

NORTHWEST YACHTING

October 2015



INVENTORY

85' 2016 OCEAN ALEXANDER
Seattle



72' 2016 OCEAN ALEXANDER
Newport Beach



90' 2014 OCEAN ALEXANDER
Seattle



70' OCEAN ALEXANDER
NEW MODEL



TIARA Q 44
NEW MODEL, arriving in Seattle December



TIARA 39 COUPE
NEW MODEL, arriving in Seattle December



TIARA 31
Arriving in Seattle December





2012 | 90' OCEAN ALEXANDER | \$5,350,000
Niel Steenkamp - 206-850-2801



2001 | 90' SOVEREIGN | \$2,450,000
Jerry Todd - 206-963-6543



2010 | 88' OCEAN ALEXANDER | \$3,745,000
Ray Prokorym - 425-327-0994



2010 | 80' OCEAN ALEXANDER | \$2,750,000
Newport Beach - 949-515-7700



2012 | 78' OCEAN ALEXANDER | \$3,495,000
Seattle - 206-344-8566



1993 | 68' NORDLUND | \$899,000
Niel Steenkamp - 206-850-2801



2007 | 65' ALASKAN | \$990,000
Ray Prokorym - 425-327-0994



2000 | 65' FOUNTAIN | \$495,000
Michael Vrbas - 949-632-1414



2008 | 64' OCEAN ALEXANDER | \$1,350,000
Newport Beach - 949-515-7700



2005 | 64' OCEAN ALEXANDER | \$1,250,000
Ray Prokorym - 425-327-0994



2005 | 64' WEST BAY | \$1,295,000
Jerry Todd - 206-963-6543



1987 | 63' HATTERAS | \$400,000
Jerry Todd - 206-963-6543



2010 | 62' OCEAN ALEXANDER | \$1,395,000
Paul Groesbeck - 425-829-3551



2010 | 60' OCEAN ALEXANDER | \$1,250,000
Ray Prokorym - 425-327-0994



2008 | 58' OCEAN ALEXANDER | \$1,175,000
Niel Steenkamp - 206-850-2801



2001 | 57' CARVER | \$445,000
Jerry Wheeler - 949-375-2323



2011 | 55' CALIFORNIAN | \$465,000
Michael Vrbas - 949-632-1414



2010 | 54' OCEAN ALEXANDER | \$1,195,000
Michael Vrbas - 949-632-1414



1985 | 54' OCEAN ALEXANDER | \$229,000
Paul Groesbeck - 425-829-3551



2007 | 52' CRUISERS | \$399,000
Michael Vrbas - 949-632-1414



2006 | 50' OCEAN ALEXANDER | \$495,000
Ray Prokorym - 425-327-0994



2005 | 47' SELENE | \$599,000
Jerry Todd - 206-963-6543



2008 | 43' SILVERTON | \$299,000
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Jerry Todd



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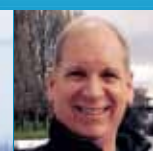
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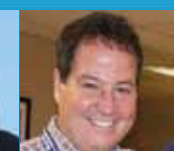
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MICHAEL.SELTER@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



MIDKNIGHT 16M > 52FT > OCEAN ALEXANDER > 2010 > 649,000 USD
Designed by Ed Monk Jr. 6 guests in 3 staterooms with master stateroom forward.
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DAUNTLESS 31M > 103FT > EAGLE/WESTPORT > 1994/2010 > 2,350,000 USD
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MISS MOLLY 26M > 85FT > STEEL KRAFT > 2001/2007 > 1,500,000 USD
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2014 30 Cutwater



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2016 38 Sabre



ARRIVES DECEMBER
Twin Volvo Diesel IPS pod drives - cruise mid 20 kts and with joystick docking. Very fuel efficient. Highest resale.

2016 28 Cutwater



260hp Volvo dsl w/direct drive transmission. Flag blue hull, all options! Legal trailerable. First 2016 model!

2016 37 Back Cove Hardtop Express



ARRIVES OCTOBER
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Single 600 hp QSC Cummins diesel. Cruise 20 kts. Bow/stern thrusters. Call for pricing and specs.

2013 28 Cutwater



In front of our office for easy viewing. Options for the serious fisherman, comfort for wife. Details online. \$171,500

2016 26 Cutwater



Std engine 220 hp Volvo diesel. 16 - 18 knot cruise.

2016 30 Backcove



ARRIVES SEPTEMBER
Yanmar 370 electronic diesel. Hardback enclosure-ordered and outfitted for NW cruising in style and comfort.

2014 26 Cutwater



Located Des Moines- only 123 hrs on Volvo D3 diesel. \$139,500

2012 26 Cutwater



Single Yanmar diesel. Excellent condition. On our dock. Priced to sell! \$119,500

2014 31 Ranger Tug



Like new only 82 hrs. All options, cruise 16kts with Volvo 300hp diesel. On our dock. \$257,000

2003 28 Albin



At Our Dock
735 hrs on 315 Yanmar diesel, trolling valve, propane cooktop, bow thruster, all set for fishing/crabbing! \$97,500

2011 27 Ranger Tug



\$126,500
Single Yanmar diesel.

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www.BackCoveYachts.com
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— Jim & Lisa Favors, R-27
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72' Viking Sport Cruiser 2002



SEATTLE

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

68' Posillipo Pilothouse 1984



SEATTLE

Twin MTU, Dual Gens, Refit, New Interior, New Heads, New Hard Top, New Galley, Well kept and updated boat. \$399,850

57' Tollycraft CPMY 1990



SEATTLE

Twin Detroit 6V92 - With updates, Dual Generators, Bow Thruster, 3 Stateroom/2Heads, Full Beam Salon, New Canvas, \$349,950

57' Chris Craft CPMY 1990



PORTLAND

Twin Detroit's, 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. \$369,000

56' Sea Ray 560 Sedan Bridge 1998



SEATTLE

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

65' Hatteras Convertible 1988



LONGVIEW

12V92 TA's: 2370 hours, Heat & AC, Freshwater since 2002. Cruise 21K Tops at 24K, 3 Strms / 2 Heads. Never Fished. \$349,500

60' Egg Harbor Sportfisher 1986



SEATTLE

Twin 8V82 J&T Detroit's, Dual Gens, REFIT, NEW interior, Fuel Tanks, house Paint, & Canvas. Rare boat \$269,000

53' Defever POC 1986



PORTLAND

Twin 3208 Cats, Fully Refit, exceptional condition, New Canvas, Electronics, Electrical, 3 Stateroom / 3 Head, Turn Key, \$379,000

48' Navigator/Californian LRC PH



SEATTLE

375 HP Lugger diesel, generator, inverter, bow/stern thruster, new navigation electronics, windlass, tender/davit. \$369,000

45' Ocean Alexander 456



PORTLAND

Twin 3116 350HP Cats, 15'8" Beam!! Generator, NEW Canvas, Bow Thruster, Sat TV, EVERYTHING serviced, Turn Key \$329,000

45' Bayliner 4550 Motoryacht 1998



PORTLAND

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

41' Meridian 411 Sedan 2006



ANACORTES

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

41' Meridian 411 Sedan 2004



PORTLAND

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

38' San Juan SJ 38 2005



SEATTLE

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

35' Tiara 3500 Express 1998



PORTLAND

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

34' Tollycraft Sedan 1987



PORTLAND

Twin 340 HP Crusaders, Generator, Freshwater, Tender/Davit, Full Flybridge Enclosure. \$52,950

34' Sea Ray Sundancer 2005



SEATTLE

Best equipped one ever! Twin 8.1L Mercs, bow thruster, Sat TV, upgraded electronics, full canvas, stnls windshield. \$124,950

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NORTHWEST YACHTING

October 2015

Volume 29, Number 4

ON THE COVER

One of the busiest docks in the Northwest is the UW's Montlake Cut at game time.

Neil Rabinowitz
www.neilrabinowitz.com



FEATURES

44

Alaska Bound Part 16

Marianne Scott's epic 2,700 mile adventure comes to an end, but the memories of friendly Alaskans and unparalleled scenery will linger forever.



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A Weekend in Gig Harbor

Shawn and Corinne Severn cruise their American Tug 485 to a favorite nearby destination.

54

On Time and Under Budget

Erik Wood writes about a marina rebuild that went even better than planned. Winslow Wharf Marina in Bainbridge Island has new docks and a bright future.



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Racing Sheet

PITCH delivered, and both dinghies and big boats showed up for Maple Bay. The Pink Boat regatta was great for fun and fundraising.



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Course Made Good

What do you, our readers, want to see in magazine? After all, your ideas are best.

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On Watch

Peter Schrappen takes a look at the Land and Water Preservation Fund, a simple idea that still works.



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Tony's Tackle Box

Tony Floor takes a look back at a whirlwind of a fishing year and braces for another one just around the corner.



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The Gimblet Gourmet

Kathryn Farron on the pulsating, pleasurable peasant dish known as chili.





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52' Grand Banks Heritage EU 1998



47' Grand Banks Heritage EU 2006



46' Grand Banks Europa 1998 & 2002



58' Grand Banks Eastbay FB 2005



49' Grand Banks Eastbay HX 2002



48' Norseman Classic 2006



48' DeFever Lindwall Trawler 1959



42' Tiara Open 2008



42' Sabre Hardtop Express 2005



32' Nordic Tugs 2003



31' Camano Troll 2006



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What do You Want?

One of the myriad challenges in the marine magazine business is figuring out what to put in the magazine. In *Northwest Yachting's* three decades of publishing, some things seem pretty clear.

Our readers (and by the way we adore you) are vehemently in favor of being able to pick up a "hard copy" of the magazine. Of course there are those who like the option of reading

and Carolyn Mehaffy, Peter Marsh and many others. They've taken us to Alaska, Mexico, the clipper ship era and so much further.

But this column isn't supposed to be about what's already in the magazine, it's about what *you* want in the magazine. One of the little secrets in the magazine business is that we often just guess what you want. We don't have resources for focus

the world of new boats far and wide. Would *Northwest Yachting* readers like to see boat tests?

Environmental pieces? As boaters we've often been unfairly attacked (along with the marine industry) for not taking care of our environment. But it is our playground and most of us really care about keeping it clean. Are you tired of hearing about the environment or do you want to keep tabs on that subject?

Cruising resources? Every year we've done a marina guide and state parks guide, providing a survey of available cruising resources. Should we tackle fewer destinations but in greater detail?

Superyachts? There are some boats out there that, shall we say, aren't easily accessible to the ordi-

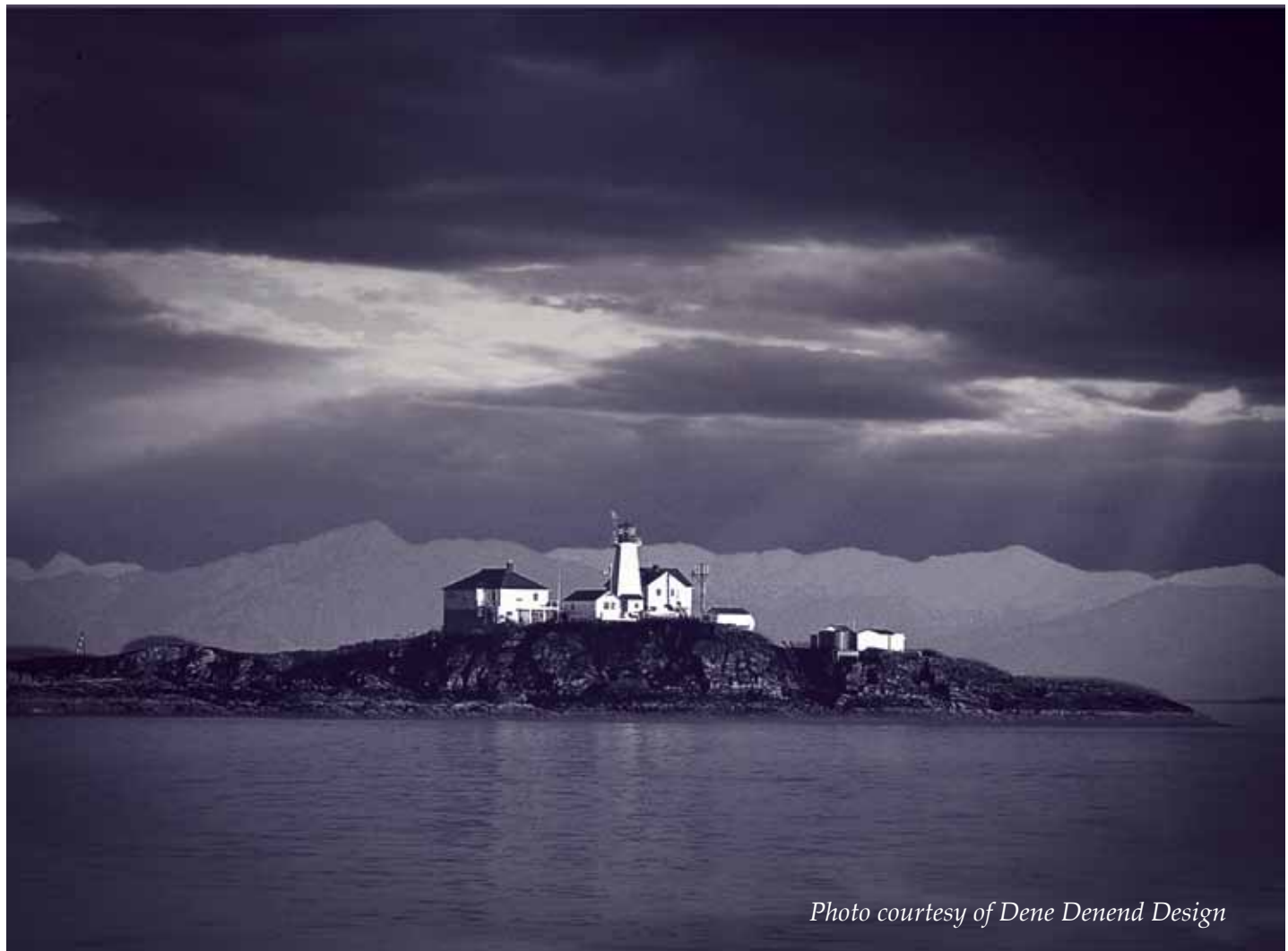


Photo courtesy of Dene Denend Design

online or downloading for that business trip next week; but even the most techy readers among you, like to spread the magazine out and become absorbed in a big, beautiful layout.

And of course the covers are much loved, and the way we treat them much appreciated. Neil Rabinowitz's work is extraordinary, and is far too good to cover up with screaming, attention-grabbing headlines.

Our columnists Tony Floor (fishing), Peter Schrappen (politics, environment and the marine industry) and Kathryn Farron (onboard cooking and occasional philosophical meanderings) are all experts in their fields and great writers. We're lucky to have them.

One of the joys of the magazine business is working with talented freelancers. And our ever-expanding stable of feature writers provides compelling stories every issue. We're proud to feature Marianne Scott, Bob

groups, there's no Google Analytics to measure what people read in a paper magazine, and what we pick up from readers in boat shows and on the dock is largely anecdotal. Fun, but anecdotal.

All that said, we would love to hear what you would like in the magazine. Here are some questions that are rolling around in our heads.

More photography? *Northwest Yachting's* page size allows us to showcase some amazing photography. If more photography is on your wish list for the magazine, what subject matter would you like to see?

Technical articles? Since the beginning, magazines have thrived on the how-to article, and that's doubly true about boaters. Most of us are always trying to learn about how to maintain, navigate or outfit better. What do you want to learn about?

More new boats? We've revamped our new boat coverage, showcasing two boats every month and covering

nary boater. Those dinner invites to the 180-footer somehow get lost in the mail. But readers might enjoy the occasional peek inside. Let us know, and we'll try to get on the guest list and sneak a camera onboard.

It's easy to guess that the serious cruisers want more cruising stories, the predicted log folks want more predicted log coverage and the racing sailors want more race coverage. And of course we'll get as much of everything in as we can. And if you've got it in you to write, let's have a chat.

Between the big pages of *Northwest Yachting* we can cover a lot of water. And on *nwyachting.com*, there's no page count we have to stay within, so the sky's the limit.

Send me your thoughts, either by mail to Kurt Hoehne, 7342 15th Ave. NW, Seattle, WA 98117 or via email to kurt@nwyachting.com.

NORTHWEST YACHTING

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SUBSCRIPTION PRICING

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Published monthly by SKT Publishers, Inc.
7342 15th Ave. NW • Seattle, WA 98117

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Writing and Photography Guidelines

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



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58' RIVIERA SPORT YACHT 2012
\$1,595,000



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NEW MODEL!



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\$1,850,000



75' KHA SHING 1989/2000
~~\$699,000~~ NOW \$599,000



73' FAR OCEAN STRIKER 1992/2009
\$895,000



70' OCEAN ALEXANDER 2003
\$1,249,000



65' NORDLUND 1995
\$795,000



63' PRESIDENT LEGEND 2005
\$875,000



58' OFFSHORE 1998 \$735,000
Also, 58' OFFSHORE 1997 \$695,000



60' OCEAN ALEXANDER 1985
\$449,000



58' WEST BAY SONSHIP 1997
~~\$595,000~~ NOW \$549,000



55' SEA RAY 2005
\$525,000



55' HI STAR CPMY 1989 \$215,000
ALSO, 52' HI STAR 1987 \$209,000



54' PAMA 2004
\$499,000



50' BERTRAM 1988
\$329,000



48' RIVIERA 2002 \$419,500
48' RIVIERA 1999 \$319,000



48' KROGEN 1997
\$499,000



42' OCEAN ALEXANDER 1992
\$209,000



42' GRAND BANKS 1998
\$449,000



41' QUEENSHIP 1996
\$169,000



40' TOLLYCRAFT 1991
\$129,500



33' OCEAN ROAMER 2006
\$324,900

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2001 - T-220 hp Cummins

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Magic Morning* 47' Selene Pilothouse

2006 - S-330 hp Cummins 6BTA5.9M3

Low hours, B&S thrusters, Steelhead davit, many extras. Great Alaska cruiser or local boating!

\$599,500



Sonora II* 36' Grand Banks Classic

1993 - S-210 Cummins w/ thruster

Island bed in master, new furnace, new generator, new inverter, stainless steel rails, propane stove, Seawise davit.

\$199,000



John's Dear* 46' DeFever Pilothouse

2008 - T-135 John Deeres

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

\$499,000



Dutchess 42' Grand Banks Europa

1979 - T-120 Lehmans

Pristine, very well maintained original boat. Boathouse-kept. Full cockpit enclosure.

\$165,000



Discovery* 46' Grand Banks Classic

1995 - T-375 Cats

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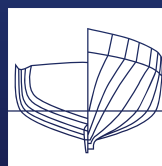


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CE Category A

More Leschi

Ed. Note, this month we have two more letters on the Leschi/Lakewood Marina issue, both of which have been published online at nwyachting.com, where they can be read in their entirety. Here is an abbreviated version of one from Marty Oppenheimer of Seattle.

Dear Editor,

I appreciate your publication of my letter on the Lakewood and Leschi marinas in the July issue of

Northwest Yachting. And I will say that Steve Johnson makes both valid and some invalid points.

What no one seems to want to address is that the three marinas are a public trust, for which Seattle Parks & Recreation bears full and significant responsibility, which many of us believe they have violated.

But that isn't the purpose of this letter. It is regrettable that you published the letter submitted anonymously by "A Very Frustrated Resident." Mr. Frustrated's letter is so off-base factually, that I really question why you felt a responsibility to publish it. But publish it you did and therefore I feel a responsibility to reply, since his letter is addressed directly at my letter (which was circulated in the Lakewood

Seward Park community before it was published in *NW Yachting*).

Point: The marina controversy is NOT about "more subsidies to boat owners." In point of fact, the marinas have provided POSITIVE cash flow to Parks for many years. Now, after years of structural neglect, Parks apparently thinks a white knight should come in and provide the funds to rebuild the marinas. BUT that white knight would want to be heavily compensated for the investment and the marinas would permanently change from encouraging middle class boat ownership in SE Seattle to being one more gold plated marina serving an elite group of boat owners. That is not in the public interest.

Point: Yes some few tenants are

living on their boats, with the knowledge of management and not in violation of any regulations. As long as those boat owners are responsible, we have available a NO COST pump out vessel that provides a service on Lake Washington and Portage Bay, funded by the state Department of Ecology. Mr Frustrated's assertions to the contrary are groundless.

Point: Yes, the tenants do have a sweet deal, particularly those who live in the neighborhoods and can walk from home to their boat, BUT they pay moorage fees which are in line with other South Lake Washington marinas. Again, these moorages do not exist at taxpayer expense. They provide positive cash flow to the city.

Point: Mr Frustrated opines that I and other tenants (by the way, I am not a tenant at Lakewood or Leschi, but that is beside the point) do not pay market rate, but in reality, that is one of the items we examined in the Project Advisory Team (PAT) process and in fact these marinas are at market rate, but most tenants agree that a small increase in moorage fees, in exchange for rebuilt marinas is a good idea. The tenants don't have "ownership." They have a simple landlord/tenant relationship in which the tenant abides by reasonable rules and pays the rent on time and the landlord maintains the property in a responsible manner. For the most part, these marina tenants have upheld their side of the relationship, but the landlord, Parks, has failed to maintain their property. In fact, in 2010, rates were raised .75/foot/month, SPECIFICALLY to fund maintenance. Those funds were segregated. BUT Parks failed to allow those funds to be released for maintenance use.

Point: While there was not universal agreement in the PAT's, it was generally agreed that these public marinas need to serve more of the public than they do today, including access to the water, launching for hand carried boats, storage of hand carried boats, and hosting events. As long as public access can be provided without compromising the security of the moorage tenant's boats, most of the PAT members agreed with expanded access and activities. That would be incorporated into the rebuilding of the marinas and the new operation agreements which must come on line.

Point: Mr Frustrated's cost numbers are skewed in a manner designed to make it seem that the marina tenants get a huge cost subsidy from the city, but nothing could be further from the truth. And the 353 number fails to take into account the families who have shared ownership of boats, the numbers who use each boat and the friends and neighbors who benefit from using the marinas.

Read the remainder of Oppenheimer's letter, and one on the issue from Dixie Steciw, on nwyachting.com.



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New to market, Volvo power. Contact Dan Wood.



52' CARVER VOYAGER 2007
Best of the Voyagers. Covered moorage kept, excellent throughout. Contact Dale Partna.



58' HATTERAS 1971
Beautiful, fresh water shed kept, meticulously maintained. Contact Dan Wood.



81' THORNYCROFT 1921
Rich character with a lot of history. Boat house kept from 1977-2010. Contact Dan Wood.



48' NAVIGATOR 2003
1 owner, excellent cond, new carpet, 3 staterooms, cherry int, fresh water kept. Contact Dale Partna.



58' NAVIGATOR PILOTHOUSE 2009
Lightly used, added full FB enclosure, staple rails, all glass, 300' of 3/8" chain. Contact Dale Partna.



51' NAVIGATOR PILOTHOUSE 2006
Custom ordered, original owner, fresh water boat, complete serv/maint log. Contact Dale Partna.



60' AZIMUT MOTOR YACHT 1984
Interior material upgrades, recent cosmetic repairs. Contact Dan Wood.



47' MOODY 2002
Extended waterline, cutter rig, self tacking stay, teak decks. Contact Dan Wood.



48' TOLLYCRAFT 1977
Upgrades, galley down, separate dinette, spacious salon, beautiful teak interior. Contact Vic Parcels.



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EVENTS

Oct. - Dec.

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 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.

Contact: lowell@sailtouramaline.com or call 425-392-8261.

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. Saturdays at 2 p.m. Meet at the Visitors' Center. Reserved tours with one week's notice for groups of 10 or more are available Thursday through Monday. Free. Becky Gordon: 206-783-7059.

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

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

OCTOBER 2 - 4 - Anacortes Boat Show. Location: Cap Sante Marina, 1019 Q Avenue, Anacortes, WA 98221. Time: 10:00 a.m. to 5:00 p.m. Make your plans! At least 75 floating boats ranging up to 65 ft. The Best Yachts from the Best Brokers, New and Pre-owned Vessels. Everything you need to start spring boating! For more information contact: chris@northharboryachtbrokers.com

OCTOBER 8 - Breakfast for Boats. Sponsored by the Center for Wooden Boats. Location: MOHAI, 860 Terry Ave. N., Seattle Washington, 98109. Time: 7:30 a.m. - 9:00 a.m. Our keynote speaker, Dr. Wallace J. Nichols (author of *Blue Mind: The Surprising Science That Shows How Being Near, In, On, or Under Water Can Make You Happier, Healthier, More Connected, and Better at What You Do*), will give a 20-minute talk during the event, and afterwards he'll be in CWB's Gallery next door for a book-signing from 9am-10am. Books will be available for sale. Cost: \$25 individual, tables of ten (10) discounted to \$200. For additional information contact Event Manager Aislinn Palmer at: apalmer@cwbc.org

OCTOBER 9 - Chanty Sing with Spanaway Bay. Sponsored by Northwest Seaport. Location: Virginia V at the Historic Ships Wharf in Lake Union Park, 860 Terry Avenue N., Seattle, WA 98109. Time: 8:00 p.m. to 10:00 p.m. Spanaway Bay will lead the October Chanty Sing with an eclectic mélange of maritime, celtic, and traditional songs as you join in on the choruses. Chanties are fun to sing, easy to learn, and a delight for the whole family! Cost: Free. For more information call: 206-447-9800, or email: www.nwseaport.org

NOVEMBER 6 - 8 - Fourth Annual Friday Harbor Film Festival. Sponsored by the Pacific Islands Research Institute and the Community of Friday Harbor. Location: Friday Harbor, San Juan, Washington. Time: All day. A total of five screening venues all located in downtown Friday Harbor within easy walking distance to both the WSF and the Port of FH. The Festival features stories of the Pacific Rim and beyond. There also four special events planned: the opening-night Gala is a celebration of Andrew V. McLaglen lifetime achievement award recipients: **Katharine Ross** and **Sam Elliott**. We will also be honoring our Local Hero **Sam Buck Sr.** for his contribution to our community. The popular Filmmakers Forum is Saturday morning and the Filmmakers Soirée a celebration of all of our attending filmmakers is Saturday night. Awards night is Sunday when the winners of the Film Festival are announced followed by a final screening of the Audience Favorite. Cost: Single film ticket \$12. Punch cards: 5 films for \$50, 10 films for \$90, 15 films for \$120 (can be shared.) ALL ACCESS wristbands for \$150 allow entry to all events (one person only.) Both the Gala and Soiree will require a All Access Pass and a separate ticket \$75 each. For additional information contact: fhff.org

NOVEMBER 14 - Wild and Scenic Film Festival. Sponsored by the San Juan Preservation Trust and Orcas Center. Location: Orcas Center, 917 Mt. Baker Rd., Eastsound, WA. 98245. Time: 7:30 p.m. - 9:30 p.m. Our mission is to preserve and protect open spaces, scenic views, forests, agricultural

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37' TARTAN '80	Reduced 47,900
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37' JEANNEAU 50 37 '02	AT THE SHOW 98,900
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40' JEANNEAU 409 '11/'16	20 SOLD
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56' LAGOON 560 S2 '16	Available Annapolis - CALL
52' LAGOON 52 '16	Available Annapolis - CALL
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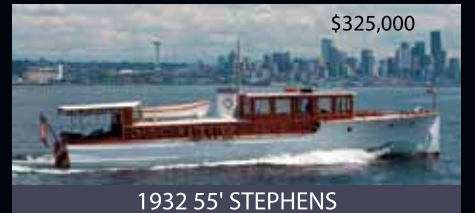
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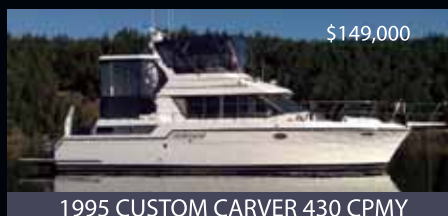
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lands, habitats, watersheds, riparian corridors, wetlands and shorelines in the San Juan Archipelago. The Wild & Scenic Film Festival combines stellar filmmaking and beautiful cinematography in a variety of short documentaries. Considered one of the nation's premiere environmental and adventure film series. Cost: \$15 adults / \$5 students. Tickets available online through Orcas Center or at their box office. For more information contact Bella French at: 360 - 378 - 2461 or email to: bella@sjpt.org

NOVEMBER 18 - 20 - 2015 Pacific Marine Expo. Sponsored by Diversified Communications. Location: Century Link Field Event Center, Seattle, WA. Pacific Marine Expo is the largest commercial marine tradeshow on the West Coast, serving commercial mariners from Alaska to California. More than 450 exhibitors. Daily events including live demonstrations, the Fisherman of the Year Contest, a taping of Seattle Kitchen, a presentation by the Fisher Poets, and an industry bookstore. End of day Happy Hours – There is nothing like free drinks to help fuel the conversation with vendors and colleagues. Cost: Free if registered by November 17. \$30 - 50 for qualified attendees. For registration and information contact: info@pacificmarineexpo.com

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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 is offering their new Fall 2015 Beginning and Advanced Classes and Seminars. All are taught on the Eastside by experienced, certified instructors. The Basic Boating class (ABC), which qualifies you for the Washington Boaters Card, is now being offered along with our On-the-Water training program. For specific classes and date, time, location and sign-up information, go to:
 www.bellevuepowersquadron

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

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EVENTS Oct. - Dec.

