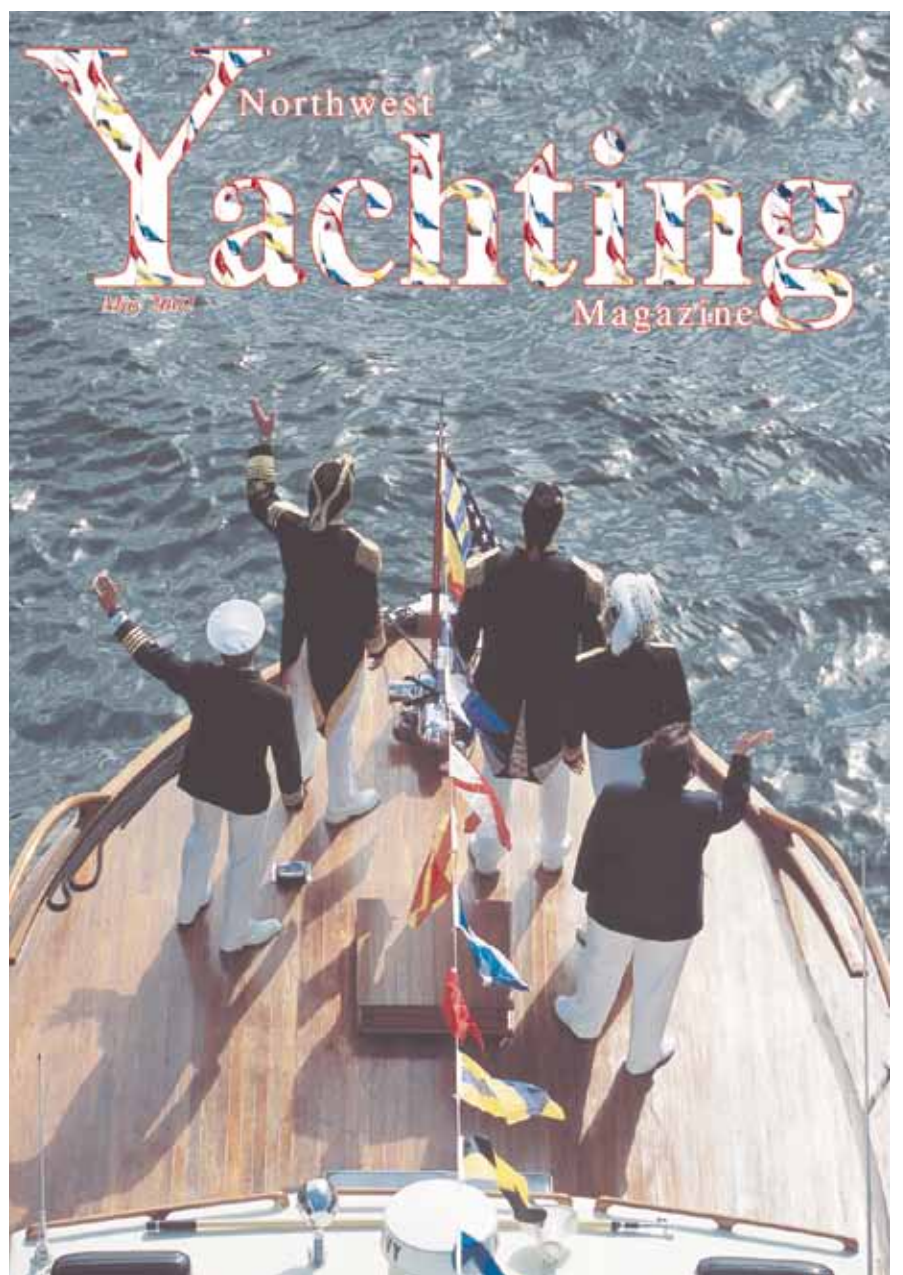
YACHT DELIVERY. USCG master 39 years. Flawless record delivering West Coast, California to Alaska, Pacific NW and Columbia River. Also charter and party skipper. Gary Herald: yachtmaster@netscape.com; www.yachtcapt.com or **(425) 330-9852. YD2-5('15)**

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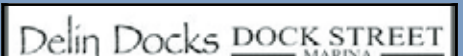
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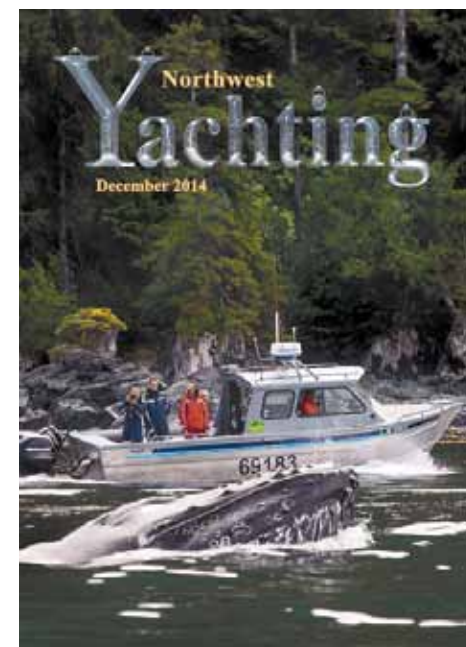
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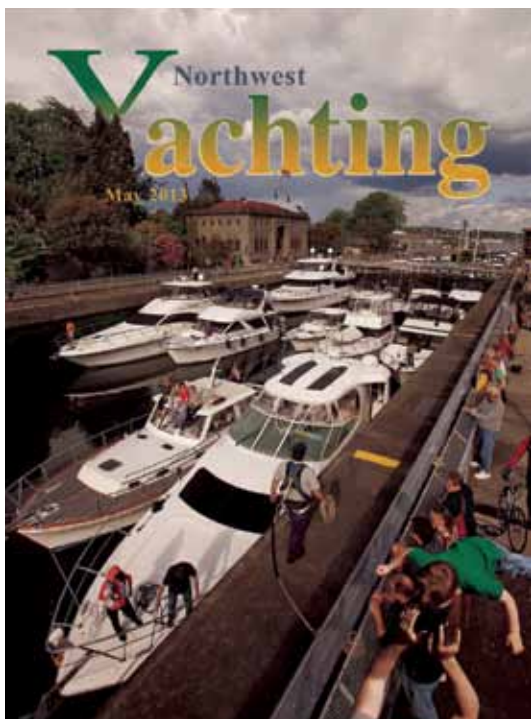
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