Flagship Maritime Captain's License Classes. Choose from either day 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 who 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 flex-

ible 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. Visit our website for our up-dated & new 2015/16 classes. These will include the scheduled America's Boating Course (ABC) classes, and all the Advanced Classes and Seminars. Ask about which classes include our 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. For a comprehensive look at all of the United States Power Squadron (USPS) classes offered in the state of Washington, go to: 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; "For Women Only" Courses; Power Seaman-ship 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



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EVENTS Oct. - Dec.

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/

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@boat-ingisfun.org or visit www.boatingisfun.org

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

4852 or visiting their web site: www.usmaritime.us

OCTOBER 3, 9 - Marine Weather Workshop. Co-sponsored by Washington Sea Grant, Northwest Maritime Center, and WSU Jefferson County Extension. Location: Northwest Maritime Center, 431 Water St, Port Townsend, WA 98368. Time: 9:00 a.m. - 3:00 p.m. A one-day, all-inclusive Marine Weather Workshop taught by marine weather experts Jay Albrecht and Dave Wilkinson, will prepare boaters for safety on Northwest waters, whichever way the wind may blow.

Topics covered will include:

- *Relationships of atmospheric pressure and wind
- *Determining the path and speed of squalls
- *Strong wind systems found in the Northwest and offshore; how to avoid them
- *How 500mb wind patterns can help you find "weather windows" for safe passages
- *How do pressure gradients affect wind in Washington waters
- *What is a computer model? How do they work and what they can give you
- *How to get Northwest Weather Service and associated weather, forecast and model data on your computer
- *Key features of low pressure systems

Cost: \$80.00, pre-registration required. For more information contact Sarah Fiskens at: 206-543-1225 or email to: sfiskens@uw.edu

OCTOBER 10 - Boatyard Management Practices Workshop. Location: First half of workshop begins at the NW Maritime Center, 431 Water St., Port Townsend. The second half of the workshop is conducted at Port Townsend Boatyard, 2790 Washington St., Port Townsend. Time: 9:00 a.m. - 2:00 p.m. Cost: Free. For more information contact Aaron Barnett at: 206-616-8929 or email to: aaronb@u.washington.edu

OCTOBER 6 - NOVEMBER 17 - America's Boating Course (ABC.) Sponsored by Seattle Sail and Power Squadron. Location: Queen City Yacht Club, 2608 Boyer Avenue East, Seattle, WA 98102. Time: Tuesdays - 7:00 p.m. - 9:00 p.m. Passing this course qualifies students for a Washington State Boaters Card which is now required for anyone 12 - 59. For additional information/cost or to pre-register, contact Eileen Huggins at: syboadicea@comcast.net

NOVEMBER 14 - USMA Captain's License Renewal Class. Sponsored by the US Maritime Academy. Location: The Center for Wooden Boats, 1010 Valley St. Seattle WA, 98109. Time: 10 a.m. - 5:00 p.m. (lunch break.) A one day class which enables you to renew your license without sea time requirements or submitting sea service forms. For information and cost call Capt. Sanders at: 360-385-4852 or visit: www.usmaritime.us

NOVEMBER 14 - 15 - Sailing Judges Seminar. Sponsored by the Corinthian Yacht Club. Location: Corinthian Yacht Club of Seattle, 7755 Seaview Ave NW Seattle WA 98117 (Pier V.) Time: To be announced. This 2-day seminar covers many aspects of judging: rules and requirements for handling protests and requests for redress, techniques involved in running good hearings, writing up protest committee decisions. Cost: \$79, includes breakfast, lunch, beverages, snacks, hand-out material and test processing. Register by November 9. For more information call: 206-789-1919, or contact Wayne Balsiger at: webalsiger@comcast.com

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 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 info contact United States Power Squadron coordinator Gregg Longstaff at: gregglongstaff@gmail.com



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.

OCTOBER 3 - 4 (Small boat) & October 10 - 11 (Big boat) - Puget Sound Sailing Championships. Sponsored by the Corinthian Yacht Club. Location: Shilshole Bay. Time: Races start at 11:00 a.m. Races are open to One Design, PHRF and IRC Fleets and Casual Class sailors of all experience levels. The CYC clubhouse is open Friday evening and Saturday and Sunday after racing for socializing, food and drinks. Awards Presentation follows racing on Sunday. For more information and to register, call CYC at: 206-789-1919 or visit: www.cycseattle.org

OCTOBER 10-17 - Farr 30 Worlds 2015. Location: Corinthian Yacht Club, Seattle, WA. For information contact: 503-516-1563.

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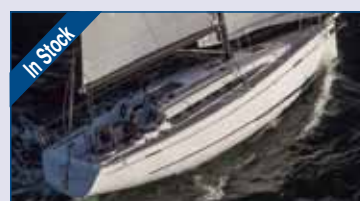
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BOATING CLUBS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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BOATING CLUBS



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

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

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

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

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

www.edmondsyachtclub.com

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

www.everettyachtclub.com

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

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BOATING CLUBS

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

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

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

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

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

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

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

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

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

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BOATING CLUBS



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

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

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

www.woodenboatclub.com

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

From organized cruises, co-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 community celebrations, they provide a variety of opportunities to expand your boating enjoyment. Members also enjoy access to over 100 reciprocal yacht clubs throughout Puget Sound and British Columbia.

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

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.queencity.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'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.

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

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

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

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

ptycvicecommodore@gmail.com
or visit the website: www.ptyc.net

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

www.pugetsoundcruisingclub.org

Upcoming club events sponsored by **Puget Sound Yacht Club.** The Puget Sound Yacht Club is located at 2321 N. Northlake Way, Seattle, 98103. Guests & prospective members welcome. No cost for this event. For time and more info please contact Donna at 206.634-3733.

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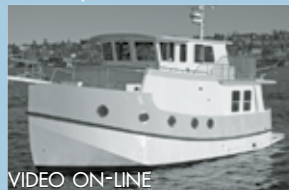
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BOATING CLUBS

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.ssync.com

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

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

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- Special Events (Opening Day-one of the largest boat parades in the world);
- Youth Events (Easter & Christmas parties, cruise activities and more);
- Power and sail regattas, navigation contests, book clubs, field trips, BBQs, monthly dinner meetings, crab feeds, and so much more!



Youth Sailing

Youth Sailing instruction is open to the public, ages 8-18. Weekly sessions from June-August in the substantial MBYC Sailing Fleet of Optis, V-15s and 29-ers.



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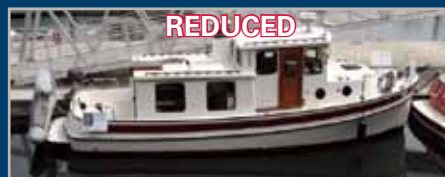
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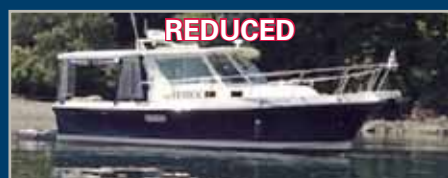
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slip sheltered marina, many organized club cruises, a Shipmates women's auxiliary, a Junior Sailing Program, and a Competitive Sailing Fleet.

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.

Contact Alan & Becky Rencowski at: membership@tacomayachtclub.org or Sandy Gerstberger at 253-752-3555:



sandy@tacomayachtclub.org.

Tollycraft Boating Club welcomes anyone with a love of classic Tollycraft yachts. We currently have 179 members. Our website,

www.tollyclub.com, provides an organized and searchable forum with information on maintenance and improvement projects undertaken by club members. The forum is viewable by anyone on the web. Seven cruise events are planned for 2015. We share several members with the Canadian Tollycruisers, and rendezvous with them in September. A membership application can be downloaded at www.tollyclub.com. Contact the club at: commodore@tollyclub.com

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

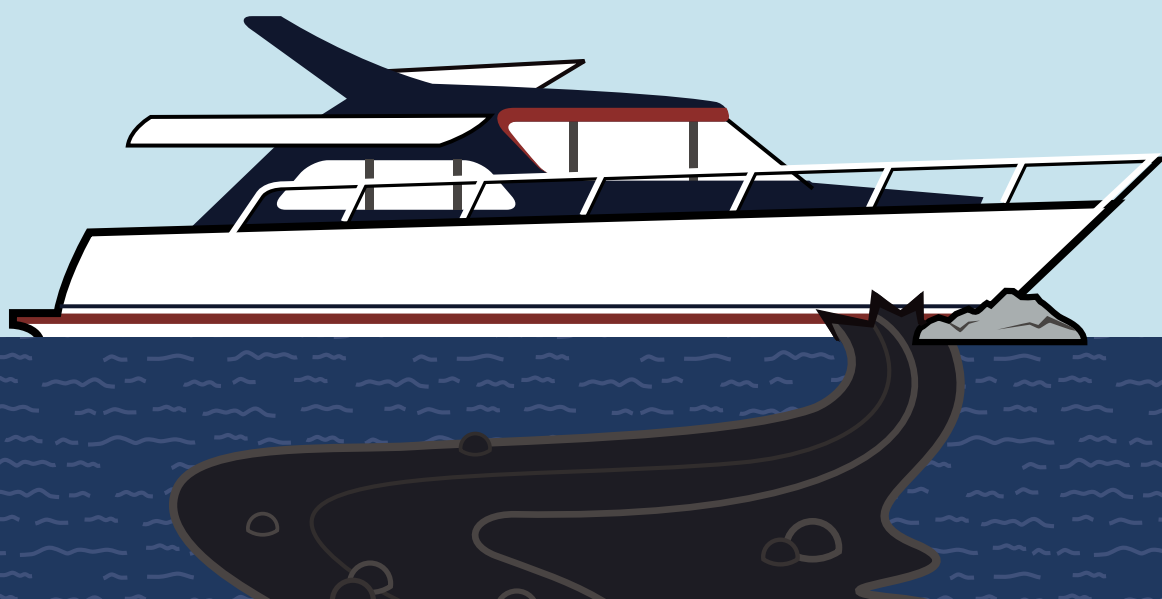
Totem is a down-to-earth, family friendly club and enjoys members of all age groups. Feel free to drop in to one of the meetings (first Tuesday, except July and August), join them for the annual crab feed or other fun events or tag along on one of the cruises. Ray Sharpe at 253-759-1537. www.totemyachtclub.com

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



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**PETER
SCHRAPPEN**

ON WATCH

Politics and Boating

“Thank You, President Kennedy”

Yes, the media thrives on conflict and controversy to move copy and draw in readers. That’s part of the reason they salivated over themselves when the oil rig stopped by Seattle on its way to the Arctic. Seattle city council members, knowing full well how narratives work, took to their kayaks to protest this stop. Mayor Murray weighed in as did just about everyone else who had an opinion. The frame was put out there for all to see: the maritime community versus puppies.

That certainly generated dinner conversations, not just here but in Alaska. The Alaska legislature chided the Emerald City about Boeing’s emissions. Back and forth it went. It might have seemed that our elected leaders from these two states never agreed on substantive policy,

By the numbers (2014):

*Recreational boating has an national economic impact of \$121 billion.

*Washington state’s boating economy is \$4 billion.

*In 2014, Americans spent \$36.8 billion on new and pre-owned boats and engines, trailers, accessories and services including fuel, repair, storage, insurance and taxes.

*Boating employs a lot of people in the United States. Recreational boating creates over 650,000 jobs and supports 35,000 marine businesses in the United States.

*An estimated 88 million Americans participate in boating each year, which is 36% of the population.

*It’s a middle-class and upper class activity, 95% of U.S. boats are under 26 feet. And 72% of boat owners have an income of \$100,000.

*Americans love to buy American-built boats. 95% of powerboats sold in the U.S. are built in the U.S.

especially measures that involved oil and natural gas exploration.

Enter the Land and Water Conservation Fund. If you think about where government can work, look no further than this fifty-year-old program. As for some background on the inception of this fund, let’s jump in our time machine back to 1964. Gas at the pump cost 31 cents per gallon. Stamps were, wait, what’s a stamp? That was the year that Congress acted on then deceased President Kennedy’s letter to them that he penned in 1963 that framed out the Land and Water Conservation Fund.

The thinking was pretty simple back then. If offshore oil companies are going to reap the benefits of oil exploration and potentially muck up the beauty of our country, then there should be a type of mitigation fund set up that collects payments



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from these oil companies. Congress received the authority to collect up to \$900 million from these leases, which is just a fraction of the billions of dollars that the federal government collects from oil companies. This money would then pay for purchasing projects that increased access to our land and water. Hence, the Land and Water Conservation Fund was born and is now 50 years young.

These projects pepper the United States. Remember when Walmart wanted to pave over a Civil War battlefield for their parking lot? Along came LWCF to protect this site. Time and again, LWCF has saved National Parks, launch ramps, and neighborhood parks. All over this vast land there are projects set aside for future generations thanks to this fund. A little closer to home, Washington State has benefitted tremendously during the course of LWCF, too. Of the multitude of water-access areas to choose from, two boating-related projects come to mind: the Skagit Wild and Scenic River System and the Eddon Boat Waterfront Park in Gig Harbor.

First, the Skagit River provides tremendous fishing access for boaters. (Side note: Did you know that half of all boaters fish from their boats?) Without access to the water, what's a boater to do, however? Enter the Land and Water Conservation Fund, which provided the funds for the creation (and now expansion) of the Howard Miller Steelhead County Park. Now, we can get on the water. Thank you, President Kennedy.

Then there's Eddon Boat Waterfront Park in Stan Selden's backyard of Gig Harbor. The City of Gig Harbor, will use this grant to buy a little more than half an acre on the waterfront to expand the historic Eddon Boat Waterfront Park. The park is a potpourri of boating fun. It includes the historic Eddon boatyard cultural center, kayak launch, dock, open grassy area, beach, and panoramic views of Gig Harbor Bay. Located in the heart of this historic fishing village, these added waterfront acres are suitable for fishing, kayaking, canoeing, and direct access to Puget Sound. The City of Gig Harbor will contribute \$367,328 in cash and a state grant from the Washington Wildlife

and Recreation Program (another tremendous bipartisan program).

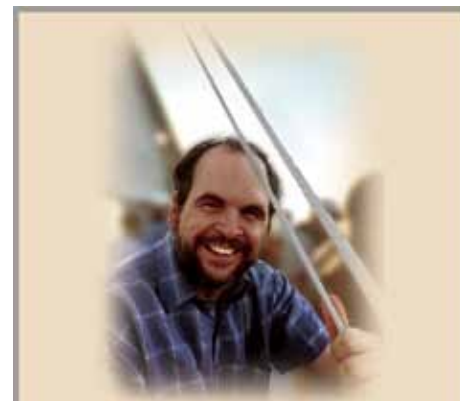
Now that I've got you as flag-waving LWCF supporters, I need to bring the lights down. Maybe you have heard that Congress is not getting much accomplished when they are together. Sometimes that's okay – our system of government was set up to be efficiently inefficient. Other times, programs that increase the beauty of our country fall victim to larger political forces.

Sadly, this situation has those who love LWCF concerned. It's part of the big energy bill and controversy follows energy. The more debatable a topic, the more ripe it is for doom. The coalition that's sprung up to get LWCF renewed is doing much more than just knocking on the old-growth wood that this fund has saved. We

(this group includes NMTA and the Clean Boating Foundation) are in touch with boaters and boating businesses to both say thank-you to Sens. Murkowski and Cantwell as well as to provide more messengers that boating access matters. We are activating members, phoning key offices, submitting testimony and putting on a full-on blitz to save LWCF.

A crisis is a terrible thing to waste. Fortunately, there is a diverse coalition of hunters, environmentalists, boaters, park lovers and on and on assembled to remind Congress just how much this fund means to our kids and grandkids (not to mention us).

(Special thank you to Vlad Gutman of the Washington Wildlife and Recreation Coalition for contributing to this article.)



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

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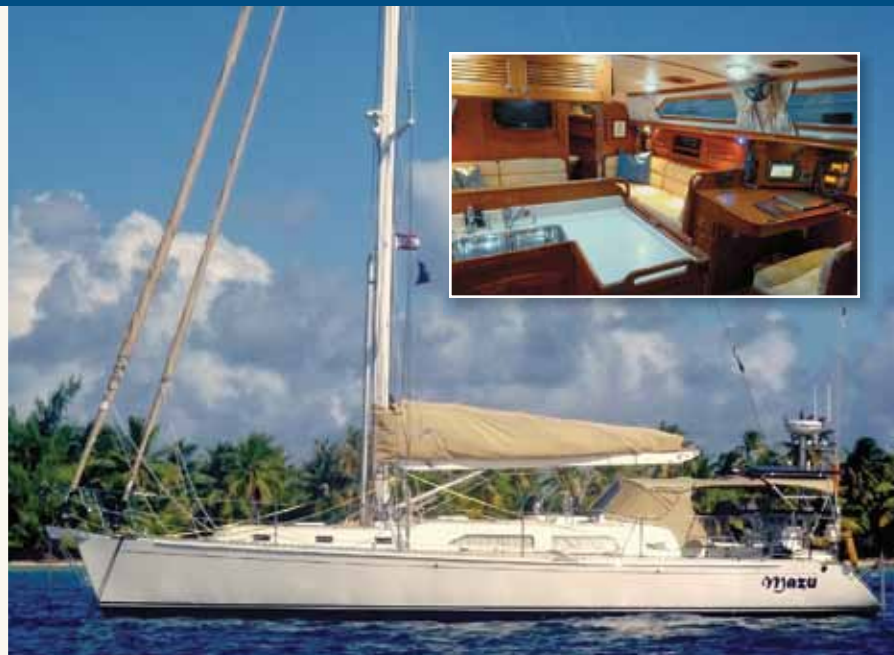
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— BRAD BAKER



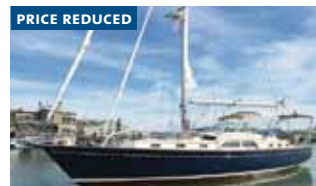
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**TONY
FLOOR**

TONY'S TACKLE BOX
Sport Fishing in the Pacific Northwest

A Fishing Season Well Spent

Staring at my blank laptop computer screen, I can't believe October is here. It's officially fall and I find myself at a crossroad of seasons, still shaking my head over an endless summer where the Pacific Northwest experienced nearly 50 days of 80-degree temperatures or more. I can't help but look back at the last three months and remember a summer filled with king salmon trips, followed by pursuit of September coho salmon.

My summer king season always begins in Sitka around Memorial Day weekend, as this was my 24th year fishing this nirvana of king salmon fisheries with longtime fishing buddies. King salmon nirvana was not the case this year as my group of six boated the lowest catch rate of those 24 years. Break out the violins.

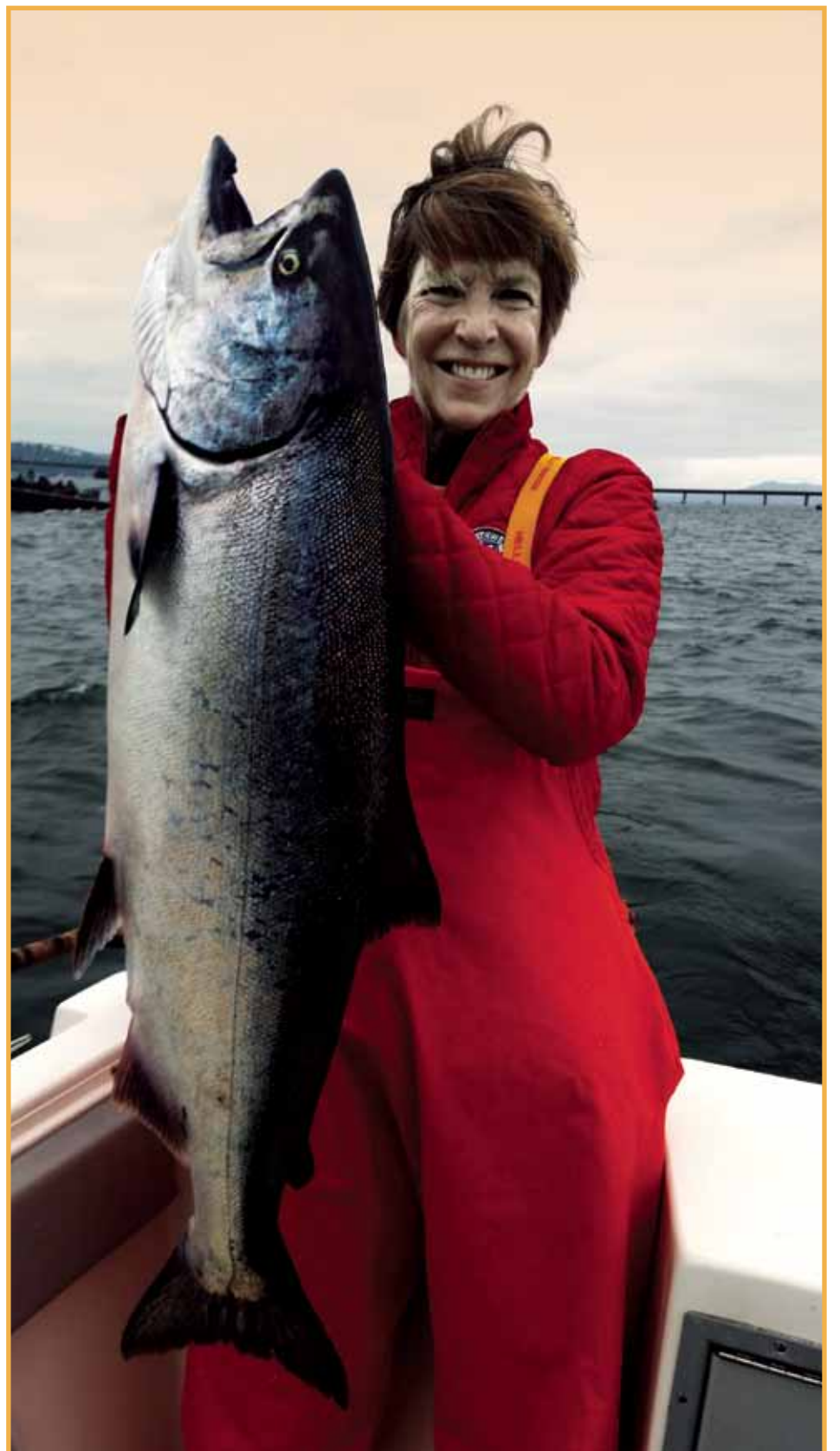
In June, I spent the greater share of the month waiting for Westport to turn on which was now you see 'em, now you don't. The winds blew, and blew and blew, which seemed to be the dominant pattern as the kings remained, for the most part, invisible. You've got to be tough and patient to commit a steady fishing pattern in Westport as the Northwest winds blast the central coast for a greater part of the summer. You can easily identify a Westport angler as their hair is pasted straight back, without the gel. Or, they don't have any hair remaining as the result of constant sandblasting from these conditions. I don't have the luxury of losing any more hair!

In mid-July, I migrated north to Tahsis on Vancouver Island for my eighth year of king salmon fishing

up there. I love fishing the kelp beds at Ferrer Island, working water from 70-90 feet, down 25-30 with a naked whole herring. Mercy! Offshore northwest winds can also plague this fishery outside of Esparanza Inlet but, no problem, kelp beds work for me and the wind is usually minimal on these inshore locations.

And the payoff is plenty of king salmon, all day long. Back to king salmon nirvana.

Immediately after Tahsis, I boogied for Neah Bay for a week. Wadadah Island at daylight, Skagway, and Makah Bay delivered king salmon for me again, for the fourth year in a row. One of my favorite fisheries



"The lower Columbia River in mid-August was hot for big upriver bright chinook salmon, as Gretchen Gacetta, Olympia, boated this 30-pounder fishing with Tony Floor in mid-August."

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anywhere is hugging the deck in 30-feet of water, trolling around 3.0 mph and waiting for the take down. Kaboom and down goes Frazier!!! Like so many other areas, a king here and there throughout the day, but the kings light up the pinball machine while spitting silver dollars on current changes. Money, baby!

The big surprise this past summer had to be Willapa Bay. It took off in early mid-August, weeks before the Labor Day traditional peak, and it never quit. Consistent and impressive, day after day, with quality, mint-bright fat kings. This fishery is a high slack bite fishery. People who know how to fish it, primarily working the navigational marker line between marker 8-15 is a popular zone. Never overlook Toke Pt. or Washaway Beach, too. I like working marker 13, late in the flood, on the north side of the marker, which offers the deepest water for kings to hang, waiting to migrate up into the Willapa River and the Willapa Salmon Hatchery. High water, dude, day in, day out. Get it on next summer's fishing calendar. It stays good until the gillnets bomb the bay, always on the second Sunday of September. Game over.

Finally, I spent six days fishing the lower Columbia in mid-August. In recent years, fishing the surf line in front of Long Beach, or above and below the Megler-Astoria Bridge,

I've averaged 20-25 kings during this time frame in recent years. This year, 20 kings, mostly adipose fin-clipped hatchery-produced kings hit the deck on my Osprey. Welcome aboard! Big fun and a wonderful trip, despite the tough warm water conditions. I'll be back, in 2016, and my reservations are already locked.

In early September, I migrated back up to the northwest region of our state at Sekiu, fishing for coho salmon and attempting to troll surface flies for "nice" coho commonly called "bucktailling." Weather conditions were good, despite the first low pressure system of the fall, but the coho salmon crushed our flies as I hunted for riptides straight north of Sekiu in 550 feet of water. Every year, like clockwork, Puget Sound coho salmon stocks create a traffic jam in the western Strait of Juan de Fuca equivalent of I-5 in downtown Seattle at 5 p.m., waiting for a low pressure system to trigger their eastern migration. This fishery is big fun and completely under-utilized. Put this one on your 2016 fishing calendar also and get ready to be a convert! Simply spool out 50-60 feet of line, start trolling about 5-6 mph and keep your eyes locked on the fly. The coho will come to the fly, as their dorsal fin and back will break surface immediately behind the fly in preparation of the attack. Ka-boom and your rod explodes from a verti-

cal trolling position to horizontal. Game on! It is critically important that your coho fly skim the surface of the water. If the fly dips under the surface, increase your speed. If the fly bounces above the surface, decrease your speed or release another 10-15 feet of line. Big fun!


Finally, Grays Harbor recently opened on September 16th for coho salmon. This fishery is a little over an hour from Olympia and the incoming tide through high slack has been delivering plenty of quality coho. When the coho are in the South Channel, working 20-25 feet of water with a fast spinning bait, it's not uncommon to have a 20 fish day.

There, I'm done with the summer of 2015, likely remembered for the drought, forest fires and the destruction caused by those conditions. I suspect we will pay a conservation price in two to three years when the progeny of chinook and coho salmon return back to Washington. I say, thank God for salmon hatcheries. While some constantly criticize salmon hatchery production, I appreciate their existence supporting poor returns of wild stocks, hammered by environmental conditions such as drought and floods. May the legislature continue to support the necessary funds to keep the production going forever. Amen!

So where do we go from here? October and November can be tough



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

months on the saltwater, looking for the oncoming blackmouth crop, along with pursuing late coho and the occasional chum salmon. Right behind the next two months will be the Area 7 (San Juan Islands) blackmouth opener and here we go again! See you on the water! 



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Photo by Mark Gardner

The Familiar Revisited and Revised

“October is a symphony of permanence and change.”

-- B.W. Overstreet

On a perfect October day, the rich colors fairly shimmer in temperatures one moment cool and crisp, then next, warm as a midsummer day, but with that autumn feel to it. The heat is passing and familiar surroundings don a rustic palate of jewel tones that dazzle with their beauty. October seduces us with her charms.

When I think of October, I can't help but think of Saturdays as a child. Saturday was my very own day with my Dad. I had him all to myself. We would very often spend these days on the boat. Typically, we would cruise around Commencement Bay or to Gig Harbor or south through the Narrows. I always got to drive the boat. I remember the constant chatter on 2182 (pre 16) and a Husky football game on the radio. The menu

was always the same--Nalley's chili! This was my introduction to chili on a boat.

Chili has always been a peasant dish, its principal virtues being that it is cheap to prepare, a filling meal, and easy to make in large batches. There is no "proper" way to prepare chili -- you just take a lot of different ingredients and mix them together. The best part is that you can't really mess up. If you love stove-top experimentation, chili is for you. It would appear that chili is more an avocation than a meal. There is no doubt about it: the next best thing to eating chili is preparing it!

The pulsating, pleasurable, passion-producing pot of paradise known as chili has its beginning with the chili pepper. As important as the spicy peppers are, there are other necessary ingredients for

making a good chili. Your chili deserves the best ingredients you can muster and these include appropriate seasonings such as cumin, garlic and oregano. Using just those spices will make an award winning chili, but "secret" spices can include cayenne pepper, red pepper flakes, sugar, salt, pepper, herbs, and paprika. Some folks have even admitted to using cocoa or maple syrup! Keep in mind that the best chili often strikes the perfect balance between spicy and sweet.

Other than spices, beef is typically the mainstay of chili, although many like to improvise. Pork makes a pleasant tasting change and can sometimes be blended with beef. Some cook up their favorite brew using chicken. Onions of most any type will help make excellent chili.

Beans are a controversial ingredient. There are pinto, navy, black, dark red kidney, pink, small red, and light red. The bottom line on beans is that chili is just as traditional with them as it is without them. Suit yourself. Some often toss in raisins, almonds, barley, beer, wine, or tequila in hopes of creating a flavor difference.

While we have been busy making other plans, the year's brazen hussy of a month scatters our good intentions with a haughty laugh. So stop, look, listen, taste, touch, smell the turning of the season. Become bewitched, bothered, and bewildered, one golden October afternoon after another. October is the go-between. What's next?

You might ponder that while preparing one of the following recipes. A far cry from Nalley's canned chili, to be sure!!! 🍴

Pork Chili with Black Beans

1-1/2 c. dried black beans
3-1/2 lb. boneless pork butt, cut into 1/2" cubes
2 onions, chopped
6 cloves garlic, minced
1/4 c. olive oil
1/3 c. mild pure chili powder
1-1/2 T. ground cumin
1-1/2 T. dried oregano
1 tsp. cayenne pepper or to taste salt
14 oz. canned Italian plum tomatoes
3-1/2 c. chicken stock
minced cilantro for garnish
cooked white rice
sour cream

Rinse and pick through beans, then put in a large pot with cold water to cover by 2" and bring to a boil over medium heat – cook 1 minute. Remove from heat, cover and set aside for about an hour. Drain, add fresh water to cover by 2" and bring to a boil over medium heat, lower heat and simmer, partially covered until tender – about 45 minutes.

Cool. Heat 2 tablespoons oil in a large flameproof casserole over medium heat. Add onions and garlic and cook, covered, stirring once or twice, until onions are soft – 20 minutes. Remove and set aside. Heat remaining 2 tablespoons oil in same pan over medium heat; add pork and cook, stirring occasionally, until meat is uniformly gray – 15 minutes. Stir in reserved onions and garlic, chili powder, cumin, oregano, cayenne and 2 teaspoons salt. Cook for 5 minutes. Add tomatoes with juices and stock, cutting into tomatoes with spoon to break them up. Bring to a boil, lower heat, simmer uncovered, stirring occasionally for 1 hour. Adjust seasoning and continue simmering until chili is thick and pork is tender – another 50-60 minutes. Stir in beans and heat through before serving over rice topped with cilantro and sour cream.

Dog's Breath Chili

1-1/2 med. onions, chopped
1 green pepper, chopped
2 stalks celery, chopped
3 lbs. lean ground beef
1 lb. top sirloin, cubed
3 cloves garlic, minced
3 fresh hot green or yellow chili peppers
6 oz. can tomato paste
16 oz. can stewed tomatoes
15 oz. can tomato sauce
7 oz. can chili salsa
1 c. beer
3 oz. chili powder
pepper and oregano
salt and garlic salt to taste
4 c. small red kidney beans

Cook onion, green pepper and celery in vegetable oil until onion is transparent. Add meats and stir until brown – 15-20 minutes. Remove

any excess grease. Add remaining ingredients and simmer 2-1/2 hours, stirring occasionally. Cook beans separately and add at serving time. May garnish with grated cheddar, chopped red or Walla Walla sweet onions, sour cream, chopped avocado or tomato. Serves 6-8.

Beef, Bean and Hominy Chili

3 T. olive oil
2 lbs. ground beef
3 tsp. salt
1 tsp. pepper
1 lg. Spanish onion, chopped
1 red bell pepper, chopped
1 green bell pepper, finely chopped
1 jalapeno pepper, minced
4 garlic cloves, minced
1/4 c. chili powder
28 oz. can diced tomatoes
2 c. chicken stock
12 oz. dark beer
30 oz. canned hominy, drained
15 oz. can pinto beans, rinsed and drained
15 oz. can black beans, rinsed and drained
1 tsp. dried oregano
1 bay leaf
1 c. sour cream
T. cilantro, chopped

Heat 1 tablespoon of oil in large pot over high heat. Brown half the beef, breaking it up with a fork, until cooked through and golden in spots – about 7 minutes. Transfer with slotted spoon to plate. Season meat with 1/2 teaspoon salt and 1/4 teaspoon pepper. Repeat with remaining beef and another tablespoon of oil, seasoning again with salt and pepper. Return pot to stove and add remaining tablespoon oil; stir in onion and peppers and cook, stirring, until softened – about 5 minutes.

Stir in garlic and chili powder and sauté for 2 minutes. Add tomatoes, stock, beer, hominy, beans, oregano, bay leaf, and remaining 2 teaspoons salt and 1/2 teaspoon pepper. Reduce heat to medium-low and simmer until thickened – about 1 1/2 hours. Just prior to serving, stir together sour cream and cilantro. Ladle chili into bowls, top with a dollop of sour cream and serve to 6-8.

Heirloom Bean Mole Chili

3 c. chopped onion
2 T. minced garlic
sunflower oil
1 lb. white mushrooms, sliced
4 bay leaves
1 1/2 T. chili powder
2 tsp. ground cumin
1 tsp. paprika
1 tsp. salt
4 c. cooked mixed beans
3 c. whole tomatoes in juice
2 c. coarsely chopped red bell peppers
2 T. blackstrap molasses
1 T. unsweetened cocoa

In large soup pot, sauté onions with garlic in a bit of oil until translucent. Add mushrooms, bay leaves, and remaining spices with salt. Continue to cook on medium heat for another 10 minutes until mushrooms are tender. Continue to simmer uncovered for an hour or longer. Serve on its own or over brown rice with a splash of salsa and a pinch of sharp cheddar to 6-8.

Canyon Ranch White Chili

1 lb. dried Great Northern beans
4 c. chicken broth
2 med. yellow onions, chopped
cloves garlic, minced

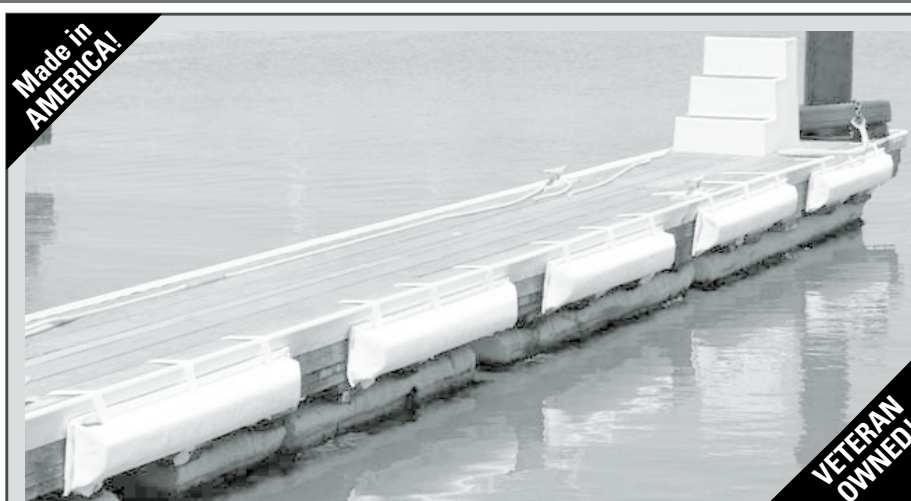


Kathryn Farron is a highly talented gourmet cook and the accomplished author of the *Gimbale Gourmet Cookbook*. Be sure to check out Kathryn's website, www.kathrynfarron.com

1 tsp. salt
1/2 c. canned diced green chilies
2 tsp. ground cumin
1-1/2 tsp. dried oregano
1 tsp. ground coriander
1/4 tsp. ground cloves
1/4 tsp. cayenne pepper
8 oz. grilled chicken breasts, sliced into 1/4" wide strips
3/4 c. grated Monterey Jack cheese

Cover beans with water and soak overnight. Drain and rinse. In a large heavy pot, combine beans, broth, 2 cups onions, garlic and salt; bring to a boil, reduce heat, cover and simmer gently 1-1/2 – 2 hours or until beans are very tender, adding more stock as needed. Stir in remaining onions, chilies, cumin, oregano, coriander, cloves and cayenne. Cover and cook for 30 minutes. Just before serving, add chicken; cook until heated through. Ladle chili into individual bowls; top each with 2 tablespoons cheese. Serves 6.

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Alaska Bound -Part 16



By Marianne Scott

The Scotts Wind Their Way Home

We turned *Beyond the Stars* out of Meyers Chuck's small harbour, dodged the numerous crabpots and re-entered broad Clarence Strait, scraped by glaciers into its 400 to 600-foot depths. The flanking mountains had been

smoothed by those same glaciers, while some hard rock had withstood their weight and power and still showed their craniums above high tide. Somewhere a storm must have torn bull kelp from its holdfasts as thick tangles drifted at the surface,

their pneumatocysts (air-filled bulbs) keeping the masses afloat. Like icebergs, much of their bulk hung below the surface, and although we tried to avoid turning our recently found and installed prop into a weedcutter, we some-

time caught a clump. We also noted our boat's two-knot slowdown—kelp was caught on our keel and rudder. We stopped our forward motion, reversed and watched the snags drift off. Closer to shore, the kelp mats supported thousands of tiny sandpipers, while flocks of common murrets floated around awaiting our arrival only to dive en masse. We traversed Snow Pass Narrows and the contrary currents among islands and rocks slowed us to 4.4 knots, then increased suddenly to 8.8—a standard occurrence in these waters.

We left Prince of Wales Island to starboard, named once again by Capt. Vancouver. All this sucking up to British royalty and admiralty did him little good: Vancouver was maltreated after his return to England for having flogged Prime Minister Pitt's nephew, Thomas Pitt, despite Pitt's being an undisciplined, violent man who died later after duelling over rank. But Pitt was an aristocrat; Vancouver was "low-born."

Fortunately, the kelp waned and a group of passing dolphins happily showed off their triangle fins. For many hours, no other boats appeared. We could be traveling in 1905 when John Muir visited and recorded his impressions in his *Travels in Alaska*. Winds had vanished; the sun

Photo above - British Columbia's northernmost lighthouse on Green Island. Photo below - Near Cape Caution.



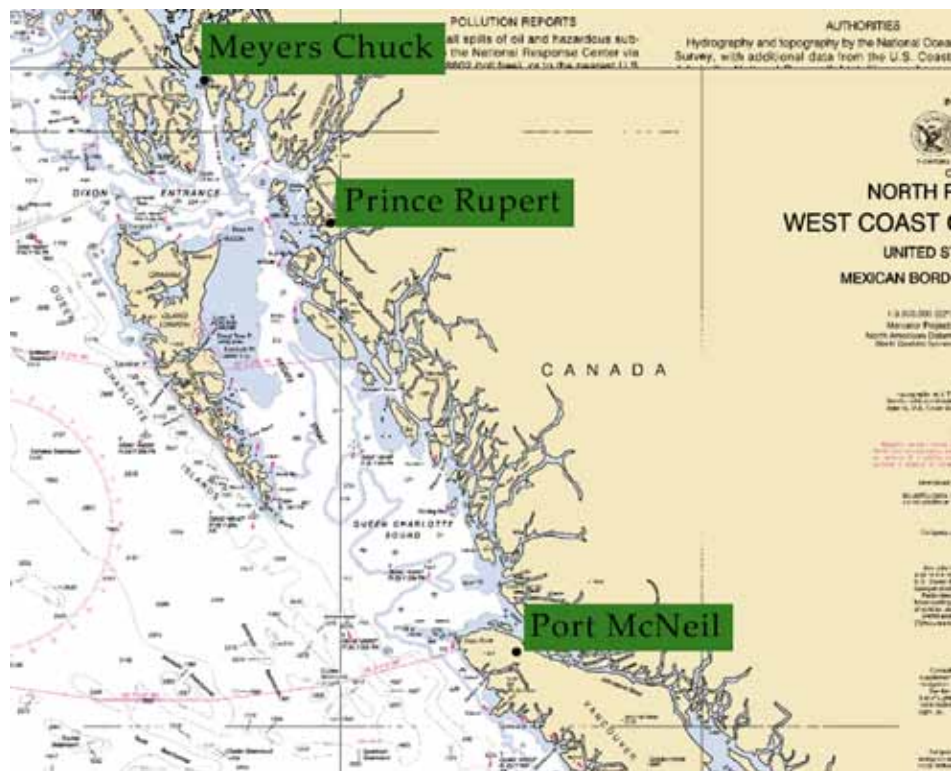
shrouded in gray mists nevertheless sharply cloned every rock, conifer and islet on the silent waters. The filtered light mystified, blended and muted the landscape with hues of black, navy, grey-blue and powder blue. A magic day.

That evening, we reached Ketchikan, our last city in Alaska. We called in to Customs (Canadians are supposed to call in various towns,) and replenished our groceries in the local Safeway, whose coffeebar offers free Wi-Fi. The laundromat was also welcome. But we didn't linger long in Ketchikan

Baker Inlet and Kitimat

Retracing our route through Grenville Channel, we opted to anchor in highly protected Baker Inlet. The narrow entrance's outflow was prodigious and whirlpools tossed *Beyond the Stars* among the passage's rocks. The chart needs updating as our GPS had us traversing the channel over land. It was nerve wracking not knowing exactly where we were in the whirlpools until we entered the inlet with its sudden, tranquil surface. We were the lone boat until a small powerboat scooted in at night;

An unafraid seal lounges on moored logs in Baker Inlet.



the surrounding forested mountains were spectacular. "This is a cruise of many moods," David said.

Before traveling further, we'd decided to visit Kitimat, home to the Rio Tinto-Alcan aluminum smelter. Kitimat, which has dubbed itself "Aluminum City," is a purpose-built town created in the 1950s to house the employees of the aluminum smelter. To supply the massive amounts of electricity needed, the Nechako River systems were harnessed, water coursed through a ten-mile tunnel blasted through the mountains, entered the Kemano powerhouse through twin penstocks and dropped 2,500 feet to the generator turbines (to compare, the famed Niagara Falls only drops 188 feet). Power was carried along a 51-mile powerline and fed the

smelter. It was a prodigious and creative engineering feat.

The town is located at the head of Douglas Channel—and was visited in 1793 by the indefatigable Capt. Vancouver, who exchanged gifts with the local Haisla. Today, the town is in the center of a vehement clash over a proposed pipeline—the Northern Gateway—that would carry bitumen from Alberta onto tankers that would travel down Douglas Channel and other waterways and then cross oceans to overseas refineries. Fearing that pipelines may leak and tankers may go on the rocks, the pipeline is opposed by environmentalists and many First Nations; industry and government want to export oil and claim the route is safe. Time will tell if this pipeline will be built.

as we'd visited quite extensively on our way north (*Northwest Yachting*, January and February, 2015.)

We planned reaching Prince Rupert in two days, but we plunged into cold and rainy winds (on the nose, of course) weather for several days. After anchoring in befogged Foggy Bay, we slogged through another miserable day, then stayed an extra 24 hours in Dundas Island's harbor while the wet wintery environment persisted.

We cleared Customs in Prince Rupert and saw a listing coal carrier anchored further down. Amazingly, the Japanese-flagged freighter, with pilot aboard, had collided with a sandbank and holed three ballast compartments alongside the hull. The *Amakusa Island* had just loaded 80,000 tons of coal. A black eye for the pilotage. Fortunately, no pollutants escaped, the holes were patched and when I last checked, marinetraffic.com reported the ship was in Hong Kong.

We also collected friend Carel vanderWal, who flew in from the Netherlands and wanted to experience British Columbia's wild coast. He got his wish.

Photo below - The Amakusa Island coal carrier listing to starboard after hitting a sandbank.





Photo above - The narrow entrance to Baker Inlet. Photo below - The route to Kitimat is enticing.

Kitimat continues to be a company town. We tied up at the MK Bay Marina, far enough out of town to require a bus ride. While approaching town, we saw a large cruise ship, with "Tallink" stencilled on the hull. We knew the name from our six-month sailing voyage around the Baltic Sea in 2005. The Tallink ferries/cruise liners link

such cities as Stockholm, Helsinki, Visby, Tallinn and Riga. But here, the ship served as hotel for the many workers building a brand-new aluminum smelter that now replaces the outdated one built in the fifties. Such an influx couldn't be accommodated by existing hotel and apartment lodging, so the ship served as shelter.

It wasn't the first time a ship served as hostel. The highly informative Kitimat Museum and Archives reveals that in the 1950s the *Delta Queen* was delivered to Kitimat to house workers building the first aluminum smelter. This steel riverboat, built in 1925 in Scotland, supplemented the rough work camps thrown up to house the

mostly immigrant workers, creating an overnight, polyglot community. The *Delta Queen* eventually returned to Sacramento and was transformed into a restaurant; I had lunch there a few years ago, unaware of its British Columbia connection.

After Kitimat, we retraced our steps toward Vancouver Island, stopping at the Hakai Research



Institute on Calvert Island's Pruth Bay, visiting the superb West and North beaches and overnighting at one of our favorite central BC coast spots, Fury Cove. From there, we again rounded Cape Caution, traversed Queen Charlotte Sound, and found moorage in Port McNeill. Leaving that town was fraught with adventure.

Leaving Port McNeill

Although we encountered hundreds of fishboats between Victoria and Glacier Bay, none led us such a merry dance as the dozens of fishing vessels did on our early morning departure from Port McNeill. We'd moored in the Port

large aluminum hulk awaiting the completion of these maneuvers, we sneaked out between them. Queen Charlotte Strait was bathed in thick fog, bringing to mind BC's reputation for August as "fogaust." We kept eyes peeled for murky shapes, looked for AIS identifiers and for radar targets resembling shifting orange blobs.

We continued on, reducing speed to no more than four knots. It was a freeway of boats. Foghorns blasted across the broad strait. We'd peer into the thick white cotton hoping to catch sight of those all too fast fishboats speeding toward the fishing grounds or the fish processing plant. Some just barreled through, regardless of the heavy, invisible traffic.

The Coast Guard officer repeated the position twice and then asked, "How many aboard?"

"Two. Just me and my grandson."

"Is your grandson a child?"

"Nah. He's nineteen."

The Coast Guard then called a *securité* asking other boats in the area to provide assistance.

And so it went. We noted that very few fishboats had installed AIS—or if they had, they'd turned it off to prevent others from spotting them at a fine fishing station. The sun tried to penetrate the thick films of water vapor and finally succeeded about 1230h. It was a relief to see the coastlines with its layers of forests in various stages of growth.

promised wind suddenly materialized and after disengaging the iron sail, we glided along, with a bit of Joshua Bell performing his miracles on the violin—it almost seemed as if he was in the cockpit. Indeed, this is what cruising is all about.

We'd wondered about retracing earlier courses and anchorages. Should we always look for a new place, a new route? In the end, though, we concluded that repetition doesn't mean that there is nothing to experience the second time. The time of year, the weather and the fact that you are looking at the surroundings from the opposite direction, all make the voyage new, as we learned when we hooked down in Forward Harbour.



Photo above - Kelp carcasses on Calvert Islands west beach.

of McNeill Marina just east of the fishing fleet. Thick fog muted visibility. Through the hazy mists, hull-down-in-the-water gillnetters with full catches arrived in flocks; others were leaving (I heard later the opening—the time fishermen were allowed to catch their fish—ran until 1100h).

The maneuvering for space was intense. Boats were rafted up to five deep, leaving only a narrow passage further into the harbor. Thus arrivals and exoduses had to take turns backing up to avoid collision. We were right in the middle of the melee and while one fishboat lacking a bow thruster jockeyed endlessly into a rafting position, and another

The VHF crackled continually. Fishboats calling each other, *securité* announcements, the Coast Guard, Vessel Traffic Services. It was a symphony of noise, of names of islands, of bays and waterways. It was almost comforting to listen to all this chatter—the sounds of the water, of the coast. A fisherman called the Coast Guard informing them he'd lost power.

"I'm not in danger," he said. "I've put down the anchor."

"What is your location?"

"Just north of Port McNeill near [couldn't decipher] ledge."

"What are your longs and lats?"

"Just a minute, I'll go turn on my GPS." (Huh?)

Beyond the Stars floated down Johnstone Strait as the sunshine grew stronger, the water tinted blue by the newly exposed, cloudless sky. When we turned into Sunderland Channel, it was a retracing of steps taken more than 10 weeks ago, when we left on a dark, foggy, sprinkly morning with the mountains black and foreboding, clouds draping and veiling the shores' edges.

Now, however, the landscape looked alive, with millions of conifers reaching for sunlight, turning carbon dioxide into more leaf and tree trunk, while breathing out the oxygen that sustains animal life. The mountains looked cheerful, with small islands of cloud hovering above them. The

Again, the contrast with our visit on the way north was remarkable. In mid-May, the mountains at the end of the reach were snow covered and the lengthening days illuminated the sparkling white with rose hues and cloud shadows. Now, in mid-August, the days were growing shorter and the snow had turned into waterfalls and creeks giving the landscape a completely different appearance.

The next morning, we timed our crossing of Green Rapids just a bit before slack. But prior to departing we ate breakfast in the cockpit and stared at hundreds of fish, of all types and sizes, jump as much as a foot out of the



Photo above - Beyond the Stars in Fury Cove.

through the restaurant's window, we watched Jess, the "dock queen," streak by. She ran across the lawn, down the ramp to the very end of the dock. I saw her gesturing at a sleek powerboat, which drifted away from the dock repeatedly. As the charts' green color indicates, the area inland of the dock dries at low tide. The boat meandered into it several times during the high tide; I wondered why they'd moved so far away from safety. I could see Jess gesturing and eventually, the boat was tied up.

After dinner, we saw Jess on the lawn. "I was really impressed with your superfast jogging," I said to the twenty-something. "I had to," she responded. "I had to bring that boat in."

"It seemed they were having a bit of trouble," I said. "It was hard," she said. "They grounded twice and then couldn't find their way to the dock. I kept telling the woman who was trying to throw me the bowline, 'toss the midline and I'll pull you in.' But she was too busy screaming at her husband, 'this isn't worth it, this isn't worth it.' Finally she threw the midline and I was able to get them in and tied up."

"You ran so fast. Did you know that they'd have troubles?" I asked. "Oh yeah. They'd come in for fuel earlier and I witnessed their lack of capabilities already."

water. The leaping and splashing was non-stop and we wondered just what motivated this early morning ballet. It was only after careful watching we saw seals and white-sided dolphins—that stayed

mostly underwater—having their breakfast too. It lasted about 90 minutes when all motion stopped. Either the mammals had had their fill or they'd moved on to other feeding grounds.

West Thurlow Island

We stopped at Blind Channel Marina for a walk and a delicious, but pricy meal. The place was packed with boats and diners. Suddenly,

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Later on, as I walked down the dock past the powerboat, I could hear a loud acrimonious discussion still going on between the partners. It's obvious these folks had spent significant funds on their vessel. It was also obvious that they'd not invested in rudimentary boat handling skills. Over the summer, we noticed that most boaters—and especially commercial fishboats—are highly proficient in managing their vessels. But once in a while, it seems that people think that driving a powerboat is just like driving their SUV. They forget about currents, tides, windage, draft, the propeller's kick in reverse, and the idiosyncrasies that manifest themselves in each boat. These people needed to read, take a course and hire an instructor to show them they can have fun on the water without a divorce.

The Rapids, Again

Dent Island, with its rapids full of boils and vortices and whirlpools has a small bay where surprisingly a group of wildly colored wooden signs have colonized the coast. They seem to carry announcements and boat names. Kind of "Kilroy was here." Why is it that people want to leave their names or presence behind? Is it a confirmation of "I exist?" A desire for a bit of immortality? A leftover from our animal ances-

tors' instincts to mark our territory? Whatever the reason(s), it seems to be an ancient desire. Pompeii's graffiti reveals people's names carved into stones and plaster. We're all familiar with the endless "tagging" of walls, trains, overpasses and any blank space graffiti sprayers can find. When I climbed Strasbourg's cathedral (when they still allowed visitors to ascend the narrow circular steps), I was amazed at the number of names scratched into the soft, rose sandstone balustrades. The cathedral was built between 1200-1400 so some of these signatures could be hundreds of years old. These people left their mark, yet we have no idea who they were or when they lived. Likely, the legacy of these wooden signs on Dent Island will be just as ephemeral.

Between Lasqueti and Jedediah

It's a beautiful anchorage with many places to anchor. A group of sailboats were already hooked down and we went to the baylet created by Jedediah and Bull Island. A 12-knot wind blew through the gap, cooling us on one of the few really hot days we'd experienced over the past three-plus months.

We ate some wonderful oysters collected the previous day on Cortes—we'd tested one to determine if, by tingly lips, they'd been subject to red tide contamination, but all

was fine. The sunset over Lasqueti was dramatic and we were securely anchored. At about 0100h, the wind blossomed, the sky began rumbling and lightning forked over the water. We worried about our tall mast becoming a lightning rod as the wind grew. Then we heard noises. A neighboring, large powerboat, *Hakai*, had dragged and tried to re-anchor twice, but failed. Obviously frustrated with the winds up to 20 knots, a thunderstorm and no ambient light, the yacht disappeared into the night. Our rode stretched but we didn't budge.

Returning Home

As we approached Victoria, our desire to get there grew. We'd been away for almost three-and-a-half months, covered 2,700 nautical miles (that's the width of Canada at its widest), and had some great adventures. We enjoyed the wild areas of British Columbia and Alaska, where we often were the sole boat; Prince Rupert and Ketchikan both offered special art and history; Petersburg and Hoonah were favorite stopovers. We lost and found a propeller. And we experienced tidewater glaciers in their full glory and power. Being able to study the environment these icy accumulations create was fascinating. Everywhere, there was something to learn and experience. Alaskans are friendly and welcoming.

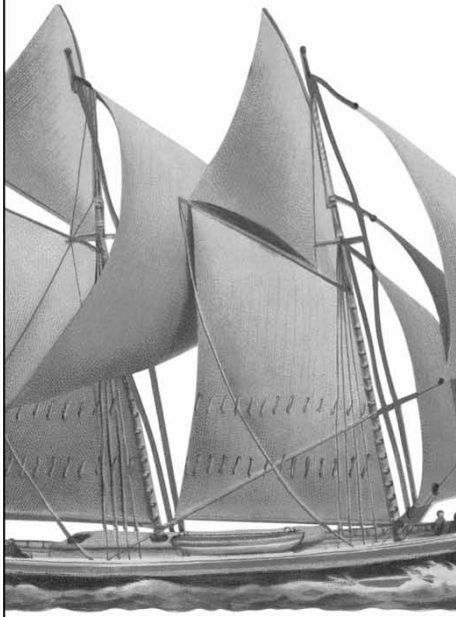


Marianne Scott is an award-winning writer who has contributed to *Northwest Yachting* since 2001. Her sailing experiences range from a round-trip voyage from Victoria to French Polynesia, to her recent voyage to with husband David to Alaska on their Hanse 411 *Beyond the Stars*. She recently wrote, with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


Usually, we were completely out of touch with what was happening in the world. Returning, we found that conflicts and death caused by religions and power grabbing continued whether we'd learned about them or not. That is one of the lessons of this voyage. We experienced peace and civilized behavior all along our route and felt the might of nature that put us in our place as puny beings with only the illusion of control.

If you have the boat, time and the will to sail up to Alaska, do so. The experience is unparalleled. **✚NWY**

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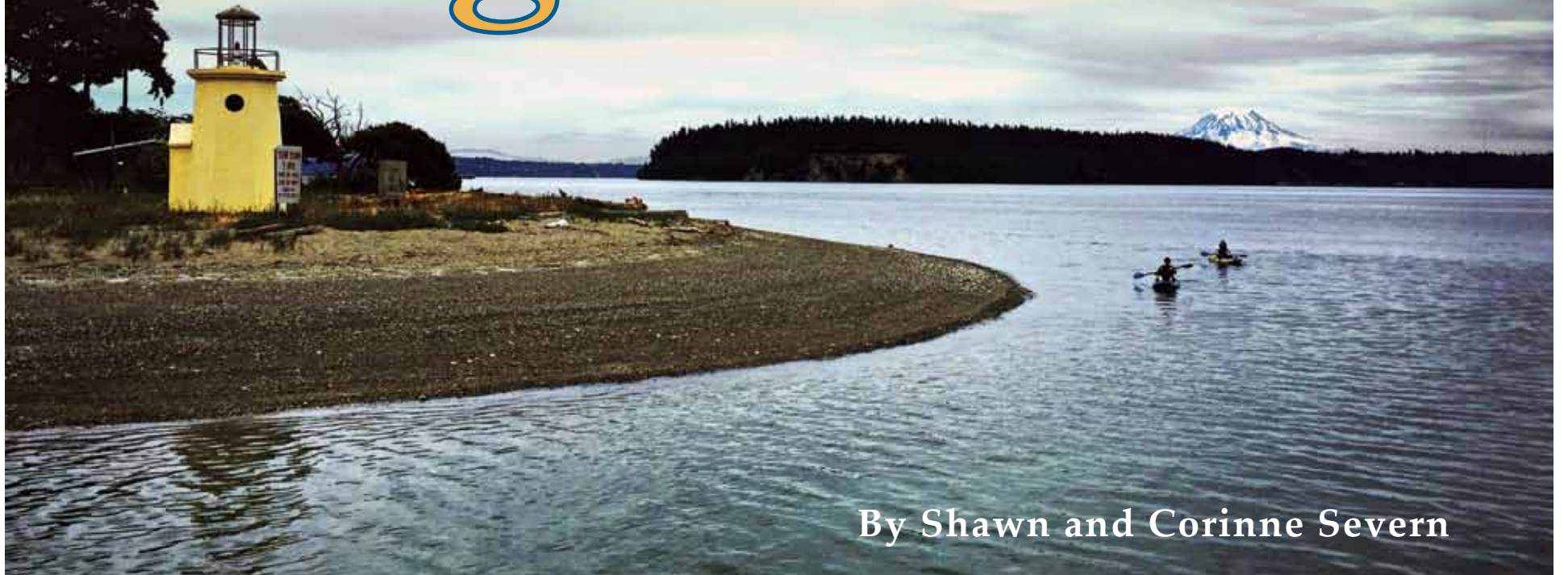
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A Weekend in Gig Harbor



By Shawn and Corinne Severn

As the small lighthouse comes into view we know we are approaching one of our favorite spots in Puget Sound. Over the past 20 years we have made it a habit to return to the more southerly parts of Puget Sound every couple of years. Our favorite time to visit is either during June or October.

The weather is usually very good but the area is not yet overrun by people who summer in the Gig Harbor area and the tourists.

There are certain harbors and anchorages that just feel right; comfortable like your favorite t-shirt. When you enter them, they have just the right chemistry of nautical

charm and comfort. Gig Harbor has it all. It is a safe anchorage and it offers some nice marinas if you prefer to tie up. There are several good pubs and restaurants to suit your pocketbook and just enough curio shops to keep even the die-hard browser happy. The entrance can be a little tricky at times but

the lighthouse on the spit makes the entrance iconic and welcoming. You know you have arrived!

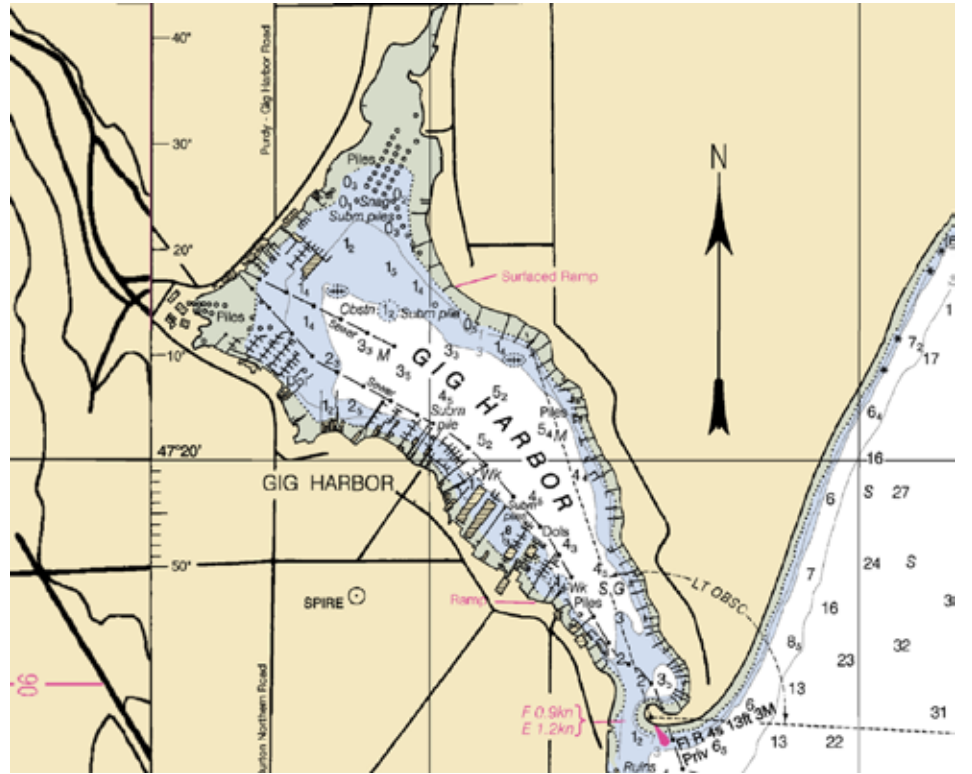
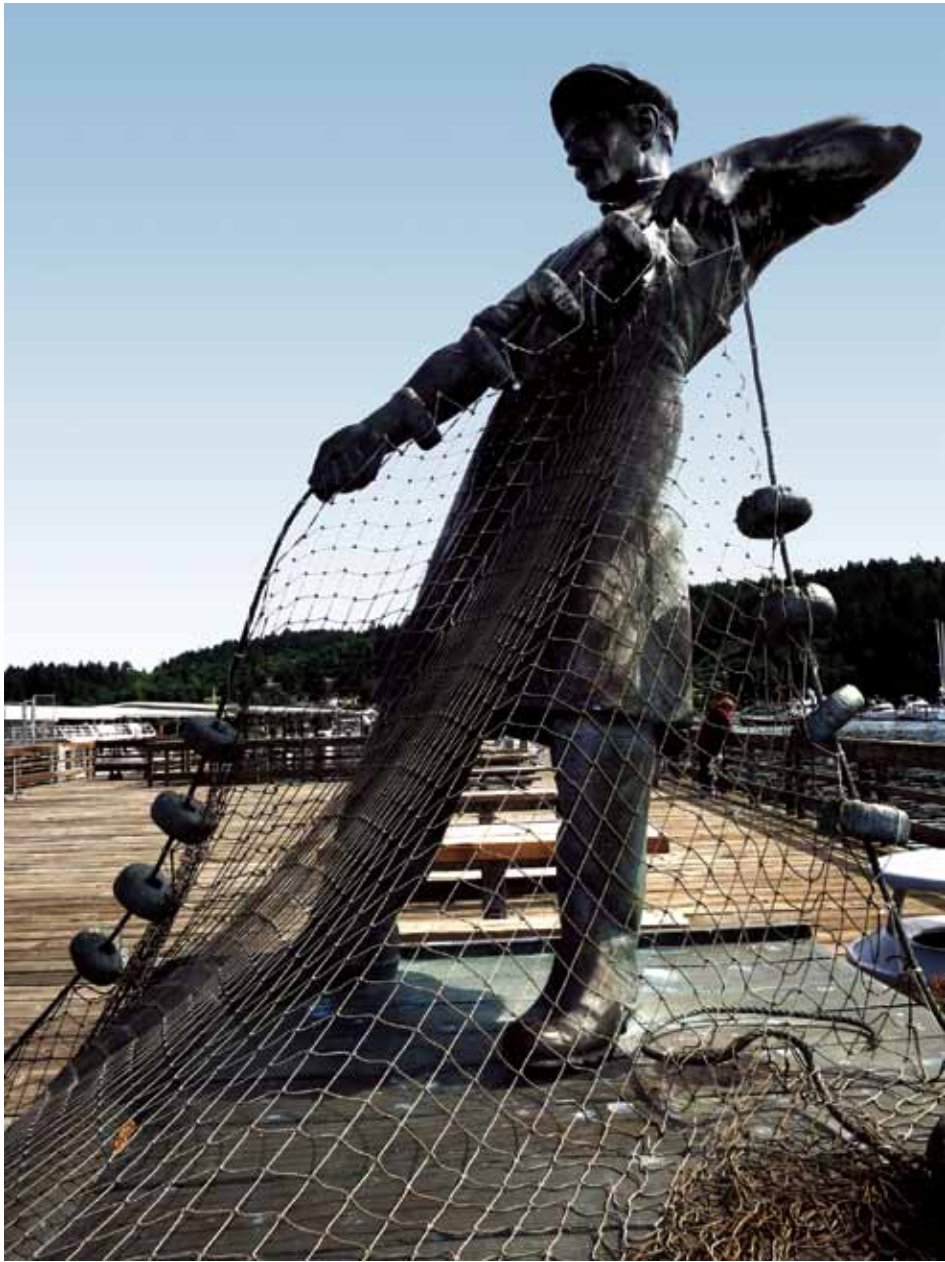
Our first trip to Gig Harbor was after a long day of sailing on Colvos Passage. The wind had been from the southwest, meaning a day of beating down the passage. In those days we sailed and lived aboard a 40 foot MC Cutter, essentially a full keel heavy displacement sailboat. The day had been overcast with light rain. As we approached the entrance to Gig Harbor the sun lit up the lighthouse. Clearly a sign, we had arrived at the right spot!

Gig Harbor is located in the middle part of Puget Sound. The harbor entrance is immediately north of the Tacoma Narrows Bridge, which separates the middle Puget Sound from the southern portion. It is an easy trip from Seattle, and can be a short cruise north from Olympia if the currents are favorable. Folks who keep their boats in Tacoma often come to Gig Harbor for the afternoon. The combination of the comfortable distance and iconic nature of the seaside town make it the perfect weekend destination.

The entrance to the harbor is narrow and shallow. A pair of 50-footer boats can pass safely, but if a larger fishing boat or a 100-foot yacht is making its way through the entrance, we wait for the larger vessel to clear through the narrow channel before transiting through in the opposite direction. Often, there are also paddleboards, kayakers, rowers,

The Gig Harbor Lighthouse, above, stands just 15' tall and was built in 1988. Gig Harbor was named by Captain Charles Wilkes, who sheltered his ship's gig there during a storm in 1840. The commercial fishing fleet is still active and allows Gig Harbor to retain the ambience of a working port. Photos by Shawn and Corinne Severn.





weekend and you need to keep a good watch.

Inside the narrow entrance the bay has a teardrop shape. It is large enough to allow many boats to anchor and the mud bottom is relatively flat. The anchoring depth is in the 20 to 40-foot range. Typically, we have noticed that the wind tend to blows along the length of the anchorage, most often from north to south. On a very busy weekend finding a comfortable spot to put down an anchor may require a little patience and maneuvering.

If anchoring is not your cup of tea, then you might consider the public dock at Jerisich Park. The park is close to the middle of town. It is most easily spotted from the water by looking for the large American flag flying

over the park and a white church up the hillside. The long side-tie dock (approximately 420 ft) features a pump-out facility and takes boats on a first come, first served basis. On weekends it is very popular. Close to the shore, there is some space for dinghies to tie-up. However, the dinghy dock is often completely taken up with local resident dinghies and folks launching kayakers. Sometimes, we have found space to tie up our dinghy between a couple of moored boats. The kayakers launching from the dock may be quite inexperienced and have limited experience with maneuvering in tight spaces. There may also be several children playing on the docks. In short, you will need some patience getting in and out of the dinghy on a busy weekend.

The Fisherman's Memorial, above, honors Gig Harbor's commercial fishing history. The protected harbor is a great place to kayak, below.

and small rig sailors coasting along near the beach at the lighthouse. The current at the entrance can run up-

wards of a couple knots, but it is not usually too strong. So the entrance can be a bit complicated on a busy



There are also several excellent commercial facilities. Arabella's Landing and Bayview Marinas also have excellent facilities. They also have the ability to accommodate 100foot and larger yachts. They take reservations which are recommended if you plan to visit during the summer. See *Waggoner's Cruising Guide* for details.

During our recent visit to Gig Harbor Marina and Boatyard, we hardly recognized the place. The boatyard was being cleaned up in mid-June 2015. An old trolley car was preparing to open up as a shop selling Whidbey Island ice cream treats. And, the marina will soon have transient moorage and a facility to host rendezvouses. All and all very exciting developments are

afloat! There are also a number of yacht club facilities sprinkled around the basin. Seattle Yacht Club has an outstation directly across the harbor from town. The Gig Harbor Yacht Club offers some reciprocal moorage at the northwest end of the harbor, adjacent to Anthony's Shoreline Restaurant.

Should you need to deal with holding tank waste during or at the conclusion of your visit, remember the pump-out facility available at the end of the public dock and another is available on a short-term dock close to the Tides Pub.

The town of Gig Harbor runs along the edge of the south side of the basin. We particularly like Gig Harbor because it is a very walkable town. There is the usual collection

of art and collectable shops and a few shops geared to kayakers and boaters. The Gig Harbor Boatworks operation is located close to the intersections of North Harbor Drive and Harbor Drive.

If walking is not your thing, there is the bright red PT Trolley. The fare is nominal fee of 50 cents for each adult. However, you can ride all day for \$1.00. The trolley makes several stops in town and also goes all the way to Uptown which is very interesting also.

There are a lot of eateries in town. Tides Tavern, which also has a dock for visiting boats, is an institution. It has and continues to be one of our favorite places for pub food overlooking the harbor. We like to bring our dinghy into their dock. The last



Shawn and Corinne Severn live and work on their American Tug 485, *Salish Lady*. They have cruised the Pacific Northwest from Olympia to Alaska for 30 years. They have also cruised down the West Coast and from San Francisco to Hawaii in a Kroger 48 Whaleback.

couple of years a number of speedboats have started to use the dock as well and it can get crowded on a summer afternoon and during the dinner period. Every time we have parked on the dock there seems to be a very good and happy group of boaters willing to point out a spot to park and grab a line.

At the other end of town Anthony's Shoreline Restaurant has a slight more upscale feel. Anthony's also has a small dock for visiting boaters. The dock looks like it could accommodate two 45 to 50 footers or a number of small dinghies. In the few times we have visited, we have never seen a boat on the dock.

If you are looking for more of a grab-and-go lunch or afternoon snack, be sure to check The Market on Pioneer Way just off Harborview Drive. It features made-to-order sandwiches and a variety of other delicatessen-style offerings. They also have a small grocery area with cheese, condiments, cold beverages and wine.

Gig Harbor is a very busy town during the summer months. There are lots of events ranging from fun runs to chalk drawing. Most of these events take place on the weekend but some also occur during the week. There are concerts held every Tuesday night in the summer at Skansie Park. Bring your own chair and/or blankets and prepare for an evening of fun and good music. We also saw a number of people enjoying the concert while anchored in the bay.

Skansie Park is also the location for the Thursday Farmers Market. The farmers market is very popular with locals as well as visitors. Get there early, bring lots of small bills and a couple of bags to carry your goodies home.

All-in-all this is a fun and interesting town. You simply can't go wrong spending a few days visiting. It's a highlight for a weekend trip or longer tour of middle and south Puget Sound. **↓NWY**



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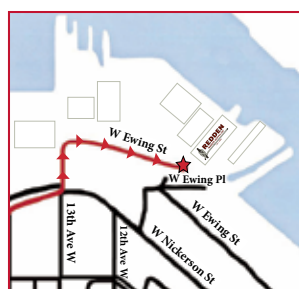
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On Time and Under Budget

Anatomy of a Marina Rebuild

Winslow Wharf Marina, Bainbridge Island's largest marina, received a much needed facelift earlier this year. As with many marinas in our area, it had been becoming obvious that time had taken its toll and replacement docks were required. New steel pilings and an environmentally friendly, open grate composite dock surface have taken the place of the rotting wood infrastructure and creosote soaked pilings first installed in 1976. Amazingly the \$5.9 million project was completed ahead of schedule and under budget (that is not a misprint).

Carlson Construction, Marine Floats of Tacoma and DF Electric Incorporated get the credit for the heavy lifting. Tenants and long time liveaboards weren't driven away with huge fee increases to pay for it either. Only one slip was put up for sale during the permit and construction process. According to Winslow Wharf Association board member and chairman of the re-build committee, Ralph Spillinger, slip rates did not increase during the project. "We just didn't feel it was proper to raise rates during a period where tenants were being inconvenienced."

The Winslow Wharf Marina slips are owned by individual tenants, much like a condo situation. Strong



leadership from the board of directors, and with owners seeing the need for improvements when they strolled down the dock, it was easy to come to agreement that it was best to deal with the looming issues rather than wait.

Anyone, even on the periphery of shoreline construction, knows that permitting a major marine project

like this requires at least two years -- often longer. The number of agencies involved in the review process is dizzying. This rebuild project was permitted in ten months.

So how did this complex and enormous project come together with such flying colors? Spillinger says that having a "dream team" rebuild committee was an incredible

starting point and adds, "I've managed some large marine projects over the years, and this experience was an extremely collaborative process. We had no change orders." Spillinger himself has an extensive background in marine construction and civil engineering with the US Navy. Other members of the rebuild committee included divers, naval architects, and marine engineers.

This volunteer dream team hired coastal engineering firm, Layton and Sell, to put the design vision to paper. They created a set of bid documents that allowed the rebuild committee to procure six bids and choose the best option. The construction team chosen was also asked to provide value engineering suggestions. They came up with 23 tweaks to the bid package that reduced the budget by an incredible \$800K without compromising quality. The biggest item was the use of local transformers set directly on the docks that allowed a major reduction in wire size required to bring power to all the slips.

Winslow Wharf was already a Washington Certified Clean Marina but today it is also one of the first working examples of marinas that are now required to have 50% of its surface area covered with a grating that allows 60% light penetration.

The marina is also estimated to be 3 to 4 times stronger. One hundred and one steel piles were driven to depths of 15 to 30 feet, whereas old wood piles were only eight feet into the stubborn glacial till that rests below much of our local waters.

Winslow Wharf has also made itself 100% accessible per the Americans with Disabilities Act (ADA). The 40-foot long entry gangway was replaced with an 80-foot long welded aluminum gangway with grating that does not exceed a half-inch square opening. This new configuration provides access to slips of all sizes and exceeds the requirements set forth by the ADA. It also allows just about anyone to push a fully loaded cart up the ramp at low tide without breaking a sweat.

Banking proved to be one of the biggest challenges even though the association had saved 70% of the project costs. Because of the ownership model and the fact that there were 107 different "owners," three of the banks approached gave up trying to figure out how to collateralize the loan. Fortunately, Wells Fargo came up with a solution that worked to everyone's satisfaction.

Other construction challenges were easily overcome, even waiting for weather windows (24 hours of less than 7-8 knot winds were required) for towing the docks from Tacoma.

Long time marina manager, Dave LaFave, also played a final key role in retaining many tenants who would otherwise have fled - but he had his hands full doing it. "It was a nightmare," recounts LaFave, recalling the logistics. He managed temporary moves of all the tenants while Marine Floats of Tacoma used tug boats to bring in the pre-assembled float sections and remove the old ones. They did this two dock fingers at a time. One group of tenant's boats would move to space on the other docks. Another group would move to neighboring marinas for up to 45 days. LaFave tips his hat to Bainbridge Island Marina, Liberty Bay Marina, and Poulsbo Marina for all their assistance jockeying boats around. At the end of the day, not a single tenant had to find their own accommodations during the project.

Winslow Wharf has 240 slips and provides bathrooms with showers, laundry facilities and 30 and 50 amp power for boats up to 50 feet. There is also a friendly, well-run chandlery right next to the marina offices. For many sea-going visitors to Bainbridge, this marina is the gateway to downtown Bainbridge. Guest moorage is often available as tenants take trips of their own. The project has raised the bar for visiting boaters by offering them premier accommodations with the same short walk to quaint shops and restaurants that downtown Bainbridge has to offer. **↓NWY**



The aerial photo at left was taken after the docks were complete but before docks A and B were refilled with boats. (Dylan Sievert photo). Opposite lower left, the new 80' gangway was one element in bringing Winslow Wharf into ADA compliance. The new docks, complete with grating allowing light penetration (for environmental considerations) were a vast improvement. The Chandlery, which is well stocked, is adjacent to the marina office. Erik Woods photos.





Enclosed Flybridge FB68 Combines Cruising and Entertaining

This month we get to look at a Taiwanese-built enclosed flybridge yacht, the Regency FB68. The yacht was introduced earlier this year in Australia to rave reviews, and it seems very well suited to the Pacific Northwest with its enclosed flybridge and luxury accommodations.

While the brochure information emphasizes the focus on entertaining, it's clear that a lot of thought has been given to the FB68's cruiser

qualities. Starting at the top, the enclosed flybridge would be an amazing space to log some miles in comfort. Three leather electric Bezenzoni helm chairs ensure that the helmsman will never be alone for long. There is plenty of bridge space for an owner to have the latest electronics (or multiple sets of instruments) installed.

The standard power for the FB68 is a pair of Volvo Penta D13 diesels, rated 900HP at 2300 rpm.

A conventional shaft arrangement with Wesmar hydraulic bow and stern thrusters was chosen. The D13s are well proven in everything from high speed recreational boats to commercial tugboats. Twelve and 22 kW Northern Lights gensets from right here in the Northwest will provide on-board AC power. A full Garmin navigational suite has also been specified as standard, as well as Flir infrared night vision.

The accommodations on this design show a lot of forethought and create a very appealing multifunctional platform.

The master stateroom makes full use of the 17' beam with a full sized king bed on an island, a large double basin, an ensuite head and shower and its own 40" flat screen TV. The "guest master" cabin is in the bow, and offers nearly as much luxury with queen sized bed and its own ensuite head. There's another guest cabin with twin berths and a head.

A separate cabin houses a full sized refrigerator and matching freezer plus laundry facilities and additional storage for longer cruises.

Then there is, of course, the entertaining aspects of the design. The cockpit features a large high gloss teak table with surrounding padded lounge and chairs. This arrangement should seat 10 in comfort, with the outside barbeque and fridge close at hand. When the party moves inside, there's a dining table for 6, plus a large fully appointed galley with an island serving bench. The 40" TV disappears when not in use, and can be seen from either the dining table or saloon lounge.

Back up to the flybridge and we find some more entertainment facilities. The leather L-shaped lounge pulls out to create a full double size bed. There's also a bar and there's yet another 40" flat screen TV. There's even a landing outside the flybridge if you want to get a bit of fresh air.

The Regency FB65 is an elegant blend of entertaining facilities, cruising comfort and performance. It can be assumed that the Taiwanese craftsmen will execute everything beautifully in the high-gloss walnut hardwood that's been specified.



SPECIFICATIONS

LOA	72'0"
Hull length	67'6"
Beam	17'6"
Draft (standard)	5'6"
Displacement (standard)	110,132 lbs.
Accommodation	(2) Double (1) Twin
Fuel Tank	1,850 USGLS
Water Tank	264 USGLS
Back Water Tank	132 USGLS
Top Speed (Approx)	28.0 Kts.
Main Engine	Twin Caterpillar C-18/1150MHP Diesel Engines/ ZF Trans.
Generator	(1) Onan 22.5kw or 27.5Kw 60HZ

Beneteau Oceanis 35



“First off, there are five different interior configurations”

Just when you think they’ve found the maximum amount a boat to put into a given number of feet, the designers and builders seem to find a way to squeeze in just a little bit more. The Beneteau Oceanis 35, which is really less than 33’ on deck, epitomizes that trend.

While the design pedigree of Finot-Conq is solid, the firm of Nauta Design was tasked with the interior, and it is here where the major innovations are. First off, there are five different interior configurations; daysailer, weekender (two or three cabin) and cruiser

(two or three cabin). In each of the layouts the head is at the foot of the companionway to starboard, which is very practical for hitting the head and popping right back up on deck and central to the different sleeping cabins. However, this does push the galley (in the cruising models) forward across from the dinette.

This galley location is a bit unusual, but works for a couple reasons. The hull shape is voluminous even that far forward, so there’s a lot of freeboard and headroom all around. Furthermore, the non-structural bulkhead panels forward are re-

moveable, making the the V-berth wide open. The bulkhead can be left in place, but with it out of the way the feel is much more open.

Liberal use of windows in the hull sides, blond woods and no bulkhead forward further enhance the 35’s open feel, but looking out the windows right over the water might take some getting used to.

Most *Northwest Yachting* sailors will probably be interested in the cruising version, and they’d be hard pressed to find a more suitable 33-footer for that kind of cruising. The tremendous beam aft in newer designs has truly opened up the interior design possibilities. The aft cabin to port features plenty of hanging locker space and a huge athwartships double berth.

The high volume fore and aft and the waterline nearly equal to the overall length should give this boat good average speed potential, particularly reaching. Displacement is 11,500 lbs. for the deep keel version. A working sail area of around 585 square feet should be plenty.

The dominant feature on the Oceanis 35 deck layout is the arch. Note this is not a radar arch, you’ll have to find somewhere else for your radar. But the arch is a great way to get your mainsheet out of the way serves as base for handholds.

Twin wheels seem to pop up on

most boats these days, and they make sense. They open up the cockpit on centerline, yet give the helmsman plenty of spots to find the most comfortable position and best visibility. The Oceanis 35 is perfectly suited for this arrangement. The transom flaps out to make a great boarding platform.

Beneteaus are built in South Carolina, and a very strong modern manufacturing and customer support culture have earned them an enthusiastic following.

Local Dealer: Signature Yachts.
www.beneteauamerica.com.



SPECIFICATIONS Designer Finot-Conq

LOA (daysailer)	32’9”
LOA (weekender & cruiser)	34’3”
LWL	31’10”
Beam	12’2”
Draft (deep)	6’1”
- shallow	4’9”
Displacement (daysailer)	11,476 lbs.
- cruiser	12,195 lbs.
Ballast (deep)	3,436 lbs.
- shallow	4,397 lbs.
Fuel Capacity	34 USGLS
Fresh Water (standard)	34 USGLS
Working Sail Area	585 sq.ft.

We're reintroducing our Launchings department this month. Longtime readers will remember photos of all the smiling faces of boaters who just closed a deal on a new-to-them boat. We'll continue to share those images and stories, but we're adding a new element, new boats.

We'll be looking briefly at new models or newcomers to the area. We figure there are too many great yachts launched around the world to cover them all in our New Boats showcase pages, but our readers should hear about them anyway.

Devlin



Anne Elise is the first build of a design known as the Red Salmon 33, a Fishing Cruiser design. Says designer Sam Devlin, "If you had asked me when I first started building boats if I would be building a boat with 600 horsepower, joystick controls, and with a top speed of 50 mph, I would have said you were crazy." The power system by Mercury Marine uses twin Verado 300hp outboard engines, controlled by the Mercury maneuvering and autopilot system, offering not only traditional autopilot functions with GPS, gyro, and accelerometer integration, but the dual station joystick controls for the tight maneuvering capability. For more information, contact Devlin Boats at 360-866-0164 or visit www.devlinboat.com.

Bermuda 50



The Hinckley Company is not shy about reminding the world about its triumphant Bermuda 40 design when promoting the new Bermuda 50. And why not? The Bermuda 40 was designed by William H. Tripp, Junior and the 50 was designed by his son Bill Tripp III. Like the 40, the 50 is designed as a cruiser racer. And while the 40 was a keel-centerboarder, the 50 has a lifting keel. www.hinkleyyachts.com.

Crossfire and Smoke



Smoke, formerly Rebel Yell

There's a definite resurgence in the big boat racing class, which is racing under IRC measurement handicapping system the last couple of years.

The newest big boat in Seattle is Lou Bianco's *Crossfire*, a Reichel-Pugh 55. The boat was designed to be competitive under IRC, and raced on the East Coast as *Rima2*. *Crossfire* has been out practicing, and the crew is being assembled, including *Northwest Yachting's* Bruce Hedrick, who is scheduled to navigate her in Vic-Maui next year.

Steve Travis' One Design 48 Flash has given way to a TP 52. The new boat, dubbed *Smoke*, is a Botin-Carkeek design that was originally named *Pisco Sour* as she raced on the Mediterranean and subsequently named *Rebel Yell*. Travis' new boat is in Seattle and has a ready-made rivalry waiting for her with John Buchan's *Glory*.

True North



The True North line recently came to our attention, and it seems like a good fit for the Northwest. Based on a lobster boat design, True Norths have that style's plumb bow and dramatic sheer, pleasing on any coast. And, as with lobster boats, there's an emphasis on practicality. The 34 Outboard Express is a great example, taking advantage of today's superior outboard technology. Introduced about a year ago, there's already one of these in the region. Contact Sail Northwest at (206) 286-1004 or sailnorthwest.wordpress.com

85' Ocean Alexander



A new 85' Ocean Alexander has come to Seattle and graced the Boats Afloat show last month. It takes its styling cues from the 120 and 112 series and blends it into a "family and friends" size. There are four staterooms plus crew quarters. Standard equipment includes twin Caterpillar C32 ACERT diesels rated at 1622 HP, a 32 kW Kohler genset and a 600 gallon/day ECOmar waste treatment system. Alexander Marine, 1001 Fairview Ave. N, Seattle, (206) 206.344.8566. www.alexandermarineusa.com.

Westport



In August, Westport Shipyard recently launched Hull #12 of its 40-meter series at its Westport shipyard, making this the 40th one delivered by Westport. "We are very proud to be delivering this, the 12th 40m, featuring a rich contemporary raised panel mahogany interior" said Alex Rogers, Westport's Director of Sales. The series represents an exceptional landmark achievement in large yacht design and U.S. craftsmanship. She is ABS classified and MCA compliant. Check out all the Westports at www.westportyachts.com.

↓NWY





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Auckland, NEW ZEALAND - \$1,495,000



2003 53' TARQUIN TRADER | PROMISE PROMISE
Palm Beach Gardens, FL - \$474,000



The Baaden Accident Report

In May of last year, the new 85' ocean cruiser Baaden, built by New World Yachts in Anacortes, capsized at launch. The question "how could this happen" has now been answered. The National Transportation and Safety Board released its marine accident brief back in July, and it's a fascinating read.

Like so many boating accidents, it wasn't just one mistake or one bad decision that led to the accident. There was a transcription error which led to the stability naval architect Roddan Engineering being given incorrect load figures from the load cells. The stability calculations were therefore off and there was a significant heeling moment to port.

Additionally, the stability naval architect had been given an installed ballast figure of 23 LT when in fact only 16.61 LT were installed. The post-accident stability curve shows that Baaden had little chance of staying upright once heeled over.

Questions arose also as to whether or not the dollies used for the launch were on the lower (submerged) concrete ramp extension, which did not exist in previous similar launches.

The report also discusses the project management and oversight which, of course, is key to the success of any boat build project. There were three project managers during the build. The value of the loss was pegged at \$10 million.

The mesmerizing video of the capsizing is on nwyachting.com.

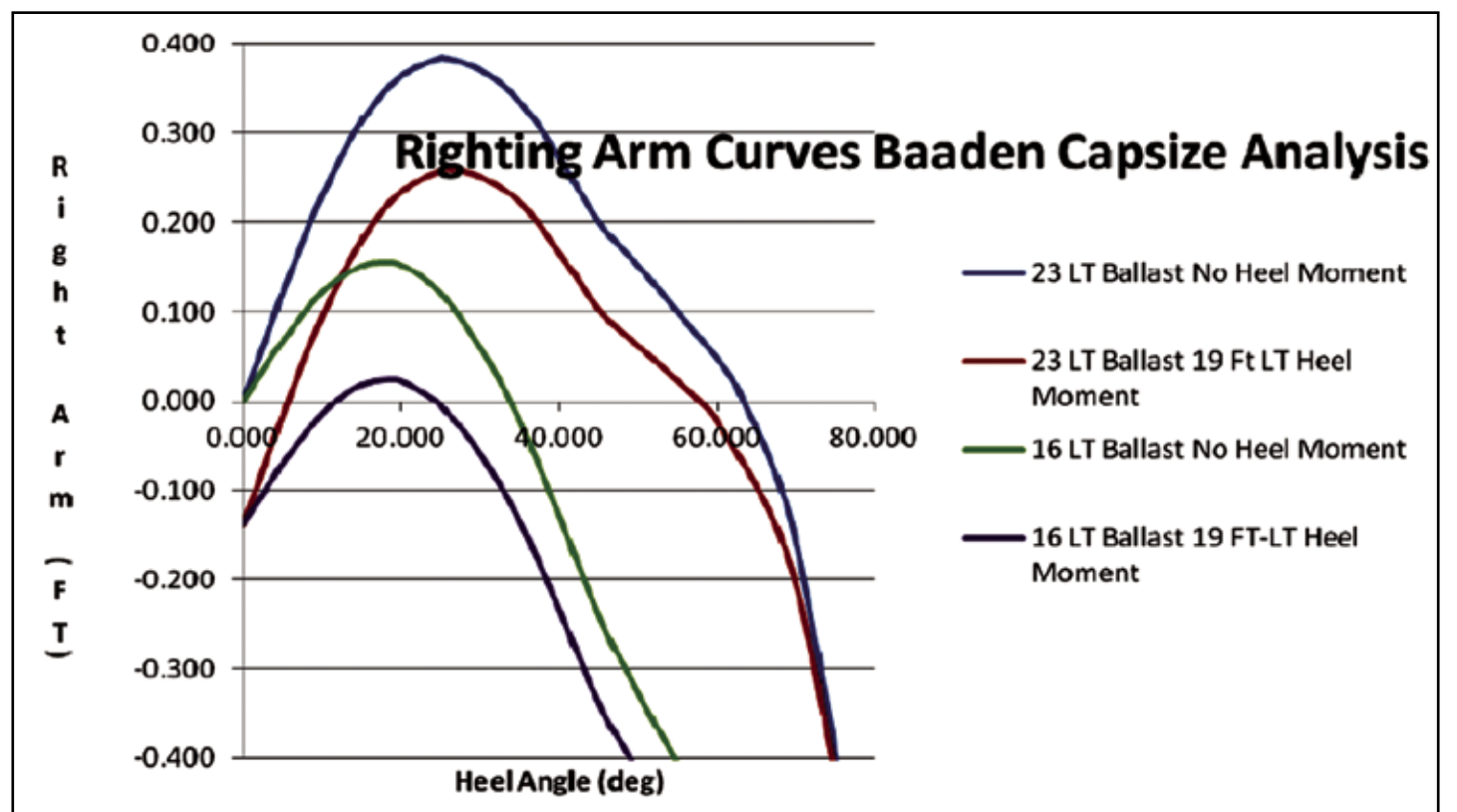
Following are excerpts of the NTSB report:

Accident Events

The launch ramp, method, and equipment were consistent with several other similarly sized yacht launches Northern Marine had performed in the past. The primary equipment consisted of a large tow

custom-built steel cradles holding the vessel fore and aft. Two dollies were beneath the aft cradle and were held together with a tie bar. The aft cradle supported the Baaden with wood blocks port and starboard to prevent it from rolling. The third dolly was located immediately aft of the bow

of schedule. Video footage and team members' statements indicate the launch was proceeding according to plan until about 40 seconds after the Baaden's front dolly completely submerged. About 2037, with the transom immersed and the swim steps forward of the swim platform



truck (wrecker) positioned at the top of the ramp, connected to and anchoring a crane below it. The crane was connected by steel cables to three multiwheeled house-moving dolly assemblies. The dollies supported

thruster and carried a small cradle in which the front of the vessel's keel rested. The forward cradle did not constrain the vessel from rolling.

Team members said the launch was not rushed as they were ahead

beginning to get wet, launch team members said they heard a sudden loud clank and crunching sound from the stern area. Then the boat shifted bodily on the front cradle and lurched to port where it remained

heeled to about 12 degrees, according to an NTSB video study. Following this movement, the *Baaden* had slightly less trim by the stern.

The team suspended the launch to assess the condition of the vessel and launch mechanisms. No leaks were found inside the hull, and the launch mechanisms were normal.

When they continued, the safety coordinator said that initially the boat "didn't want to go." When the crane operator released the brakes, the cables between the dollies and the crane went slack. The team had started the vessel's main engine immediately after the initial roll and now used reverse propulsion to assist in pulling the yacht down the ramp and then off the rear cradle.

About 2050, when the depth at the end of the upper ramp was about 7.8 feet, the vessel moved to port again and slipped off the front cradle while increasing its list to port. The *New World* owner, who was acting as launch captain, said he increased reverse throttle to get the vessel off the cradles quickly, and the *Baaden* began accelerating aft and continued to slowly roll. The buyer's representative heard unsecured items moving inside the boat (lazarette ballast, appliances, and equipment), and a few seconds later the roll rate increased and the boat quickly capsized, drifted into the marina, and began filling with water through its engine air intakes.

Vessel Weight, Ballasting, and Stability

To determine the displacement (weight) and overall center of gravity of a vessel in the design and building stage, designers total the estimated weight and center of gravity of individual hull components and equipment. This was done during construction of the *Baaden*. Additionally, at two points during construction, the yacht was actually weighed to verify the accuracy of the ongoing estimates by placing several load cells (weight scales) under the vessel and summing the individual cell readings. Five cells were used—three beneath the bow on the centerline and two beneath the aft cradle, one on each side. Each load cell was photographed, and these recorded weights were supplied to an offsite naval architect, Roddan Engineering, contracted by *New World* to determine stability.

The first load cell weight test in July 2013 showed the vessel's actual weight to be 76.9 LT, which was 5 percent less than the weight estimate. Using the results, the stability naval architect estimated that the vessel's final weight would be 130 LT at a 6'5" draft, and with 25.93 LT of installed ballast, it would meet Coast Guard stability criteria.

As the vessel neared completion, a
continued on page 65

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The Big Bash Before the Big Left Turn, 85+ boats Attend PNW Cruiser's Rendezvous in Poulsbo

Each summer, the "Brethren of the Sound" hosts the Annual PNW Cruiser's Rendezvous, one of the region's largest gatherings for cruisers. It attracts boaters from around the Puget Sound as well as ports as far away as Tahiti, Mexico, Panama and Canada. Anyone who enjoys sailing and cruising is welcome to attend! This year, we met in Poulsbo and it turned out to be an excellent location! And it had to be, we had about 75 boats in the marina and another 10-15 anchored out.

The rendezvous provides an opportunity for us to meet fellow cruisers, share our experiences and dreams, while raising funds for deserving charities. The weekend ends with a send-off to those making the "Big Left Turn", to head down the coast with Coho Ho Ho, and start their cruising life.

This year's rendezvous was a fun-filled weekend that included the infamous cannon fire, pirate attire, Trop-Rock music on the dock by Dave, a blindfolded dinghy race, a visit by the Seattle Seafair Pirates, and a killer dance band for the Saturday evening Cruiser's Party — Dana Osborn and The Mellow Heads! We had a very

successful raffle, with proceeds supporting the SSS Odyssey Sea Scouts, the North Kitsap Fishline Food Bank, the Seattle Seafair Pirate's Holiday Treasure Chest and the Educational Tall-Ship Foundation. This year's Grand Prize winner won an 8-day, 7-night charter in Martinique!

Bob Bitchin's *Cruising Outpost Magazine* attends the event each year and sponsors the Saturday night Cruiser's Party. Bitchin and his wife Jody join in the fun and help raise funds by working with their sponsors to bring fantastic raffle prizes that boaters want!

Many thanks to Bob Bitchin and Jody, for hosting the Saturday Cruiser's Party.

Also, thanks to the many sponsors, both in the marine industry and in the City of Poulsbo, who supported this event.

The cruising community is one-of-a-kind; jumping in to help whenever needed. We appreciate everyone helping out during the event!

We invite all boaters to join the www.pnwsailors.com forum where you'll find lots of information and announcements for next year's party. — Mark Sperling, Cheryl Bourg



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Crows Nest Celebrates 40 years

2015 marks the 40th anniversary year for Crow's Nest Yachts—a staple of the yacht sales industry and North American West Coast yachting community. Representing a collection of brokerage yachts valued at over \$50 million, they have locations on Seattle's South Lake Union, Newport Beach's "Mariner's Mile," and in San Diego on Shelter Island Drive near Point Loma. In addition to their major West Coast presence, Crow's Nest Yachts has salespeople in both Washington and California who are licensed yacht brokers in Florida.

Crow's Nest Yachts opened its doors in 1975, and its rich history is steeped in sport fishing and cruising traditions alike. The last five years have brought big, positive changes, as now all three locations

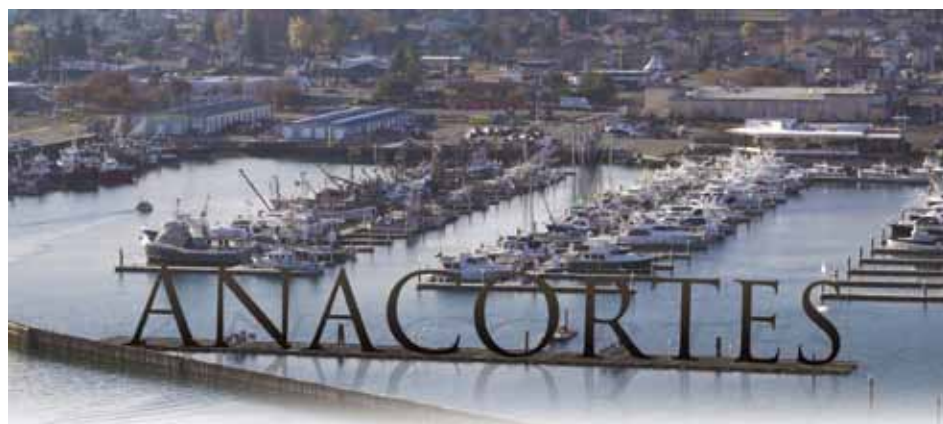
enjoy ownership by true Crow's Nest veterans.

For the customer, multiple offices bring broader reach. Working together, each office continues to share in the marketing and sales presence that comes with a 40-year history in multiple locations.

Crow's Nest participates in several major shows a year, including the Seattle Boat Show, Lake Union Boats Afloat, Trawler Fest in Anacortes, Newport In-water Show and more. Additionally, Crow's Nest Yachts ads can be found in *Northwest Yachting* and other print magazines.

They can also be found online at: www.crowsnestyacht.com, also on major yacht search websites, on Twitter at @crowsnestyachts, and on Facebook at both their central "Crow's Nest Yachts" page as well as individual pages for each of their three local offices.

Ed. Note: We at Northwest Yachting are proud to have played a part in Crow's Nest's success, and wish them another 40 years!



Anacortes Boat Show October 2-4

Anacortes, gateway to the San Juans and home to some of the Pacific Northwest's finest marine companies, is hosting its own boat show October 2-4 at Cap Sante Marina. At least 75 boats of up to 65' will be on display.

Northwest Yachting advertisers AAA Yacht Finders, Anacortes Yacht Brokers, Anacortes Yacht and Ship, Banana Belt Boats, Marine Servicenter, Nordic Northwest Yachts, North Harbor Yacht Brokers, Northwest Yachts and West Yachts will all have their fine brokerage yachts on display.

This time of the year is a great time to go boat shopping, and Anacortes is a great place to spend the day.

For more information, visit www.anacortesboatshow.com.



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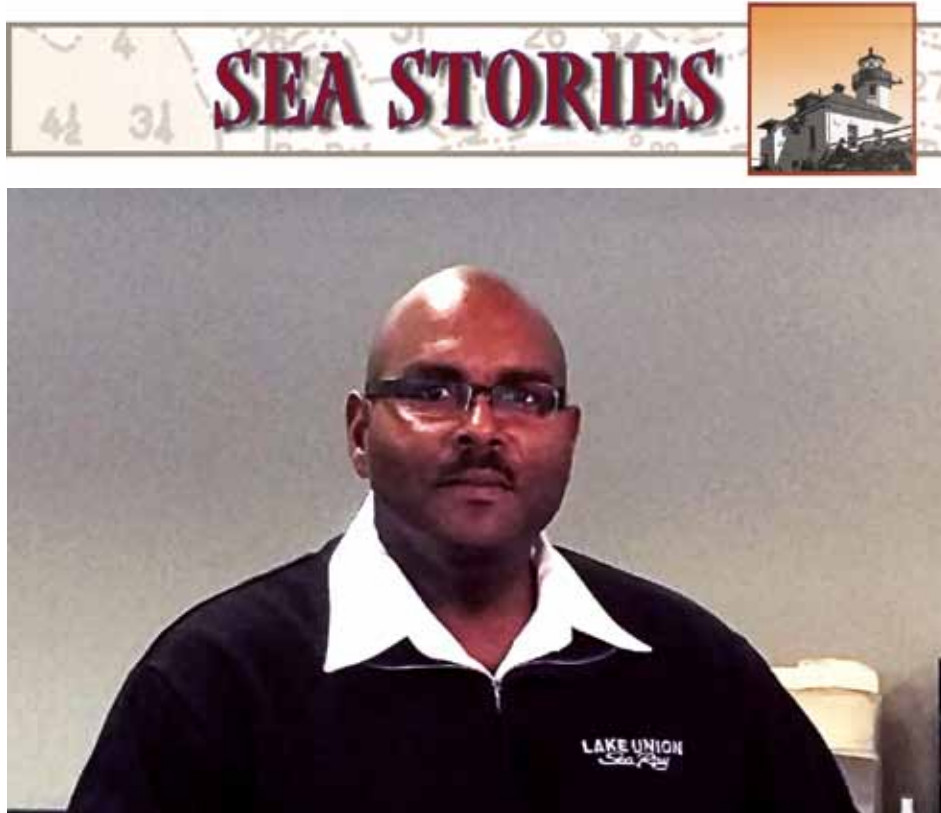
Signature Yachts Opens Shilshole Location!

In addition to their Lake Union marina, Signature Yachts has opened a second location in the main building at Shilshole Marina. Look for Tori Parrott and John Cooper staffing the new store. Signature's new office is in the Port's main Shilshole building (7001 Seaview Ave NW Suite #180), adjacent to Windworks Sailing and Powerboating. It has proven to be a win-win relationship, whereby new sailors can shop for boats and those dreaming of buying a boat someday can come and learn to sail.

Signature has placed five new boats into the Windworks fleet in the past few months and Windworks has started sailing lessons at Signature Yachts Lake Union location aboard the new Beneteau First 22 *Dorothy*.

In addition to a selection of brokerage yachts, the new office of Signature will have a number of new Beneteau sailing yachts in stock, on display and available for demonstration on Puget Sound on I-Dock.

Signature Yachts Shilshole can be contacted at: 206-946-6658



Russell Joins Lake Union Sea Ray

Curt Russell is the new parts advisor at Sea Ray Boats in Seattle, bringing a wealth of knowledge and experience from his close to 30 years in different aspects of the marine industry.

Russell grew up on Lake Washington and spent countless hours on the water fishing with his father. This led to commercial fishing including

both seine and deep trawl. After that Russell worked with various recreational boating companies in capacities ranging from deckhand to engineer to captain.

At Sea Ray, he'll be responsible for helping customers navigate the parts world. Visit Curt at Lake Union Sea Ray in Seattle, 3201 Fairview Ave E or call: 206-284-3800.

Baaden continued from page 61 second load cell weigh in March 2014 showed a vessel weight of 124.1 LT, which was over the estimate for the corresponding level of vessel completion. This weight was supplied to the stability naval architect, who revised his projected final weight up to 154.1 LT at a corresponding draft of 7'2". The naval architect said he understood from New World that 23 LT of ballast was already on board during this load cell weighing.

Investigators reviewed photographs of the load cells from the second weight test. The photograph of the aft starboard load cell showed a value of 60,550 pounds. Additionally, the investigation determined the load cell values were written in grease pencil on the cradle above the cell from which they were taken. An aft starboard pencil value of 60,350, nearly similar to the value shown in the cell photograph, was found written on the cradle. However, the investigation determined that New World supplied the stability naval architect a value of 68,500 pounds for this cell—indicating a transcription error at New World—and the naval architect used this incorrect weight in his spreadsheet to determine total vessel weight and estimate launch stability. As the aft port load cell reading was 68,700 pounds, an actual aft starboard side reading of 60,550 was more than 8,000 pounds less than the aft port side. The stability naval

architect said this 8,000-pound difference indicated a transverse weight differential and would produce a heeling moment to the heavier port side. This meant the vessel's center of gravity was further to port than had been estimated.

In addition, the vessel's installed ballast weight had been overstated. New World had indicated that 23 LT of ballast was installed, and the stability naval architect used this figure in analyzing launch stability. After the accident, however, New World supplied a ballast diagram showing only 16.61 LT of ballast was in the vessel at launching, so the architect's analysis overestimated vessel stability.

The Baaden's stability naval architect performed a postaccident stability analysis of four different launch conditions—for both the 16.61 and 23 LT ballast scenarios, with and without the port heeling moment created by the 8,000-pound transverse weight differential—all with zero trim (even keel) in calm water. The report calculated the port heeling moment to be 19 LT and concluded that when this moment is applied to the 16 LT ballast condition (as seen during the actual launching and indicated by the purple curve on graph), "there is very little righting available" to return the vessel to an upright position over a range of heel angles and "if the righting arm is negative, the vessel is unstable."

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Two Camo Softshell Jackets from Grundéns Gage

One of the many challenges fishing in the Pacific Northwest is finding the right clothing to enjoy the day no matter the catch. It's easy to underdress and come home cold and wet. It's equally easy to end up sweltering when impenetrable rain gear comes on. Often what's needed is a simple, versatile shell that can be worked into set of layers or worn effectively by itself. Grundéns USA has added two distinctive new jackets to its Gage Midway Softshell line for 2015 that seem to fit the bill.

The Grundéns company of Sweden got its start making oilskins for the wet and stormy North Sea and north Atlantic fisheries, and its cur-

rent products are still very popular with commercial fishermen.

The wind-proof, water-resistant, four-way-stretch fabric keeps wearers warm and comfortable, while providing superior freedom of movement. Grundéns' adjustable Halo hood system provides complete coverage while optimizing movement and visibility. Water-resistant reverse coil zippers throughout and Velcro adjustable cuffs help keep out the cold and wind. For gear storage and added versatility, the Midway Softshell features two side-zip hand warmer pockets, an exterior Napoleon pocket, an interior chest pocket and interior mesh stuff pockets.



Two bold new Kryptek camouflage patterns make a distinctive visual impression. The Kryptek Highlander camo features earth tones while the unique dark Kryptek pattern called Typhon presents a new look. Fishermen and hunters will probably a look that suits their activity, and style.

The Midway Softshell is offered in XS to 5XL, fitting men and

women of all shapes and sizes. Despite its quality construction and wealth of professional-grade features, this new jacket carries a surprisingly affordable MSRP of \$132. Sizes 3XL to 5XL are priced only slightly higher.

Retail outlets throughout our region carry Grundéns Gage gear. More information and a list of dealers at: www.grundens.com

The Non-invasive Holding Tank Monitor



The prospect of installing, or in fact ever having anything to do with a holding tank monitor just isn't that appealing. That monitor often requires holes to be drilled! Yet that monitor, as many boaters find out, is critical in onboard waste management. Wait too long and it can be, well, unpleasant. The Swedish company Gobius has a solution to the problem.

Sweden has been tightening its waste restrictions, and Gobius has responded with an elegant solution to the monitoring challenge. The technology at the heart of the unit is "essentially the the same as when you tap a glass of water with spoon

– different tones arise depending on the content of water."

But the advantages of the Gobius monitor does not stop there. Installation of the unit is now fully automatic, which was not the case with previous models. The auto-install feature also makes it more accurate.'

The Gobius monitor is handled by Marine Sanitation, located in Mariner's Square, 1900 N. Northlake, Seattle at the north end of Lake Union in Seattle. Phone: 206-633-1110, or go online to: www.marinesan.com. More information about Gobius products at:

www.gobius.se

Sirius Signal SOS is Non-toxic, LED Alternative to Pyrotechnic Flares

This is one of those products whose time may have come, a non-pyrotechnic alternative to the traditional flare. Appropriately enough, it was developed by Bob Simons, a Coast Guard Auxiliarist who knew that most failed inspections were due to expired flares. He and partner Anthony Covelli are both boaters, and founded Sirius Signal just last year.

Handheld flares have been good to mariners. Over the centuries, there's no telling how many lives traditional flares have saved. But there are also instances of pyrotechnics not functioning properly and the ongoing headache of disposing of aging, out of date flares. With today's LED technology, Sirius is offering a battery powered alternative that the US Coast Guard agrees will do the job.

The device uses an LED light, eliminating the need for flammable flares. It doesn't expire, is water submersible, buoyant and lightweight. With a visibility of 10 miles and a battery life of more than six hours, the SOS Distress Light helps you be seen for longer; a crucial feature in an emergency situation.

The light itself is controlled by a microprocessor that controls the flash, and it has both an omnidirectional light and a vertical beam to attract attention from overhead aircraft.

"An estimated 30 million flares will be disposed of nationwide in the next three years,"



said Sirius Signal CEO Anthony Covelli. Pyrotechnic flares pose a danger to the user and the environment, are difficult to dispose of and require frequent replacements. Even when disposed of correctly, marine flares contribute to the growing amount of toxic waste and pollution of our water supply.

And if you doubt the polluting impact of improper flare disposal, consider that the toxic perchlorates they contain can affect the body's ability to absorb iodine, and that can have a negative impact on the thyroid gland. And just one improperly disposed-of flare can contaminate 240,000 gallons of water.

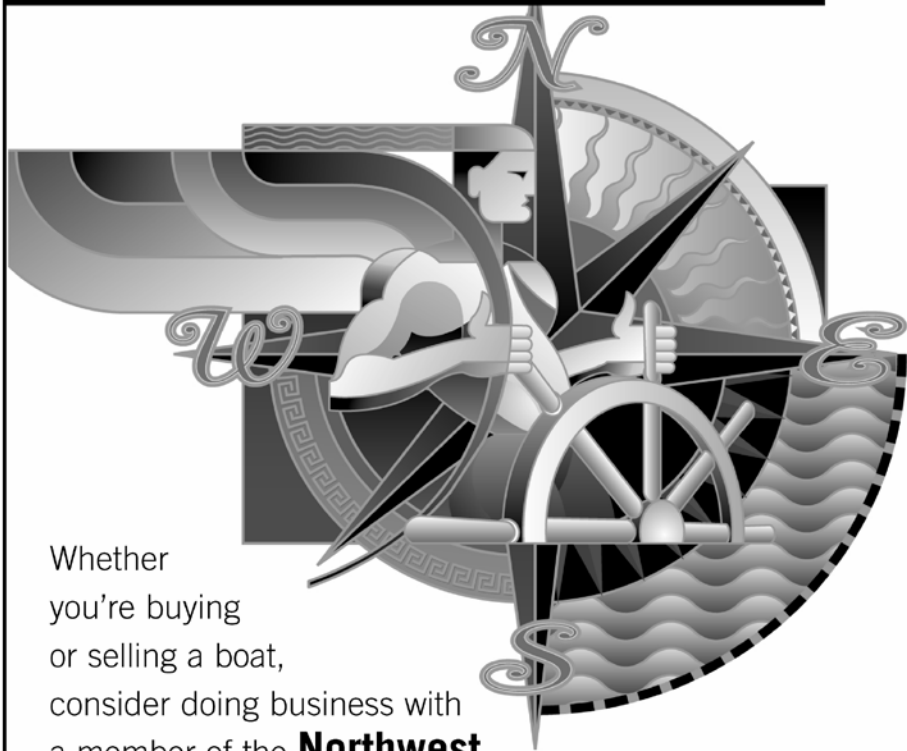
The Sirius Signal SOS non-toxic electronic visual distress signal device is designed, engineered and patented in the USA. It meets US Coast Guard requirements for Night Visual Distress Signals (46 CFR 161.013). When combined with the included daytime distress signal flag, it meets all USCG Federal Requirements.

This product is locally available at Fisheries Supply, 1900 N Northlake Way Seattle. Also visit:

www.fisheriessupply.com

To learn more about Sirius Signals visit:
www.siriussignal.com

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Volvo Penta recently unveiled its new family of next-generation 5.3L V8 gasoline engines for the marine sterndrive market. Volvo Penta's new marine engines are based on General Motors' Gen V platform. These next-generation engines introduce a powerful combination of technical features never before offered in a marine V8 gas engine:

***Industry-first direct fuel injection** which contributes to better low-end torque and unmatched fuel efficiency.

***Lightweight all-aluminum block** for unparalleled power-to-weight ratio.

***Standard closed cooling** for more consistent internal temperature, longer life with no internal parts exposed to raw or salt water.

***Wideband oxygen sensors** optimizing the engine for varying fuel quality and also reducing carbon monoxide emissions by 95 percent.

***Variable valve timing** which optimizes torque throughout the full acceleration range.

***Parts and service point standardization** across full product line of marine gas engines.

Volvo Penta Applies GM Technology to a 5.3-liter V8 Gas Engine



"In addition to these innovations, we have incorporated our tried-and-true RPM-based speed control, which automatically maintains speed when the boat is in a tight turn," added Ron Huibers, president of Volvo Penta of

the Americas. "Volvo Penta was the first to pioneer RPM-based speed control back in 2008, and standardized it across our sterndrives in 2010.

"Volvo Penta was also the first to introduce automotive-based gas and

diesel sterndrive engines into the marine industry to give improved technology, performance, reliability and competitive cost. That strategy going back over 100 years, enabling us to offer the boating industry technology that would otherwise be cost prohibitive. With over 1.3 million

Gen V engines in operation, customers are getting proven quality, reliability and long life," Huibers said.

The new 5.3L V8s were developed with input from and further tested by select boatbuilders. Duane Kuck, president and CEO of Regal Marine, reported: "You have really hit the mark with this! From our view, what you've invested in this advanced technology has more than paid off in performance."

The new V8 engines will make their formal industry debut at IBEX 2015, joining Volvo Penta's lineup of 4.3L Gen V engines offered in the 200, 240 and 280 horsepower range.

To find your local dealer, visit www.volvopenta.com or call the Volvo Penta Power Center for the Northwest, Coastal Marine Engine, at 1-800-223-5284.

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- John Deere 4045AFM85 Engine - 180HP
- Teak Interior
- Teak & Holly Cabin Soles

Upgraded Options:

- Full Size Guest Stateroom
- Side Power Bow & Stern Thrusters
- Onan Generator
- LED Lighting
- ZF Engine Controls

Hull #5038 in stock at our Lake Union office.

Selene 50 Standard Features:

- Europa Deck Design
- Three Stateroom & Two Head Layout.
- Cummins QSL9 - 330HP
- Teak Interior

Upgraded Options:

- Factory Hardtop
- Steelhead Hydraulic Davit
- Awlgrip Flag Blue Hull
- 13hp Side Power Bow & Stern Thrusters
- 17kW Onan Generator
- ZF Engine Controls



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2011 Crozier Craft 24 \$79,000

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NEW PRODUCTS



New Monitor Brings Victron Precision to Solar Power

The Dutch company Victron Energy is all about efficient use of energy, and it is using a distinctively high-tech solution to achieve it. Applications include everything from off-grid and industrial to automotive, and yes, marine. Its new monitor brings a new level of sophistication to onboard power management when combined with the Blue Energy MPPT (Maximum Power Point Tracking) controller.

Solar power is becoming more and more prevalent as panels become more efficient, cheaper and thinner. It won't be too long before they'll be as ubiquitous as sail covers, and in fact they'll likely be built into them. Combined with ever-improving batteries, our boats' electrical systems won't look anything like earlier generations, and they will work better than ever before.

Two of the challenges in managing solar power are controlling the recharging to maintain optimum battery charge and monitoring that power. Victron's controllers, including the MPPT (Maximum Power Point Tracking) unit, are well known and well proven.

The new Blue Solar MPPT Control monitor not only monitors how the controller is managing the power, but actually allows the user to set up and fine tune the controller without a PC.

In ordinary use, the MPPT Control starts with the basic readouts such as solar panel power, today's yield, voltages and currents as well as charge and load states. Beyond that, the history of the last 30 days is available, which can provide such information as maximum and minimum solar panel voltage and maximum and minimum battery voltage.

According to Jeff Ericson of Monkeyfist Marine, the new Northwest distributor for Victron, this is a giant leap forward for solar power monitoring devices. "This isn't like what you've seen before. It really is a whole new level of sophistication for the American market. Ericson points out that while the MPPT Control monitor must be paired with an MPPT Controller, that setup can be used with any solar power array. It's essential to size the controller correctly, and Ericson is eager to field calls and advise on the correct installation.

Some features of this setup are:

- Over-discharge of the battery can be prevented by connecting all loads to the load output. The load output will then disconnect the load when the battery has been discharged to a preset voltage.

- Blue Solar prevents the frequent occurrence of a battery cycling between "partial charge" and "end of discharge state." This helps maintain battery integrity.

- All Victron Energy MPPT charge controllers are compatible with the Color Control GX remote and other Victron products.

Even in the often-cloudy Pacific Northwest, solar power is becoming not only viable, but efficient. The trick is to put together an accurate and fast-charging system that preserves battery integrity. The future of onboard electricity is coming fast!

For more information on the Blue Solar MPPT Control monitor, call Jeff Ericson at Monkeyfist Marine, 2601 West Marina Place Suite K (Elliott Bay Marina), Seattle, WA. (206) 747-0213, or go online to:

www.monkeyfistmarine.com



LED Conversion Guide

Dr. LED 2015 ©

Incandescent Bulbs:

Bulb Image	Ancor #	Trade #	Base	Voltage		
	521158		BAY15D	12		
	521162			24		
	521166			24		
	529340			12		
	529341			24		
	529342			32**		
	529343			12		
	529344			24		
	529416			12/24		
	529420			120		
529348			120			
	521164		BA15D	120		
	529303			120		
	529300			12		
	529301			24		
	529412			12		
	529413			12		
	520094	94	BA15D	12		
	520306	306		24		
	521076	1076		12		
	521140	1142R				
	521142	1142				
	521160			34**		
	521176	1176		12		
	521204	1204		24		
	521004	1004		12		
	521159					
	521226	1226		32**		
	521252	1252		24		
	521692	1692		12		
	520068	68		6**		
520082	82	12				
520090	90	24				
520304	304	32**				
521224	1224	12				
523030	90	12				
	520093	93	BA15S	12		
	521141	1141				
	521156	1156				
	521003	1003	BA15S	12		
	520067	67				
	520097	97	BA15S	12		
	521034	1034	BAY15D	12		
	521157	1157				
	529338	G4	G4	24		
	529368					
	529361	G4			G4	12
	529362					
	529367					
	529370					
	529371					
529421						
529422						
529423						
	521125	MR16	G5.3	12		
	529424					
	511016	15G12/12	E26	12		
	531015	15A17/12				
	531025	25A17/12	E26	12		
	531050	50A17/12				
	531075	75A17/12				
	532025	25A17/24	E26	24		
	532050	50A17/24				
	522129	Perko Fig. 72	S8.5	12		
	529102	Perko Fig. 71				
	529200					
	529095	10576				
	529096	10576R				
	522126	T11x41				
	522127					
	522131	T15x41				
	529104					
	522112	211-2				
522122	212-2					
529417						
529333						
529419						
	520053	53	BA9S	12		
	520057	57				
	521126					
	521116	1416				
	521815	1815				
	521816	1816				
	521895	1895				
529337						
529355						
529369						
	520965	965	Edison	10		
	521487	1487		12		

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

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

				2" Dia. Dome Light Kits: 12V White 9000159 12V Red/White' 9000333 24V White 9000395 24V Red/White' 9000401 'With two original bulbs.
12V White PN:9000425	24V White PN:8001627	12V White PN:9000128	12/24V White PN:8001269	
12V Red PN:9000517				
12V Green PN:9000524	12V Red PN:9000135			

Authorized Resellers:

Bulb Image	Ancor #	Trade #	Base	Voltage	Dr.LED
	521383	1383	BA15S	12	
					12/24V White PN:9000449

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

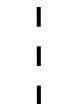
				2" Dia. Dome Light Kits: 12V White 9000159 12V Red/White' 9000333 24V White 9000395 24V Red/White' 9000401 'With two original bulbs.
G4 LED Disk 1.2" dia 12V White 9000081 12V Red 9000098 12V Blue 9000364 24V White 9000340 24V Blue 9000418	Mini G4 0.5" dia 12V White 9000432	G4 Tower 0.8" dia 12V White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

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

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

12V White 9000173	12V Red 9000173	24V White 9000463	12V Green 9000463					

Bulb Image	Ancor #	Trade #	Base	Voltage	Dr.LED
	520906	906	Wedge	12	
	520912	912			
	520167	168			
	520168	168	Edison	12	
	520194	194			
	520965	965	Edison	10	12V White PN:8001559
	521487	1487	Edison	12	12V White PN:9000371



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Keep For Future Use

Get On the Calendars – Online

From its very beginnings, *Northwest Yachting* has been helping yacht clubs, marinas and other organizations get the word out on coming events, and that priority has been picked up on the nwyachting.com website as well. We've taken it a step or two further.

We don't have an online boating calendar, we have seven; General (maritime fests, special marina functions etc), Education, Power Boating, Fishing, Paddles and Oars, Sailing and Sail-Race.

If you're a boater looking for some fun, our calendars are always a good place to start. Head to nwyachting.com and look for the Calendars tab, which will take you straight to the general boating calendar. Scroll down and you'll find links to specific calendars. Click on a date to see what's happening.

If your club wants to promote its event to the public, let us know. We're happy to include your event on the calendar as long as it's open to the public and appropriate for

the boating world. We'll get it on the website calendar and, if you get it to us soon enough, in the *Northwest Yachting Magazine* issues that will do the event the most good.

Just send the basics; what, where, when, cost and how to find more information to kurt@nwyachting.com.

And spread the word about our calendars to your boating friends so our boating community, or communities, remain active and engaged.

- Kurt Hoehne



Education is just one of seven calendars.



Seattle's Ballard Bridge may have new limits on the frequencies of openings.

Fewer Seattle Ship Canal Bridge Openings?

Those of us in Seattle could see it coming. The city's and developers' penchant for "higher density" has implications well beyond the effects on the tax base and the profits of developing. Traffic in this city seems to be worsening by the day as city streets, highways and yes, bridges, come under enormous pressure. Now the Seattle Dept of Transportation (SDOT) is looking at changing the number of bridge openings available to recreational boaters to alleviate some of that pressure.

At issue are three primary bridges on Seattle's Ship Canal, the Ballard, Fremont and University Bridges. The worst of these, or at least the example SDOT uses to highlight traffic problems, is the Ballard Bridge. There can be backups to Dravus to the south and 65th St. to the north. Of course, during the off-season and

at many hours of the day, there are few openings and traffic remains largely unaffected.

Currently there are no on demand bridge openings during the 7-9 a.m. and 4-6 p.m. rush hours except for 1000+ ton commercial vessels. One plan to deal with the problem is to have scheduled openings for recreational vessels, thus meaning fewer openings.

The SDOT lays out the problem here, "In addition to boaters and drivers, the many marine businesses on the Ship Canal, Lake Union and Lake Washington would be affected by any changes.

Nothing is settled just yet, and the SDOT is asking for public input. Email your thoughts to ShipCanalBridgeOpenings@seattle.gov.

Join the conversation online at nwyachting.com.

Buffett's Twin Diesel Sailboat



Very little is unoriginal about Jimmy Buffett, and his new boat, a Surfari 44 by Friendship Yacht and designed by Ted Fontaine, is no exception. It is a high-tech sailboat, though not a racer is any conven-

tional sense. Its cockpit is protected, but it can't really be called a pilot-house. Check it out on nwyachting.com while you hum Son of a Son of a Sailor...

much more at nwyachting.com



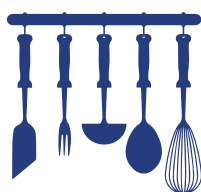
Boat US Life Jacket Design Winner

Check out the video on nwyachting.com detailing a very innovative life jacket, winner of a Boat US competition.

Here's the background:

"What would a modern life jacket look like if you threw out the rulebook and started with a clean slate? The answer lies with the winners of the 2015 *Innovation in Life Jacket Design Competition*. Sponsored by the BoatUS Foundation for Boating Safety and Clean Water and the Personal Floatation Device Manufacturers Association (PFDMA), a team of five judges from the boating, paddling and life jacket manufacturing industry reviewed nearly 250 contest submissions from as far away as Mongolia and New Zealand."

much more at nwyachting.com



She'll love a real kitchen.

This is the boat she'll say *Yes* to. FIND OUT WHY ON PAGE 15



M/V *Fairweather* – A Monk's Tale

By Wendy Gray

From Bellingham to San Andres, Colombia, with Alaska in between – after years of cold water cruising in the Pacific Northwest M/V *Fairweather* has now landed in the warm waters of the Western Caribbean. Not a bad place to retire

Monk, Sr., the well-known shipwright and naval architect from the Pacific Northwest. She was one of his early designs, built by Peter Lind Shipwrights of Bellingham, in 1941.

Originally named *Glorianne* she did not have a long life as a civilian cruiser since the War Department requisitioned her the next year. They



to at the grand old age of 74.

Her life story is long and cherished but no one could have written such an unusual twist to her personal history. Carlos and Ricardo Castaño, two brothers from the Colombian island of San Andres, while looking for a boat to buy, came across her photo on the web page of an Anacortes yacht broker. It was a match made in heaven - just like an on-line dating service.

Isla San Andres is located in the Western Caribbean about 120 nautical miles north of Panama and 100 nautical miles east of Nicaragua. The brothers travelled over 2500 miles to find her and when they met it was love at first sight.

The sleek 45 foot Sedan Cruiser motor yacht was designed by Ed

shipped her to Adak Island in the Aleutians, where she served as Coast Guard vessel 7238, helping the war effort and the fishing fleet in Alaska.

After the war she came back to the Pacific Northwest and spent the next 25 years in Puget Sound. She was owned by William Reed of Gig



Harbor who changed her name to Play Mate. Together they competed in predicted log races throughout the region and some may remember her being named "Boat of the Year" . . .

much more at nwyachting.com



Will Oracle Take the R2AK Challenge?

Here's the background: This year's R2AK race may be over, and next year's already announced, but Jake Beattie's boundless energy and endless creativity continues with this challenge to Larry Ellison and Team Oracle via video. *Head over to nwyachting.com and enter R2AK in the search box.*

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The 60th annual Maple Bay Regatta was held over Canada's Labour Day weekend (September 4-6) in the beautiful seaside hamlet of Maple Bay, Vancouver Island. The yacht club in Maple Bay is BC's second oldest next to the Royal Victoria Yacht Club (RVYC), celebrating its 90th anniversary this year. This charming community, nestled between Salt Spring Island and Vancouver Island, is blessed with the stunning backdrop of Maxwell Mountain, Maple Mountain, Stoney Hill and Mount Tzouhalem.

The Maple Bay Regatta has always been a popular event for sailboat racers due to the outstanding backdrop and uncertain wind conditions. During the regatta, keelboat racing took place in the eastern part of Maple Bay, with a possible course extending to North Reef just south of Thetis Island or from Paddy's Milestone to Burgoyne Bay on Salt Spring Island and the Octopus Point mark near Sansum Narrows South. The windward/leeward courses this year took place mainly between Paddy's Milestone and Octopus Points or Burgoyne Bay. The dinghy racing took place in the southern part of Maple Bay and Bird's Eye Cove.

Sailors from up and down the island and the mainland raced 43 keelboats in five divisions and there were 32 dinghies in four fleets.

This year proved demanding for Kirk Palmer, the Principal Race Officer, who is familiar with the local winds and conditions having won the Lieutenant Governor's Cup multiple times in previous regattas.

Maple Bay is known for its challenging racing conditions due to inconsistent and light winds and this regatta was a case in point. Converging winds from Bird's Eye Cove, Sansum Narrows and Burgoyne Bay and the surrounding mountains made for shifty wind patterns.

The tides and currents were not big factors this weekend and the racers played the shifts and oscillations

Saturday races started a little later while the PRO waited for the wind to pick up. It blew from the southeast and built from 5 to 15 knots with gusts of 20.

The rain expected for Sunday came early on Saturday night and carried over to early Sunday morning. The low cloud resulted in very light winds on Sunday, not exceeding five knots. Racing started late on Sunday at 12:30 with only two

the windward mark made for some frustrating roundings.

This year's dinghy racing saw a significant resurgence as a result of the efforts of one young Maple Bay sailor, Abby Brown, who encouraged dinghy racers from Comox, RVYC, Salt Spring Island, and Maple Bay to participate. The 10 420s, seven Fireballs, six Optimists, and nine Laser Radials got off five races over the two days. The more than 50 dinghy racers were a great mix of younger and older juniors and adults.

The Lieutenant Governor Trophy went to April and Paul Faget on their Left Coast Dart *Ogopogo* from the Port Madison Yacht Club for winning combined Divisions A and B. *Ducati*, raced by Antony Zegers of the Canadian Forces Sailing Association, won the Adams Cup for winning combined divisions C and D.

Other keelboat winners included *Rags* skippered by Judy Button in the Ultra Class, Nigel Martin on *Bullet Proof* in Division B and *Two Bits* owned by Penny and Bruce Cameron in Division D.

Winners in the dinghy fleet included Andrea Cairns in a Fireball, Opti sailor Ruben Rozen, Devin Roberts in the 420s and Ally Irwin in her Laser.

The Maple Bay Yacht Club put on another great event that included Friday night soup, pancake breakfasts, Saturday night BBQ serving up steak and salmon, great live music and dancing on Saturday night! Sunday night fun was at the Lion Rampant (aka The Brig) with Chuck McCandless and family playing for a packed house! — *Brigid Reynolds*



Lickey Split, above, enjoyed Maple Bay's fresh breeze. The seven-boat Fireball class, one of seven dinghy classes, drifted quite nicely in the lighter winds.

Photos by John van den Hengel.

tions instead. Winds were predicted from the north but instead we saw an unexpected easterly.

of the keelboat divisions finishing their races. The dinghies got off two races on Sunday but a hole at



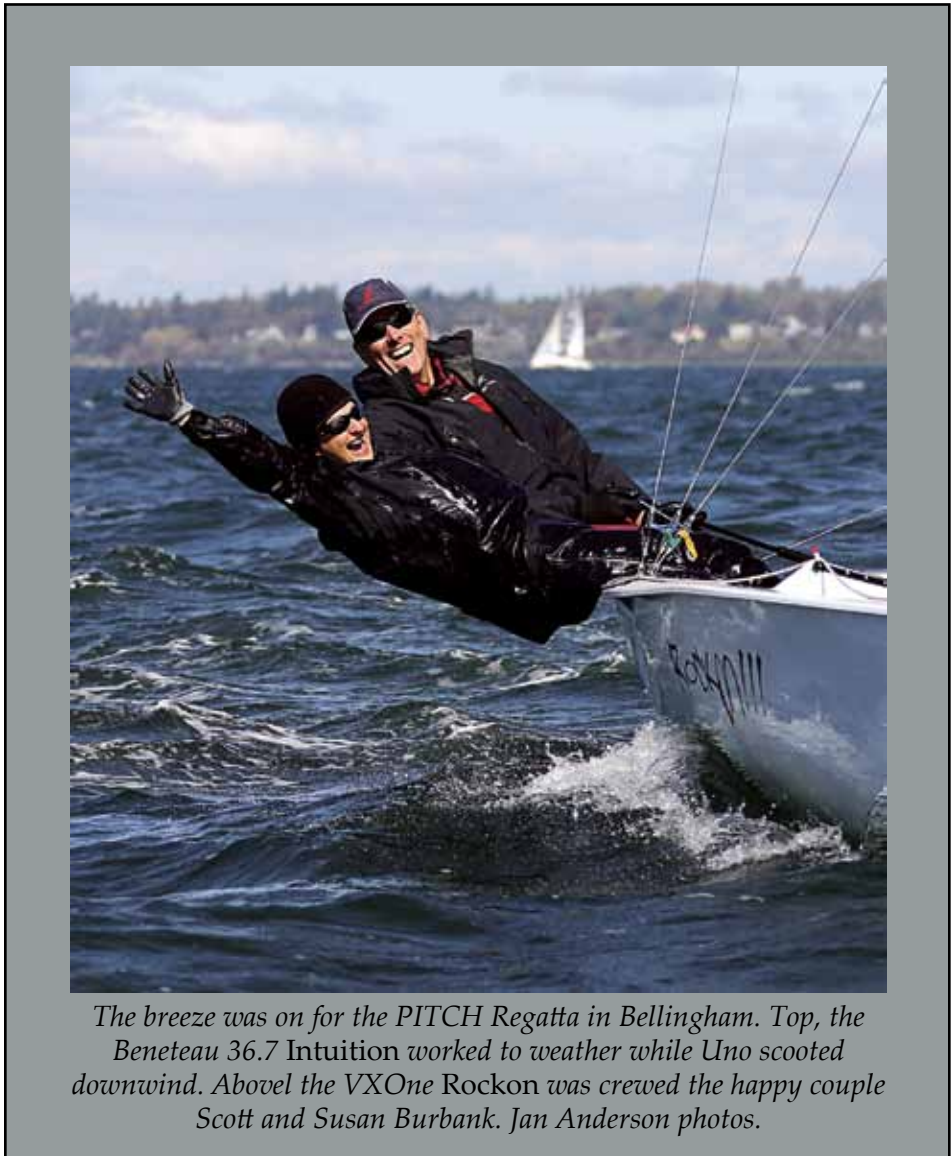
Good Things Came to Those Who Waited

Racers always come to PITCH in Bellingham for some great racing in breeze. This year Bellingham delivered, again, though there was a bit of waiting involved.

Five classes competed on Bellingham bay over the Labor Day weekend in a modest turnout, including two PHRF divisions plus multihulls, San Juan 24s and "sportboats."

Saturday morning saw 10-15kts of breeze and lumpy seas. Each class had four or five races during five straight hours of hard buoy racing, and then enjoyed the \$10 steak dinner, six microbrews on tap and great camaraderie at the Bellingham Yacht Club clubhouse.

At the 10am start time on Sunday, it was flat calm and a few out of town boats saw the opportunity to escape town and get home at a reasonable hour thinking there was no chance of wind. However.... you can never give up on the wind in Bellingham



The breeze was on for the PITCH Regatta in Bellingham. Top, the Beneteau 36.7 Intuition worked to weather while Uno scooted downwind. Above the VXOne Rockon was crewed the happy couple Scott and Susan Burbank. Jan Anderson photos.

Bay before noon! After a two-hour postponement waiting for wind to arrive, it did!

The postponement flag came down at noon and two more races were held in a fantastic 10-12kt breeze and flat water. There was great racing in each class, but the tightest battle may have been between the Dave Steffen's Beneteau 36.7 *Vitesse* which won PHRF 2 and Charlie Macaulay's Farr 39 *Absolutely*. *Absolutely* broke its main halyard in race two and didn't start race three as the crew made repairs, but otherwise it traded firsts and seconds with *Vitesse* with less than a minute deciding each race.

Bellingham is well known as one of the few places in Puget Sound that has wind on Labor Day weekend and the venue offers top notch buoy racing. We enjoyed delivering warm temps, great wind and square courses. We even provided free moorage for competitors and hope many more can come enjoy it all.

– Randy Nulle, Regatta Chair.



STAR NORTH AMERICAS



Buchans Win Star North Americans

The Star class has a long and colorful history here in Seattle, and yet another chapter was written in September as local favorites Carl and son Jamie Buchan notched up a victory in the North American Championship, hosted by Seattle Yacht Club and presented by CSR Marine and North Sails. Puget Sound even cooperated

with solid breezes.

It was only fitting that an all-Buchan crew won the regatta. Carl's father Bill, brother-in-law Brian Ledbetter and son-in-law Dalton Bergan were also all skippering boats. In the final results Ledbetter finished a close second, but the most impressive performance of all may have been the

sixth place by Bergan. He first sailed a Star only a couple weeks before.

Out-of-towners cracked the podium with California sailors Andy McDonald finishing third. George Szabo would have been in contention were it not for a breakdown. His forestay fitting pulled out before race three in a fresh 15-20 knot northerly.

Right after the regatta, Szabo went on to win the Star Sailors League event in Switzerland.

For Carl and Jaimie, it was another milestone in their Star program, which started about eight years ago. "We're now a pretty experienced crew," Carl explains. "Jamie's a great crew and a lot of fun to sail with."

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Checking Ego at the Dock

Star North Americans has passed, and it was a whirlwind of an experience.

My partner in life and sailing, Josh Siudyla, and I first sailed our Star last winter. With tales of broken Star masts, our early sails were marked with uneasy anticipation. Star sailor and friend, Kirk Utter, set me straight: "Just have fun...and don't f--- up the gybe!"

And so we did. The Star is a boat of true elegance, timeless and modern. The nuances required to sail a Star demand strength and agility of both mind and body. The fleet is as grand as the boats, where you find generosity, great skill and humility.

The week of Star NAs dawned with a massive windstorm, keeping the fleet dockside for the first day of Star District Championships. When we did race on Sunday, we wrapped up our last race on Sunday with seaweed flying from our spreaders.

The preamble of Star NAs weighs in and sail measurements felt like a family reunion, a heartwarming sight. Many of the Star sailors had been racing each other for decades, friends for a lifetime. It was a classy group of sailors, of gentlemen and ladies. I saw no temperamental on-the-water theatrics; I saw only gracious behavior and phenomenal skill.

The roar of 33 giant mainsails luff-

ing at the start line of the first race was deafening, and I watched sailors of the highest caliber maneuver with consistent prowess at starts, mark roundings, and in both light and

heavy air. I felt as if I'd never raced, never really raced, until I raced a Star. But it required checking my ego at the dock. Bit by bit we found small gains and picking off three boats in the last

race felt like the greatest achievement of all, despite a bottom of the fleet slot overall.—Kirsten Bergstrom.

⚓ NWY

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RACING SHEET

PINK BOAT REGATTA



The Pink Boat Regatta delivered needed dollars to cancer research, and fun was had by all. Jan Anderson's photos available at janpix.smugmug.com.

The 2015 Pink Boat Regattas were a great success, with 47 boats in Seattle and 12 in Bellingham, and at least \$61,437 raised. Organizers are still tallying various sources and encouraging donations to achieve the overall goal of \$100,000. General (Donations can be made at www.pinkboatregatta.org/donation/) As

always, net proceeds will go to the Breast Cancer Research Foundation. The Celebration dinner held Sept 12 *Tantivy* won the most buoy's purchased for the Seattle Regatta & Garufa for Bellingham.

The party and silent auction after the Seattle Regatta were fantastic! Overall it was a very pink event!

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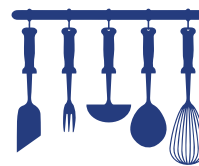
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Ladner Yacht Club
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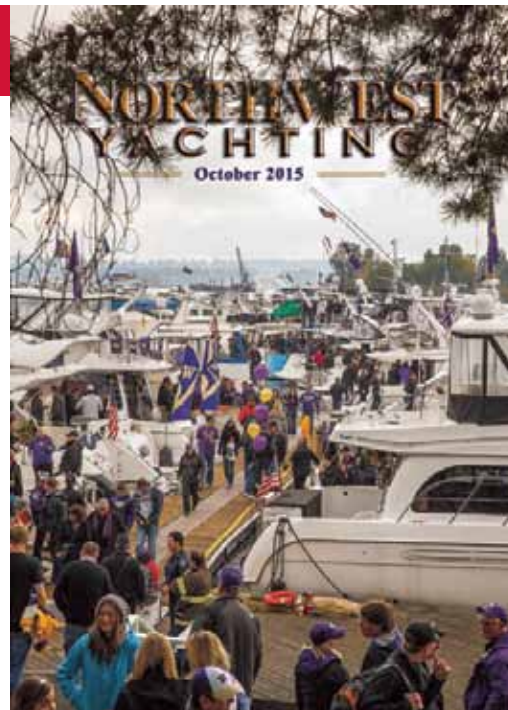
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35	TiaraOpen	00	TG	165,000	CrowsNest	19
35	Viking	78	TG	39,000	WaterLine	34
35	Vinette	99	D	79,500	ElliottBay	37
36	Albin	78	D	54,500	Port GardnerB	80
36	Carver 36 MY	07	TG	199,000	WaterLine	34
36	Carver 366 Mo	03	TG	94,900	WaterLine	34
36	Chris Craft	83	TD	69,000	Stan Miller	11
36	G Banks Sedan	88	D	189,000	NWExplor	16
36	GB Classic	67	G	74,000	AnacYtsShip	84
36	Grand Banks	71	TD	40,000	ChuckHovey	27
36	Grand Banks	71	TD	57,000	Irwin	9
36	Grand Banks	71	TD	39,900	Stan Miller	11
36	Grand Banks	73	TD	84,900	Stan Miller	11
36	Grand Banks	76	TD	68,800	Denison Yts	96
36	Grand Banks	77	D	99,000	Northwest	16
36	Grand Banks	95	TD	229,000	OuterReefYts	53
36	Grand Mariner	78	D	69,500	Port GardnerB	80
36	Heritage Twlr	77	D	59,000	WestYachts	35
36	Lobster	91	SD	155,000	Hebert	25
36	Luhrs	00	TD	142,000	Stan Miller	11
36	Monk	41	D	72,400	Northwest	16
36	Selene	05	D	349,000	Denison Yts	96
36	Universal	79	D	59,900	ChuckHovey	27
36	Willard	69	D	135,000	WaterLine	34
37	Back Cove	13	D	475,000	Bellingham	6
37	Bertram	89	TD	149,900	Stan Miller	11
37	Carver	93	TG	66,950	Irwin	9
37	Carver	94	TD	90,500	NHarborYS	81
37	Carver 370	98	TD	114,000	WaterLine	34
37	Cobalt 373	09	TG	280,000	Signature	29
37	Formula	08	TG	195,000	OceanAlex	3,8
37	Grady White	13	OB	475,000	OceanAlex	3,8
37	Great Harbour	00	TD	259,000	WaterLine	34
37	Hershine	80	D	75,900	ElliottBay	37
37	Marinette	81	TD	69,000	Port GardnerB	80
37	Nordic Tug	08	D	397,500	WestYachts	35
37	Nordic Tugs	02	D	299,900	NWYachtnet	83
37	President	87	D	74,900	SeattleYachts	63
37	Sea Ray	91	TG	49,900	ChuckHovey	27
37	Trojan Expres	87	G	39,500	MarineServctr	21
38	Bayliner	86	TD	39,900	NHarborYS	81
38	Bayliner 3888	84	TD	56,950	Irwin	9
38	Blackfin	97	TD	155,000	Stan Miller	11
38	Chris Craft	85	TG	52,000	LaConnerYS	82
38	Chris-Craft	87	TD	98,500	WaterLine	34
38	Formula	96	TG	32,900	ChuckHovey	27
38	Hatteras	73	TD	59,000	ElliottBay	37
38	Nordlund	66	D	45,000	WaterLine	34
38	OA	86	TD	135,000	Irwin	9
38	Ocean Alexand	86	TD	109,000	ElliottBay	37
38	OceanAlex38	85	D	139,000	AnacYtsShip	84
38	PacificSeacra	00	TD	189,000	ChuckHovey	27
38	Sabre	15	TD	CALL	Bellingham	6
38	San Juan	05	TD	424,950	Irwin	9
38	Sea Ray 380	00	TG	115,000	Irwin	9
38	Tiara	06	TD	320,000	OceanAlex	3,8
38	Tollycraft	65	TG	26,500	ElliottBay	37
38	Trojan Sea Vo	68	TG	54,500	WaterLine	34
39	Bayliner	96	TD	77,900	Denison Yts	96
39	Bayliner 3988	95	TD	99,850	Irwin	9
39	Meridian	08	D	287,000	NWYachtnet	83
39	Meridian 391	14	TD	399,900	Irwin	9
39	Silverton	00	D	129,900	MarineServctr	21
40	Albin	06	TD	244,500	ChuckHovey	27
40	Bayliner	82	D	95,000	MarineServctr	21
40	Bayliner 4087	00	TD	99,900	NWYachtnet	83
40	Bluewater 40	80	TD	119,000	WaterLine	34
40	Cabo	05	TD	575,000	Stan Miller	11
40	Carver	96	TD	115,900	NWYachtnet	83
40	Carver	99	TD	139,900	ChuckHovey	27
40	Chris Craft	66	TG	24,250	LaConnerYS	82
40	Fathom	15	D	NEW	NWYachtnet	83
40	Mainship	09	D	239,900	WaterLine	34
40	Nova	85	TD	89,500	NHarborYS	81
40	Ponderosa	87	TD	99,950	Bristol	81
40	Ponderosa	87	TD	121,000	NHarborYS	81
40	Tiara	97	TD	217,000	NWYachtnet	83
40	Tollycraft	91	D	129,500	EmeraldPac	13
41	American Tug	06	D	449,500	MarineServctr	21
41	Back Cove	15	D	CALL	Bellingham	6
41	Chris Craft	62	TG	39,500	Port GardnerB	80
41	Eagle	14	D	CALL	SeattleYachts	63
41	Maxum	00	TD	139,000	NWYachtnet	83
41	Meridian 411	03	D	245,000	AnacYtsShip	84
41	Meridian 411	06	TD	234,500	Irwin	9
41	President	84	TD	69,900	LaConnerYS	82

Bristol Yachts

NORTHWEST



33' 1983 Nauticat \$79,995



55' 1974 Columbia Custom . \$99,950



41' 1973 Tartan.....\$49,000



44' 1999 Beneteau CC \$144,900



26' 2011 Bartender..... \$78,900

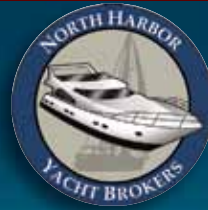


55' 2003 Hampton..... \$475,000

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 curtis.adams6@frontier.com 360-679-6779 www.yachtworld.com/bristol/

64'	2005 Lucander	\$120,000
55'	2003 Hampton	.....	\$475,000
64'	2005 Lucander	.....	\$140,000
55'	1974 Columbia Custom	....	\$99,950
44'	1999 Beneteau 44CC	.....	\$144,900
42'	2005 Catalina (1/8th Share)		\$25,000
42'	1990 Corsair	.....	\$49,500
41'	1973 Tartan S&S	.....	\$49,000
40'	1946 Pilothouse Motorsailer		\$10,000
40'	1987 Ponderosa	.....	\$99,950
38'	1991 Beneteau 38s5	.....	\$58,500
35'	1994 Bounty	.....	\$105,000
35'	1987 J/35	.....	\$34,995
34'	1987 Nordic Sloop	.....	PENDING
33'	1983 Nauticat PH	.....	\$79,995
33'	1981 Great Lakes 33	.....	SOLD
30'	1999 Bayliner	.....	\$34,950
26'	2011 Custom Bartender	.....	\$78,000

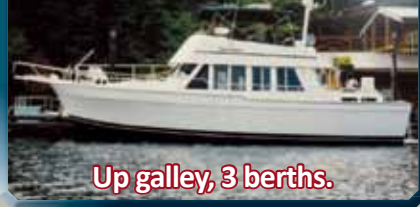
LISTINGS NEEDED!



NORTH HARBOR YACHT BROKERS

We are Selling Boats!! Listings Needed!!

CLEAN & CRUISE READY



Up galley, 3 berths.

2001 43' Mainship Trawler Cat diesels, hydronic heat, trolling valve, full enclosures, 3 berths. **\$199,000**

TOLLY QUALITY!



Come take a look!

1985 40' Tollycraft. Roomy, clean and well maintained. **\$69,500**

SHOWS LIKE NEW!



Superior passagemaker.

2011 36' Seahorse Coot Economical, reliable Deere power, loaded! **\$279,000**

LONG RANGE TRAWLER



Huge cockpit & walkarounds.

1983 34' Californian Very clean, wide open and roomy, economical diesel power. **\$59,900**

★ LISTINGS WANTED ★

- High volume sales office
- Centrally located with easily viewed inventory
- First rate customer service
- Located in Anacortes, Gateway to the San Juans
- Full services available at North Harbor Diesel and Yacht Service

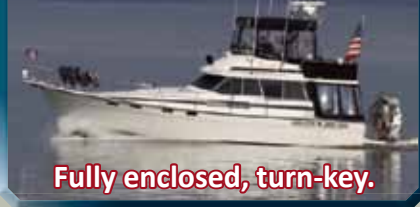
LOW HOURS, TURN-KEY



Clean and value priced!

1997 Bayliner 3988 Clean, market priced, ready to cruise. **\$116,500**

READY FOR SUMMER



Fully enclosed, turn-key.

1989 Bayliner 3888 Hull extension, chine mod, stainless arch, Hurricane heat. **\$87,500**

NEW TO MARKET



1988 Bayliner 4588 Super clean, many upgrades, turn-key. **\$135,500**

EXCEPTIONAL VESSEL



2006 48' Novatec Market priced, professionally maintained. **\$324,000**

READY TO SAIL!



2003 Catalina 36 MKII Excellent shape, ready to go, priced competitively. **\$110,000**

90% FRESHWATER w/trailer.



Meticulously maintained.

1992 34' Formula Extensive remodeling, elegant interior, ultra-low hrs. **\$48,500**

Fun & Clean!



2001 Catalina 310 Clean & ready to sail! **\$61,500** Also: Catalina 30.

360-299-1919 www.northharboryachtbrokers.com



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
41	PT Cheerman	83	TD	119,900	NWYachtnet	83	42	G Banks MY	99	TD	349,000	NWExplor	16	42	Ocean Alexand	90	TD	149,000	NWYachtnet	83	43	Ocean Alexand	80	TD	99,500	ElliottBay	37
41	PT Trawler	83	TD	119,900	NWYachtnet	83	42	GB 42 Classic	83	TD	195,000	AnacYtsShip	84	42	Ocean Alexand	92	TD	209,000	EmeraldPac	13	43	Ocean Alexand	82	TD	84,900	NWYachtnet	83
41	Queenship	96	D	169,000	EmeraldPac	13	42	Grand Banks	03	TD	499,500	Stan Miller	11	42	Ocean Alexand	94	TD	229,000	OceanAlex	3,8	43	Riviera	97	TD	270,000	WestYachts	35
41	Riviera	08	TD	445,000	EmeraldPac	13	42	Grand Banks	69	TD	79,500	Stan Miller	11	42	OceanAlex423	94	D	199,000	AnacYtsShip	84	43	Silverton	08	TD	299,000	OceanAlex	3,8
41	Sea Ray	00	TD	148,800	Denison Yts	96	42	Grand Banks	70	D	84,900	NWYachtnet	83	42	OceanAlexandr	04	TD	289,000	ChuckHovey	27	43	Wellcraft	91	TD	115,000	CrowsNest	19
42	Aquanaut 1250	04	D	249,000	NWYachtnet	83	42	GRAND BANKS	82	TD	219,000	OuterReefYts	53	42	PT	85	TD	88,900	Denison Yts	96	43	Wellcraft	96	TD	125,000	ChuckHovey	27
42	Arden/Histar	87	TD	119,900	SeattleYachts	63	42	Grand Banks	84	TD	149,000	Stan Miller	11	42	Sabre	05	TD	399,000	Stan Miller	11	44	Defever	85	TD	179,900	Irwin	9
42	Boathouse	00	N	34,900	NWYachtnet	83	42	Grand Banks	89	OB	339,000	AAAYachts	17	42	Sabre	16	TD	CALL	Bellingham	6	44	Huckins	03	TD	248,600	Denison Yts	96
42	Californian	77	TD	79,500	WaterLine	34	42	Grand Banks	98	D	449,000	EmeraldPac	13	42	Tiara	08	TD	449,000	Stan Miller	11	44	Navigator	05	TD	299,950	Irwin	9
42	CHB	81	D	79,000	NWYachtnet	83	42	GrandBanks	69	TD	129,900	OuterReefYts	53	42	Trojan	69	TG	39,950	Denison Yts	96	44	Norseman	83	D	189,000	ChuckHovey	27
42	CHB	84	TD	135,000	NHarborYS	81	42	Jefferson	91	TD	89,900	Port GardnerB	80	43	Albin	89	D	147,500	AnacYtsShip	84	44	Ocean Alex	89	N	149,920	AnacYtsShip	84
42	Cold Water	09	TD	389,000	ChuckHovey	27	42	Kato Custom M	81	TD	275,000	WaterLine	34	43	Bayliner	93	TD	90,000	NWYachtnet	83	44	Ocean Alexand	89	TD	137,500	OceanAlex	3,8
42	Corsair	90	TG	49,500	Bristol	81	42	Krogen	88	D	235,000	NHarborYS	81	43	Bayliner 3587	94	TD	115,500	Irwin	9	44	Riva	04	TD	450,000	Irwin	9
42	Corsair 4200	98	TD	175,000	WestYachts	35	42	Legacy	07	D	299,000	Stan Miller	11	43	Bayliner 4387	91	TD	129,000	WaterLine	34	44	Swift Trawler	14	TD	525,900	Signature	29
42	Devlin Sockey	00	D	420,000	MarineServctr	21	42	Lien Hwa	86	TG	99,500	WaterLine	34	43	Cabo	02	TD	379,000	Port GardnerB	80	44	Tiara	04	TD	360,000	ChuckHovey	27
42	G Banks Class	95	TD	269,000	NWExplor	16	42	Nordic Tug	00	D	340,000	NHarborYS	81	43	Fathom	11	D	439,000	NWYachtnet	83	44	Tollycraft	86	TG	94,900	LaConnerYS	82
42	G Banks Class	99	TD	339,000	NWExplor	16	42	Ocean Alexand	86	TD	109,900	NWYachtnet	83	43	Mikelson	00	TD	329,000	Stan Miller	11	44	Tollycraft	90	TD	125,000	ChuckHovey	27
42	G Banks Class	99	TD	319,500	NWExplor	16	42	Ocean Alexand	86	TD	119,900	NWYachtnet	83	43	Monk Classic	47	G	165,000	ChuckHovey	27	44	Tollycraft	90	TD	160,000	WaterLine	34
42	G Banks Eurpa	01	TD	429,000	NWExplor	16	42	Ocean Alexand	88	D	169,750	EmeraldPac	13	43	OA	83	TD	129,850	Irwin	9	45	Bayliner	86	TD	199,000	Hebert	25

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44' TOLLYCRAFT CPMY 1986, T/454 Crusader IB's, 14'8" beam, 2500W inverter, 8kW gen, AP, radar, heat pumps, asking **\$84,000**.



41' PRESIDENT SDMY 1984. Excellent design/layout! T/Perkins, 135hp, 9-12kt cruise. Color GPS, perfect staterooms, **REDUCED \$58,000**.



40' PUGET TRAWLER 1977, S/120 Lehman, 22 gph at 6.5 knots, 4-mi radar, AP, Espar diesel, 7.5kW gen, anchor windlass, asking **\$49,500**



38' CHRIS COMMANDER 1985. T/7.4L inboards, 13'11" beam, GPS, radar, windlass, dinghy, OB, 5kW gen. asking **\$52,000**.



35' PROWLER 10M SDMY 1986. Immaculate throughout, T/350 Chev's, 9kW gen., radar, GPS, windlass, dinghy w/OB asking **\$39,500**.



34' SEA RAY EC '88, T/7.4L IB's, 2011 remans, 11'11" beam, windlass, 5kW Kohler, radar/GPS combo, reverse air, **REDUCED \$27,900**



34' SEA RAY FB 1989, T/7.4L IB's, total rebuilds, 19 hrs, GPS, Radar, AP, 6.5kW gen, windlass, bow thruster, asking **\$37,500**



33' WELLCRAFT 1994. T/3116 Cat diesels, 1800W inverter, Yanmar generator, Radar, GPS, super cool, asking **\$56,900**



32' CHEOY LEE SEDAN 1981, 2005 85hp diesel engine, 12' beam, AP, GPS, radar, 2000W inverter, dark green hull, asking **\$47,500**



32' BAYLINER 3288 1991, T/150 Hino's, GPS, 2000W inverter, windlass, PSS seals, s/s risers, 2400 hrs, super clean. **\$42,500**



30' TOLLYCRAFT 1985. Twin Crusader V-drives, wide beam, handsome boat, asking **\$34,200**.



30' SEA RAY WEEKENDER 1992, T/5.7L Blue Water Marine V-drives, 550 hours, 1800W inv, GPS, windlass, very very nice, **\$19,900**.



30' BAYLINER 305 SB 2006. T/5.0L MerCruisers, Low hrs, 10' inflatable tender, Full Canvas Enclosure, 1800W Inverter, asking **\$58,800**.



30' BAYLINER 305 SB 2004, T/5.7L I/O's, man/risers 2014, Radar/GPS, anchor windlass, tender, outboard, asking **\$49,500**



28' BAYLINER 2858 1998, 7.4L w/duo prop, GPS, 9' inflatable, 2.5hp OB, cabin heat, full bimini enclosure, very nice. **\$29,900**



28' NORTH SOUND '92, custom aluminum, VP diesel, 155hp, IB, retractable tower w/helm, trailer, rigged for fishing, asking **\$58,000**



26' BAYLINER 2008, 5.0L w/Bravo III duo prop, 165 hrs, GPS, full canvas, 8' inflatable, optional radar arch, like new, asking **\$44,900**.



26' BAYLINER 2655 1989, 350 Chev I/O, 9'6" beam, GPS, fuel flow scan, updated canvas & upholstery, 2-axle trailer, asking **\$14,900**



26' SOUNDRAFT 2002. Custom Built! Aluminum, Yanmar diesel (315hp), 2 watertight compartments, fire proof insulation, asking **\$79,000**.

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43	Ocean Alexand	80	TD	99,500	ElliottBay	37
43	Ocean Alexand	82	TD	84,900	NWYachtnet	83
43	Riviera	97	TD	270,000	WestYachts	35
43	Silverton	08	TD	299,000	OceanAlex	3,8
43	Wellcraft	91	TD	115,000	CrowsNest	19
43	Wellcraft	96	TD	125,000	ChuckHovey	27
44	Defever	85	TD	179,900	Irwin	9
44	Huckins	03	TD	248,600	Denison Yts	96
44	Navigator	05	TD	299,950	Irwin	9
44	Norseman	83	D	189,000	ChuckHovey	27
44	Ocean Alex	89	N	149,920	AnacYtsShip	84
44	Ocean Alexand	89	TD	137,500	OceanAlex	3,8
44	Riva	04	TD	450,000	Irwin	9
44	Swift Trawler	14	TD	525,900	Signature	29
44	Tiara	04	TD	360,000	ChuckHovey	27
44	Tollycraft	86	TG	94,900	LaConnerYS	82
44	Tollycraft	90	TD	125,000	ChuckHovey	27
44	Tollycraft	90	TD	160,000	WaterLine	34
45	Bayliner	86	TD	199,000	Hebert	25
45	Bayliner	88	TD	129,000	Denison Yts	96
45	Bayliner	89	TD	134,500	ElliottBay	37
45	Bayliner	89	TD	120,000	NHarborYS	81
45	Bayliner 4550	88	TD	137,500	Irwin	9
45	Bayliner 45PH	86	TD	134,900	NWYachtnet	83
45	Bayliner 45PH	86	TD	79,900	NWYachtnet	83
45	Canoe Cove	89	TD	169,000	AnacYtsShip	84
45	CHB	79	TD	125,000	WaterLine	34
45	CHB	85	TD	148,000	Denison Yts	96
45	Chris Craft	85	TD	82,000	ElliottBay	37
45	Coastal Craft	13	OB	995,000	AAAYachts	17
45	Devlin	07	D	890,000	ChuckHovey	27
45	Maritimo	13	TD	699,000	Hampton Yts	4,96
45	OA	96	TD	329,000	Irwin	9
45	Phantom	10	TD	349,000	EmeraldPac	13
46	Angel	88	TD	190,000	NHarborYS	81
46	Bertram	70	TD	104,995	NHarborYS	81
46	Carver	03	TD	249,900	ElliottBay	37
46	G Banks Class	95	TD	369,000	NWExplor	16
46	G Banks Eurpa	01	TD	499,000	NWExplor	16
46	Grand Banks	01	TD	565,000	Irwin	9
46	Grand banks	02	TD	695,000	OuterReefYts	53
46	Grand Banks	02	TD	549,900	Stan Miller	11
46	Grand Banks	88	TD	189,000	Irwin	9
46	Grand Banks	98	TD	395,000	Stan Miller	11
46	Nordhavn	01	D	489,000	AAAYachts	17
46	Sea Ranger	87	TD	164,000	NHarborYS	81
46	Spindrift	87	TD	135,000	ChuckHovey	27
47	Bayliner	94	TD	249,500	CrowsNest	19
47	Bayliner 4788	95	TD	179,900	Premiere Yts	22,23
47	Bayliner 4788	96	TD	159,900	NWYachtnet	83
47	Bayliner47 PH	95	D	210,000	AnacYtsShip	84
47	Bayliner47 PH	97	D	235,000	AnacYtsShip	84
47	Cabo	02	TD	495,000	Stan Miller	11
47	Diesel Duck	06	D	675,000	Denison Yts	96
47	Grand Banks	06	TD	675,000	Stan Miller	11
47	Grand Banks	08	TD	799,000	Northwest	16
47	Jefferson	90	TD	169,900	NHarborYS	81
47	Riviera	05	D	475,000	EmeraldPac	13
47	Selene	05	D	599,000	OceanAlex	3,8
47	Selene	07	D	639,000	AAAYachts	17
47	Selene	09	D	699,000	Denison Yts	96
48	DeFever	82	TD	239,000	NWYachtnet	83
48	Defever	85	TD	150,000	ChuckHovey	27
48	DeFever Lind	59	D	99,500	Stan Miller	11
48	Fountain	08	D	399,000	ChuckHovey	27
48	Hatteras	75	TD	89,995	Irwin	9
48	Krogen	97	D	499,000	EmeraldPac	13
48	Maritimo	08	D	795,000	Hampton Yts	4,96
48	McKinna	04	TD	365,000	ChuckHovey	27
48	Monk	70	D	50,800	Denison Yts	96
48	Navigator	08	D	399,000	Irwin	9
48	Navigator	09	TD	569,000	NWYachtnet	83
48	Norseman	06	TD	379,000	Stan Miller	11
48	Offshore Seda	01	TD	399,000	NWExplor	16
48	Rievira	00	TG	39		

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
50	Bertram	88	D	329,000	EmeraldPac	13	59	Rutherford	83	D	239,000	MarineServctr	21	63	Johnson MY	90	TD	750,000	AnacYtsShip	84	65	Outer Reef	07	TD	1.895M	OuterReefYts	53
50	Cruisers	07	TD	449,000	ChuckHovey	27	59	Selene	08	D	1.415M	ElliottBay	37	63	Outer Reef	09	TD	1.695M	OuterReefYts	53	65	Pac Mariner	98	TD	699,000	Premiere Yts22,23	96
50	GrandBanks	74	SD	235,000	Hebert	25	60	Bertram	90	TD	475,000	ChuckHovey	27	63	President	05	TD	875,000	EmeraldPac	13	65	Realship	98	TD	849,000	Denison Yts	9
50	McKinna 481	05	TD	399,000	Premiere Yts22,23		60	CapeFoulweath	77	TD	139,000	ChuckHovey	27	63	SeaRay	92	TD	349,000	CrowsNest	19	65	Tug Conv.	53	D	399,000	Irwin	19
50	Mikelson	97	TD	375,000	ChuckHovey	27	60	Compass	01	D	455,000	AAAYachts	17	64	Grand Alaskan	00	TD	845,500	OuterReefYts	53	65	Viking	01	TD	1.895M	CrowsNest	13
50	Nova	88	TD	199,000	Northwest	16	60	Hoquiam	94	TD	949,000	Hebert	25	64	Grand Alaskan	03	TD	1.275M	OuterReefYts	53	66	Western Craft	58	D	359,000	EmeraldPac	16
50	Oc Alex Sedan	89	TD	209,000	Premiere Yts22,23		60	Maritimo	10	TD	1.650M	Hampton Yts 4,96		64	Grand Alaskan	04	TD	1.259M	OuterReefYts	53	66	Cheoy Lee LRC	91	TD	395,000	Northwest	6
50	Ocean Alexand	06	D	495,000	OceanAlex	3,8	60	Ocean Alexand	10	D	1.249M	AAAYachts	17	64	Laconner	89	TD	299,000	NWYachtnet	83	68	Sabre	17	TD	CALL	Bellingham	13
50	Seahorse	05	D	598,000	ChuckHovey	27	60	Ocean Alexand	10	TD	1.375M	OceanAlex	3,8	64	Litt Hoq Traw	99	TD	875,000	NWExplor	16	68	Nordlund	86	D	499,000	EmeraldPac	3,8
50	Stephens	29	TD	199,000	ChuckHovey	27	60	Ocean Alexand	85	D	449,000	EmeraldPac	13	64	LittleHoquiam	99	TD	549,000	ChuckHovey	27	68	Nordlund	93	TD	995,000	OceanAlex	3,8
51	Symbol Yachtf	86	TD	199,950	Irwin	9	60	Ocean Alexand	86	TD	449,000	Hampton Yts 4,96		64	Northern	98	TD	2.595M	Hebert	25	68	Ocean Alexand	09	TD	2.100M	OceanAlex	3,8
52	Californian	90	TD	159,000	ChuckHovey	27	60	Vic Franck	65	D	99,900	NWYachtnet	83	64	Ocean Alexand	08	TD	1.450M	OceanAlex	3,8	68	VikingSC	01	TD	1.195M	CrowsNest	19
52	G Banks Eurpa	03	TD	699,000	NWExplor	16	61	Navigator	02	TD	895,000	CrowsNest	19	65	Alaskan	07	TD	990,000	OceanAlex	3,8	70	North Star	88	TD	799,000	NWYachtnet	83
52	G Banks Eurpa	98	TD	699,000	NWExplor	16	61	Offshore	91	TD	495,000	Hampton Yts 4,96		65	Ed Monk Sr Cl	39	TD	149,900	WaterLine	34	70	Ocean Alexand	03	D	1.249M	EmeraldPac	13
52	Grand Banks	98	TD	729,000	Stan Miller	11	61	Tollycraft	83	TD	499,000	Irwin	9	65	Fleming	05	TD	2.349M	ChuckHovey	27	71	AdmiralMarin	96	TD	1.199M	CrowsNest	19
52	Hatteras	84	TD	195,000	NHarborYS	81	62	Blanchard	58	TD	349,000	Hebert	25	65	Fountain	00	TD	599,000	OceanAlex	3,8	72	CheoyLee	04	TD	1.850M	CrowsNest	19
52	Hi Star	87	D	209,000	EmeraldPac	13	62	Monk McQueen	74	TD	199,700	NWYachtnet	83	65	HarkersIsland	70	TD	125,000	ChuckHovey	27	72	Monk McQueen	77	TD	599,000	AAAYachts	17
52	Jefferson	07	TD	650,000	OuterReefYts	53	62	Ocean Alexand	10	TD	1.395M	OceanAlex	3,8	65	Kha Shing	90	TD	475,000	ChuckHovey	27	73	Alaska Tug	40	D	85,000	WaterLine	34
52	Nordic Sedan	87	TD	249,000	NWExplor	16	63	Hatteras	87	TD	400,000	OceanAlex	3,8	65	Nordlund	95	TD	795,000	EmeraldPac	13	73	Classic MY	22	D	150,000	WaterLine	34
52	Nordlund Pilo	70	D	114,000	WaterLine	34																					
52	Viking	07	TD	995,000	Stan Miller	11																					
53	Canoe Cove	81	TD	185,000	Irwin	9																					
53	Carver	98	TD	329,000	CrowsNest	19																					
53	Carver	98	D	295,000	EmeraldPac	13																					
53	Defever POC	86	TD	379,000	Irwin	9																					
53	Eagle	14	TD	CALL	SeattleYachts	63																					
53	GB Aleutian	11	TD	1.649M	Stan Miller	11																					
53	GB Aleutian	12	TD	2.050M	Stan Miller	11																					
53	Navigator	99	TD	259,000	AnacYtsShip	84																					
53	Pacemaker	67	TD	84,500	Port GardnerB	80																					
53	Selene	01	D	579,900	Hampton Yts 4,96																						
53	Selene	07	D	890,000	Denison Yts	96																					
53	Selene	07	D	899,000	Premiere Yts22,23																						
53	Skookum	78	D	199,500	ElliottBay	37																					
53	Symbol	90	TD	184,900	ChuckHovey	27																					
54	Bracewell	00	TD	625,000	ElliottBay	37																					
54	Ocean Alexand	85	TD	229,000	OceanAlex	3,8																					
54	Ocean Alexand	96	TD	679,000	Denison Yts	96																					
54	OceanAlexand	92	TD	399,000	CrowsNest	19																					
54	OceanAlexandr	96	TD	769,000	CrowsNest	19																					
54	Offshore	10	TD	CALL	ChuckHovey	27																					
54	Offshore	07	TD	1.060M	OuterReefYts	53																					
54	Pama	04	D	499,000	EmeraldPac	13																					
54	Sabre	16	TD	CALL	Bellingham	6																					
54	Seahorse	11	D	759,699	WestYachts	35																					
54	TBM	05	TG	599,000	Swiftsure	39																					
55	Californian	11	TD	465,000	OceanAlex	3,8																					
55	Fleming	02	TD	999,000	ChuckHovey	27																					
55	Fleming	94	TD	625,000	ChuckHovey	27																					
55	Hampton	03	TD	475,000	Bristol	81																					
55	HiStar	89	D	215,000	EmeraldPac	13																					
55	JonesGdell	90	TD	825,000	Hebert	25																					
55	Santa Barbara	73	TD	99,000	ChuckHovey	27																					
55	Sea Ranger	80	TD	359,000	ChuckHovey	27																					
55	Sea Ray	05	OB	525,000	EmeraldPac	13																					
55	Seahorse	06	D	449,000	EmeraldPac	13																					
55	Symbol	94	D	329,000	NWYachtnet	83																					
56	Jenkins	13	D	810,000	ChuckHovey	27																					
56	Navigator	01	TD	369,000	Irwin	9																					
56	Nordhavn	09	D	1.199M	AAAYachts	17																					
57	Bayliner PH	00	N	485,000	AnacYtsShip	84																					
57	Carver	01	TD	445,000	OceanAlex	3,8																					
57	Carver570	01	TD	438,500	AnacYtsShip	84																					
57	Chris Craft	90	TD	275,000	Irwin	9																					
57	Eagle	14	TD	CALL	SeattleYachts	63																					
57	Tolly	92	TD	749,000	Hebert	25																					
57	Tollycraft	90	TD	349,850	Irwin	9																					
57	Tollycraft	95	TD	549,000	Hampton Yts 4,96																						
58	Azmut	02	TD	675,000	ChuckHovey	27																					
58	GB Eastbay	05	TD	1.295M	Stan Miller	11																					
58	Hampton 580	08	TD	1.195M	Premiere Yts22,23																						
58	Hatteras	78	TD	347,000	Denison Yts	96																					
58	Kadey Krogen	06	TD	1.299M	Stan Miller	11																					
58	Meridian PH	03	TD	689,000	AnacYtsShip	84																					
58	Navigator	99	TD	499,000	Irwin	9																					

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
73	CustomSteel	85	TD	1.800M	Hebert	25	84	VikingSC	03	TD	2.295M	CrowsNest	19
73	Far Ocean Str	92	D	895,000	EmeraldPac	13	85	Burger	65	TD	425,000	Hampton Yts	4,96
73	Outer Reef	06	TD	2.200M	OuterReefYts	53	85	Onetta Boat W	70	TD	987,000	Denison Yts	96
74	Horizon	09	TD	2.195M	EmeraldPac	13	86	Cheoy Lee	98	TD	1.295M	ChuckHovey	27
75	Fleming	01	TD	1.650M	ChuckHovey	27	86	Queenship	00	TD	1.995M	AAAYachts	17
75	Kha Shing	89	D	599,000	EmeraldPac	13	88	Ocean Alexand	10	TG	3.745M	OceanAlex	3,8
75	Monk Classic	46	TD	150,000	ChuckHovey	27	90	Cheoy Lee	06	TD	2.490M	ChuckHovey	27
76	HudsnAlum	72	TD	675,000	Hebert	25	90	Sovereign	01	TG	2.450M	OceanAlex	3,8
76	Monk McQueen	80	TD	349,000	Denison Yts	96	90	Vic Franck	99	TD	1.695M	Denison Yts	96
76	Willis J Reid	32	TD	149,000	ChuckHovey	27	92	Allseas	10	TD	7.500M	WestYachts	35
78	Nordlund	91	TD	1.265M	ChuckHovey	27	92	McQueen	84	TD	750,000	CrowsNest	19
78	Ocean alexand	12	TD	3.550M	OceanAlex	3,8	92	Viking	16	TD	NEW	Stan Miller	11
78	Stephens CMY	70	TD	250,000	WestYachts	35	97	Transworld	03	TD	1.980M	Hampton Yts	4,96
80	Horizon	15	TD	NEW	EmeraldPac	13	98	Broward	82	D	995,000	EmeraldPac	13
80	Ocean Alexand	07	TD	2.095M	OceanAlex	3,8	110	Horizon	13	TD	9.900M	EmeraldPac	13
80	Ocean Alexand	10	TD	2.950M	OceanAlex	3,8	111	Nordlund	14	TD	12.995M	EmeraldPac	13
80	Outer Reef	07	TD	3.350M	OuterReefYts	53	116	Transworld	14	TD	6.995M	Hampton Yts	4,96
80	Outer Reef	08	TD	3.650M	OuterReefYts	53	125	Boeing of Can	30	D	1.850M	EmeraldPac	13
84	Horizon	15	TD	5.525M	EmeraldPac	13							

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
14	Weta Trimaran	10	N	7,000	MarineServctr	21	34	Nordic	87	D	24,950	Bristol	81
20	Harbor	02	OB	13,900	Signature	29	34	Roberts	81	D	28,000	Swiftsure	39
20	Harbor	16	E	39,900	Signature	29	34	Tartan T34C	78	D	39,900	NWYachtnet	83
20	Laser SB3	08	N	29,500	MarineServctr	21	34	Taylor Rhodes	54	D	29,500	ElliottBay	37
22	Beneteau Firs	15	OB	36,900	Signature	29	35	Beneteau Firs	15	D	219,900	Signature	29
22	J/Boats J/70	13	OB	49,900	SailNW	76	35	Beneteau OC	15	D	CALL	Signature	29
25	Beneteau Firs	15	D	89,900	Signature	29	35	C&C	86	D	29,900	Port GardnerB	80
26	J Boats J/80	00	OB	24,500	SailNW	76	35	CAL	74	D	29,950	Tradewind	sss
27	Catalina 275	14	D	CALL	SeattleYachts	63	35	Catalina	04	D	112,500	NHarborYS	81
27	Ericson	73	OB	4,000	Port GardnerB	80	35	Catalina 355	14	D	CALL	SeattleYachts	63
27	Hunter	05	D	34,900	Stan Miller	11	35	Catalina 355	16	D	NEW	SeattleYachts	63
28	Alerion	10	D	115,000	Northwest	16	35	Huntingford	85	D	29,500	MarineServctr	21
28	Corsair F28	00	OB	64,500	MarineServctr	21	35	Island Packet	02	D	145,000	MarineServctr	21
28	Freedom	87	D	26,000	SeattleYachts	63	35	Island Packet	93	TD	139,500	WaterLine	34
29	CAL Jensen	73	D	15,900	MarineServctr	21	35	J	87	D	34,995	Bristol	81
29	Hunter	96	D	38,500	MarineServctr	21	35	J/109	12	D	229,000	Swiftsure	39
29	J/Boats J/88	15	D	175,000	SailNW	76	35	J/Boats J/35c	94	D	84,500	SailNW	76
30	Baba	78	D	39,500	Port GardnerB	80	35	Schock	89	D	45,000	SailNW	76
30	Baba	80	D	54,900	FridayHarborYt31		36	C&L Explorer	83	D	49,900	NWYachtnet	83
30	Catalina	82	N	12,900	Stan Miller	11	36	CAL	67	D	38,000	Tradewind	sss
30	CatalinaMKIII	03	D	539,000	SeattleYachts	63	36	Catalina	84	D	37,500	NWYachtnet	83
30	Fisher	75	D	89,700	NWYachtnet	83	36	Catalina	89	D	46,990	MarineServctr	21
30	Hunter	89	D	31,500	ElliottBay	37	36	Ericson	77	D	39,900	NHarborYS	81
30	J/Boats J/30	81	D	27,500	SailNW	76	36	Hunter 36	05	D	118,000	Signature	29
30	Jenneau	85	D	22,500	Port GardnerB	80	36	IslanderSloop	72	D	19,900	WestYachts	35
30	Newport	79	G	9,500	MarineServctr	21	36	Jeanneau	90	D	49,900	SailNW	76
30	Nonsuch	79	D	36,500	NWYachtnet	83	36	Morgan	75	D	19,900	SeattleYachts	63
30	Nonsuch	82	D	44,900	WestYachts	35	36	Solaris Sunri	93	TD	125,000	WaterLine	34
30	Nonsuch Ultra	84	D	57,000	Signature	29	36	Swan	89	D	169,000	Swiftsure	39
31	Catalina 315	14	D	CALL	SeattleYachts	63	37	Beneteau 373	05	D	120,000	Swiftsure	39
31	CR 310	02	D	79,000	NWYachtnet	83	37	Bruce Roberts	91	D	75,000	Denison Yts	96
31	J/Boats J/97	14	D	149,900	SailNW	76	37	C&C	82	D	44,900	SailNW	76
32	Buccaneer	76	D	29,000	Port GardnerB	80	37	Cooper	85	D	74,500	MarineServctr	21
32	Ericson	88	D	30,000	Stan Miller	11	37	Dehler 372	85	D	59,000	SailNW	76
32	Gulf	88	D	47,000	AnacYtsShip	84	37	Hanse	05	D	134,900	Stan Miller	11
32	Kettenburg	37	N	49,900	Stan Miller	11	37	Jeanneau	02	D	98,900	MarineServctr	21
33	BorressenBB10	82	D	19,000	ElliottBay	37	37	Jeanneau S037	02	D	89,900	MarineServctr	21
33	C&C	75	D	13,500	Port GardnerB	80	37	Peterson 37	77	D	19,900	Port GardnerB	80
33	Flying Tiger	08	D	27,500	SailNW	76	37	Sweden 370	95	D	167,000	Swiftsure	39
33	Frers	89	D	35,900	ElliottBay	37	37	Tartan	80	D	47,900	MarineServctr	21
33	J/100	05	D	79,900	Swiftsure	39	37	Tartan 37	80	D	45,000	MarineServctr	21
33	J/Boats J/100	05	D	89,900	SailNW	76	38	Alajuela	77	D	75,000	WaterLine	34
33	Legendary Yac	00	D	180,000	WaterLine	34	38	Baltic DP	85	D	124,500	NWYachtnet	83
33	Nauticat	73	D	92,000	WestYachts	35	38	Beneteau	91	D	58,500	Bristol	81
33	Nauticat	83	D	79,995	Bristol	81	38	Beneteau OC	15	D	NEW	Signature	29
33	Nauticat	84	D	96,500	MarineServctr	21	38	C&C115	06	D	189,900	Swiftsure	39
34	Ben-First 10R	07	D	87,000	Signature	29	38	Catalina	00	D	114,500	ElliottBay	37
34	Catalina	89	D	43,500	ElliottBay	37	38	Catalina	96	D	104,500	WaterLine	34
34	Catalina	91	D	49,999	SeattleYachts	63	38	Catalina 385	12	D	CALL	SeattleYachts	63
34	J Boats J/34	85	D	26,000	SailNW	76	38	Down East	77	D	39,000	Port GardnerB	80
							38	Dubois Steel	78	D	110,000	WaterLine	34
							38	HansChristian	80	D	84,900	WestYachts	35
							38	Hodgdon Bros.	78	D	95,000	Denison Yts	96
							38	Kettenburg	54	D	20,000	Port GardnerB	80

SAIL

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
14	Weta Trimaran	10	N	7,000	MarineServctr	21	34	Nordic	87	D	24,950	Bristol	81
20	Harbor	02	OB	13,900	Signature	29	34	Roberts	81	D	28,000	Swiftsure	39
20	Harbor	16	E	39,900	Signature	29	34	Tartan T34C	78	D	39,900	NWYachtnet	83
20	Laser SB3	08	N	29,500	MarineServctr	21	34	Taylor Rhodes	54	D	29,500	ElliottBay	37
22	Beneteau Firs	15	OB	36,900	Signature	29	35	Beneteau Firs	15	D	219,900	Signature	29
22	J/Boats J/70	13	OB	49,900	SailNW	76	35	Beneteau OC	15	D	CALL	Signature	29
25	Beneteau Firs	15	D	89,900	Signature	29	35	C&C	86	D	29,900	Port GardnerB	80
26	J Boats J/80	00	OB	24,500	SailNW	76	35	CAL	74	D	29,950	Tradewind	sss
27	Catalina 275	14	D	CALL	SeattleYachts	63	35	Catalina	04	D	112,500	NHarborYS	81
27	Ericson	73	OB	4,000	Port GardnerB	80	35	Catalina 355	14	D	CALL	SeattleYachts	63
27	Hunter	05	D	34,900	Stan Miller	11	35	Catalina 355	16	D	NEW	SeattleYachts	63
28	Alerion	10	D	115,000	Northwest	16	35	Huntingford	85	D	29,500	MarineServctr	21
28	Corsair F28	00	OB	64,500	MarineServctr	21	35	Island Packet	02	D	145,000	MarineServctr	21
28	Freedom	87	D	26,000	SeattleYachts	63	35	Island Packet	93	TD	139,500	WaterLine	34
29	CAL Jensen	73	D	15,900	MarineServctr	21	35	J	87	D	34,995	Bristol	81
29	Hunter	96	D	38,500	MarineServctr	21	35	J/109	12	D	229,000	Swiftsure	39
29	J/Boats J/88	15	D	175,000	SailNW	76	35	J/Boats J/35c	94	D	84,500	SailNW	76
30	Baba	78	D	39,500	Port GardnerB	80	35	Schock	89	D	45,000	SailNW	76
30	Baba	80	D	54,900	FridayHarborYt31		36	C&L Explorer	83	D	49,900	NWYachtnet	83
30	Catalina	82	N	12,900	Stan Miller	11	36	CAL	67	D	38,000	Tradewind	sss
30	CatalinaMKIII	03	D	539,000	SeattleYachts	63	36	Catalina	84	D	37,500	NWYachtnet	83
30	Fisher	75	D	89,700	NWYachtnet	83	36	Catalina	89	D	46,990	MarineServctr	21
30	Hunter	89	D	31,500	ElliottBay	37	36	Ericson	77	D	39,900	NHarborYS	81
30	J/Boats J/30	81	D	27,500	SailNW	76	36	Hunter 36	05	D	118,000	Signature	29
30	Jenneau	85	D	22,500	Port GardnerB	80	36	IslanderSloop	72	D	19,900	WestYachts	35
30	Newport	79	G	9,500	MarineServctr	21	36	Jeanneau	90	D	49,900	SailNW	76
30	Nonsuch	79	D	36,500	NWYachtnet	83	36	Morgan	75	D	19,900	SeattleYachts	63
30	Nonsuch	82	D	44,900	WestYachts	35	36	Solaris Sunri	93	TD	125,000	WaterLine	34
30	Nonsuch Ultra	84	D	57,000	Signature	29	36	Swan	89	D	169,000	Swiftsure	39
31	Catalina 315	14	D	CALL	SeattleYachts	63	37	Beneteau 373	05	D	120,000	Swiftsure	39
31	CR 310	02	D	79,000	NWYachtnet	83	37	Bruce Roberts	91	D	75,000	Denison Yts	96
31	J/Boats J/97	14	D	149,900	SailNW	76	37	C&C	82	D	44,900	SailNW	76
32	Buccaneer	76	D	29,000	Port GardnerB	80	37	Cooper	85	D	74,500	MarineServctr	21
32	Ericson	88	D	30,000	Stan Miller	11	37	Dehler 372	85	D	59,000	SailNW	76
32	Gulf	88	D	47,000	AnacYtsShip	84	37	Hanse	05	D	134,900	Stan Miller	11
32													

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	
38	Marina Berth	95	N	28,000	WaterLine	34	45	Jeanneau DS	10	D	294,500	MarineServctr	21	48	C&C	73	D	248,000	Swiftsure	39	52	Tayana	90	D	279,500	SeattleYachts	63	
38	Moody	02	D	175,000	ElliottBay	37	45	Nauticat 40+5	85	D	235,000	MarineServctr	21	48	Cal	66	D	61,000	MarineServctr	21	53	Andrews	90	D	149,000	SailNW	76	
38	Nauticat	82	D	98,000	MarineServctr	21	46	Cal 2-46	74	D	97,500	WaterLine	34	48	Island Packet	06	D	449,000	Swiftsure	39	53	Skookum Ketch	84	D	280,000	WestYachts	35	
38	Nauticat	85	D	149,900	NHarborYS	81	46	Formosa	80	D	89,900	Northwest	16	48	J Boats J/145	03	D	495,000	SailNW	76	53	Spencer	78	D	189,000	Swiftsure	39	
38	Nauticat	86	D	139,000	MarineServctr	21	46	Grand Soleil	98	D	209,500	NWYachtnet	83	48	Maple Leaf	75	D	114,000	WaterLine	34	54	CT	85	D	220,000	Tradewind	sss	
38	Nauticat 38	01	D	269,000	MarineServctr	21	46	Hunter	01	TD	179,000	ChuckHovey	27	48	Oceanis	16	D	CALL	Signature	29	54	Mason CC	90	D	359,900	Signature	29	
38	Ohlson	71	D	23,900	Tradewind	sss	46	Jeanneau 45.2	01	D	198,500	MarineServctr	21	48	Swan	72	D	80,000	Swiftsure	39	55	Columbia	74	D	99,950	Bristol	81	
38	Pearson Sloop	91	D	79,900	WestYachts	35	46	Jeanneau 469	16	D	419,852	MarineServctr	21	48	Tayana	93	D	299,000	Swiftsure	39	56	Herreshoff	56	D	215,000	WaterLine	34	
38	Shannon Ketch	81	D	96,000	NWYachtnet	83	46	Kelly Peterso	87	D	227,000	WaterLine	34	48	Tayana DS	12	D	529,500	SeattleYachts	63	57	Skookum	82	TD	299,000	WaterLine	34	
38	TaShing Panda	78	D	84,900	ElliottBay	37	46	KellyPeterson	87	D	199,900	Signature	29	49	Fife 8 Metre	29	D	250,000	Swiftsure	39	61	C&C	73	D	595,000	WestYachts	35	
38	TaShing Panda	86	D	149,900	NWYachtnet	83	46	S & S	61	D	75,000	ElliottBay	37	49	Jeanneau49P	07	D	349,500	MarineServctr	21	64	Lucander	05	D	140,000	Bristol	81	
39	Bavaria	94	D	89,999	WaterLine	34	46	Tayana PH	13	D	574,021	SeattleYachts	63	49	Reinke 15m	96	TD	195,000	WaterLine	34	64	Roberts PH 64	88	D	298,000	MarineServctr	21	
39	Beneteau	03	D	129,000	AnacYtsShip	84	47	Beneteau 473	06	D	239,500	Signature	29	50	Beneteau	97	D	228,000	AnacYtsShip	84	65	Perry	01	D	695,000	Swiftsure	39	
39	Beneteau 393	03	D	125,000	Signature	29	47	Caliber LRC	95	D	219,500	WestYachts	35	50	Bruckmann	12	D	1.169M	ChuckHovey	27	70	Wylie	93	D	299,000	Swiftsure	39	
39	Beneteau 393	04	D	117,950	Signature	29	47	Custom CC	79	D	139,000	MarineServctr	21	50	Celestial PH	96	D	249,900	Swiftsure	39	73	German Frers	87	D	700,000	Denison Yts	96	
40	Beneteau 405	88	D	69,900	Signature	29	47	Custom PH	04	D	450,000	SeattleYachts	63	50	Dubbel	89	D	349,000	Swiftsure	39	80	PTE	96	TD	995,000	Bristol	81	
40	Caliber	03	D	259,000	Swiftsure	39	47	Hunter	07	D	275,000	Denison Yts	96	50	Farr	85	D	139,000	MarineServctr	21	382	Beneteau	98	D	67,500	Port GardnerB	80	
40	Catalina 400	00	D	145,000	WaterLine	34	47	Vagabond	84	D	198,500	NWYachtnet	83	50	Valiant	02	D	529,500	NWYachtnet	83	400	Lagoon 400	10	D	398,500	MarineServctr	21	
40	CSY	89	D	89,500	MarineServctr	21	47	Vegabond K	81	D	127,900	SeattleYachts	63	51	Beneteau	93	D	179,900	AnacYtsShip	84	409	Jeanneau	16	D	278,913	MarineServctr	21	
40	Davidson	80	D	49,000	SailNW	76	48	Arthur Tiller	41	D	59,900	MarineServctr	21	51	Formosa	82	D	179,900	NWYachtnet	83								
40	Fuji	78	D	69,000	Swiftsure	39																						
40	Hinckley	70	D	169,500	ElliottBay	37																						
40	Hunter	90	D	78,000	ElliottBay	37																						
40	Hunter	94	D	75,000	ElliottBay	37																						
40	Hunter Legend	92	D	89,900	WestYachts	35																						
40	J Boats J/120	94	D	129,000	SailNW	76																						
40	J Boats J/122	09	D	379,000	SailNW	76																						
40	J Boats J/40	86	D	120,000	SailNW	76																						
40	Jeanneau Sun	01	D	168,900	AnacYtsShip	84																						
40	Jespersen	93	D	179,000	Northwest	16																						
40	Jonmeri	86	D	129,000	Swiftsure	39																						
40	Nauticat	85	OB	169,500	MarineServctr	21																						
40	Nauticat 40	85	D	169,500	MarineServctr	21																						
40	Pilothouse	46	D	10,000	Bristol	81																						
40	S&S Loki Yawl	53	D	75,000	ElliottBay	37																						
40	Tripp	91	D	64,000	SailNW	76																						
40	Valiant	82	D	99,950	Swiftsure	39																						
41	Alden	99	D	194,500	NWYachtnet	83																						
41	Beneteau OC	13	D	265,000	Signature	29																						
41	C&C	85	D	59,000	SailNW	76																						
41	Cheoy Lee	77	D	94,500	WaterLine	34																						
41	CT PH Ketch	76	D	49,900	NWYachtnet	83																						
41	hunter 410	98	D	109,900	Signature	29																						
41	Laurent Giles	57	D	69,500	NWYachtnet	83																						
41	Morgan Out Is	82	D	69,900	ElliottBay	37																						
41	Rhodes Bounty	59	D	29,500	WaterLine	34																						
41	Tartan	73	D	49,000	Bristol	81																						
42	Atlantic	00	TG	350,000	Swiftsure	39																						
42	Bavaria	99	D	129,000	ElliottBay	37																						
42	Beneteau OC	07	D	169,900	Signature	29																						
42	Cascade	79	D	49,500	SeattleYachts	63																						
42	Catalina	05	D	25,000	Bristol	81																						
42	Catalina	89	D	92,000	SailNW	76																						
42	ColvinGazelle	74	D	119,900	WestYachts	35																						
42	Hank Hinckley	85	D	109,000	WaterLine	34																						
42	Hunter	93	D	117,700	NWYachtnet	83																						
42	Nauticat PH	04	D	439,500	MarineServctr	21																						
42	Nautor Swan	85	D	132,500	WaterLine	34																						
42	Pearson Sloop	79	D	81,000	WestYachts	35																						
42	Person	80	D	85,000	NHarborYS	81																						
42	Wauquiez	95	D	165,000	Signature	29																						
43	Atkins Custom	02	D	199,950	Tradewind	sss																						
43	HallbergRassy	05	D	429,000	Swiftsure	39																						
43	Hans Christia	79	D	75,000	WaterLine	34																						
43	Hunter 430	96	D	124,950	Signature	29																						
43	Hunter Legend	92	D	109,000	Swiftsure	39																						
43	Kettenburg	65	D	42,000	Tradewind	sss																						
43	Mason	84	D	132,500	SeattleYachts	63																						
43	Perry	77	D	259,000	Swiftsure	39																						
43	Sceptre Pilot	86	D	159,000	Signature	29																						
44	Beneteau	99	D	144,900	Bristol	81																						
44	Beneteau 445	93	D	79,900	Signature	29																						
44	Beneteau Firs	05	D	185,000	Signature	29																						
44	Bruce Roberts	81																										

CLASSIFIED

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 month photo ad includes photo and 30 words.

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

\$35 One month classified display ad per column inch. Four inches maximum.

Note: Additional words accepted at the rate of \$.75 per word over 30 words. Banners are an additional \$15

Ads may be placed online at www.nwyachting.com, 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.



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.cacciapomodora.com Asking **\$89,500**. Bring all offers. (206) 601-3867. **S318-2**



CASCADE 29, 1972 NW BUILT SOLID FIBER-GLASS NICE inside/out. 18hp newer Yanmar, Force 10 heater & cookstove. Bottom paint & zincs in 2014. VHF, DS, Inverter, Extra sails, many recent upgrades. **\$18,500obo** llwaco, **360-665-3633**, beachcom@willapabay.org. **S351-9**



STAR CLASS SAILBOAT Sails, Boom, and Other Equipment and Gear For Sale. 3 Star Class Mainsails / 2 Quantum and 1 North - Various ages and usage. 4 Star Class Jibs / 4 Quantum - Various ages and usage. Emetti Boom, Additional equipment & gear. Please call: **206-245-4774** to set-up a day and time to view the sails, boom, and/or other equipment and gear. **S361-10**



41' ROUGHWATER 1977 PH SEDAN 185 hp Perkins diesel, 8k westerbeke generator, vhf, radar, chart plotter, phathometer, autopilot, new upholstery, new sanitation system. All systems go. **\$59,500. 949-633-7211 or vito2000@cox.net, located in Anacortes P395-12**



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**



1989 GULF 32 PH Designer William Garden. Excellent condition with fully enclosed cockpit. All upgrades, routine maintenance and recent survey available. Sitka, Alaska Reduced to **\$40,000. ewindahl1940@gmail.com 907-321-2663 S358-12**



C&C SHARK 24' — \$2500 This solid Canadian sailboat is lots of fun to sail. It is easy to sail for a beginner, but will perform for an expert. It is stable, well-built with strong fiberglass hull and iron fin-keel. Trailerable (no trailer). Many extras: 3 Jibs, 2 mains Spinnaker, Johnson 8 outboard, stove, compass, knotmeter, etc. Moored in Seattle. **206-550-4332. RobtBg@gmail.com. S359-12**



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. P175-4**



CUSTOM HERMANSON 44 Looking for the ultimate ocean steel liveaboard cruiser? Look no further! **\$88,000** Has income potential www.dutchlove.com **305-989-7181 S349-2**



SEARAKER 50 One of 7 blue water cruisers built by Windward Marine, Inc. Vist: www.sites.google.com/site/searakersvtrumpeter/ for more information or with your preferred browser, search *Searakersvtrumpeter*. **S340-7**

Power



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**



26' FIBERGLASS GENTLEMEN'S SEAWORTHY LAUNCH 2005 12 knots top with 56hp Yanmar diesel, 250 mile range. Bow thruster, electric head, GPS, VHF radio with hailer, stereo, spot light. Reduced to **\$39,900. 714-271-2628. P383-6**



BLUEWATER INGRID 38 Fiberglass hull, sail-ready, go-anywhere cruising ketch. **\$60,000**. Beautiful traditional sea-kindly design, comfortable liveaboard. Many upgrades with offshore cruising planned. Details/contact info/photos on website: ingridketchseptember.webs.com **S348-2**



CREALOCK SCHOONER 60' 60ft W.I.B. Crealock designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain maintained. Leave tomorrow for only **\$255,000 waxbrooke@yahoo.com S343-1**



43' FOOTWELL CRAFT 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 air-conditioners, new upholstery on aft deck, new sunbrella top, sits twelve on aft deck, anchor winch, and much more. Just surveyed value \$78,000. New replacement value \$500,000. **ASKING \$68,500.** rlawrencedesign@telus.net or call for details and more pictures. **250 804 8007 or toll free 1-866-675-3007. P317-2**



1949 PHIL RHODES WINDWARD 34 LOA 34'6"; beam 8'6"; fir planking, oak frames, Yanmar 2GM diesel 100 hours. Lot of upgrades last 5 years. Ready to sail. **\$26,000**. In Port Townsend. Details and photos www.seamarineco.com or Bill at brockbb66@gmail.com **S350-2**



FAST PASSAGE 39 1979 Fast Passage 39. Roller furling foresails in good shape. Original mainsail. Rigging in good shape. Recently serviced Perkins 4.108 diesel. New stainless port lights. New dinghy with engine. Fresh bottom paint. New anchor. **\$99,999 CAN 250-354-3376 S360-2**



330 SUNDANCER 1997 Loaded. Twin 350s V-Drives Port = 4.4 hrs., starboard - 775 hrs. 4.5 kW generator. Perfect condition. Fresh bottom paint, zincs (6 mo.), new 8' dinghy, 2.2 Merc. OB, 3 sets canvas, TV, stereo, Furuno electronics. **\$51,500 obo 206-419-4436 P476-11**

CLASSIFIED



ILLNESS FORCES SALE!

35' MARINER/HELMSMAN 2007 DEMO, 380hp. Cummins, bow & stern thrusters, genset, inverter, 2 reefs, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. **Bring Offers: www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-10**



73' CLASSIC WOODEN YACHT Argonaut II is a well-maintained and updated yacht. Perfect Northwest cruiser, also a great liveaboard. Gardner 6L3 diesel, 2.5 gal. per hr. at full speed. Possible transferable liveaboard slip in Ballard, Seattle. Check <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. Call owner at 206-313-0223. **P405-11**



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. **P326-11**



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. **\$65,500.00. 360-720-4480 P409-11**



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> **\$325,000 P406-11**



2005 TUG BOAT 20' Jay Benford Design and 3 Axel Custom Trailer Fiberglass hull, Yanmar diesel 50 HP (200hrs), 20' detachable mast/boom, VHF, GPS, Depth, Inverter, Charger, GoLight Searchlight, Muir Cheetah windlass, Yankee Skipper Head, macerator, much more, **\$16,700 BO. 206-406-7080 P426-12**



34 PDQ POWER CATAMARAN 2006- Twin 100 hp Yanmar diesels, 2 private cabins, Webasto hydronic heating throughout. Great economical cruiser. 7 kts @ 1.5 gph or faster cruise 14 kts @ 5 gph. Very maneuverable, stable ride. Raymarine Electronics package at both helms, 10' RIB dinghy on stern davit w/2HP Honda. Great income opportunity in charter fleet. Let us show you how you can own this fine vessel and defray much of the costs thru charter service. **\$279,500 San Juan Yachting in Bellingham Wa. (800-677-7450) brokerage@sanjuansailing.com P438-10**



73' CLASSIC WOODEN YACHT Argonaut II is a well-known northwest cruiser with a fascinating history. Her Gardner 6L3 diesel uses only 2.5 gph at full speed. Check out <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. **\$195,000.** Call 206-313-0223. **P440-3**



28' CAVER MID CABIN EXPRESS 28' Carver with Trailer and twin V6 Mercruiser outdrives. 221 hours, Boat and Trailer garaged and used only in Fresh Water. Like NEW condition. **\$35,000 Brookehaven Yacht Sales, 360-951-5900 P454-10**



GREAT NW TRAWLER 42' X 12' X 6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Excellent Gardner 120, 6L Diesel. Twin Disc. Hydraulic Windlass Spool. 500 fuel, Electric, Plumbing 1st rate. Systems & tanks replaced. Hydronic Heating. Register AC Heaters. Elec. Head, sewage system. Full Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Full Galley, Salon, Pilothouse, Elec Head, Shower. Quality systems. Turn-key. Professionally built, maintained. Cedar / Oak. Stable, Stout, Responsive. Aft station helm jog & controls for fishing. Hinged mast, boom. Dinghy. Batteries new 12/32v. Inverter, Sleeps 5. LPG Stove **\$183,000.00.** Photos, Specs. Info: charlotdeny@gmail.com **P460-12**



1979 TOLLYCRAFT 30 Excellent condition. Lifetime under cover. Newer dripless shafts, holding and fuel tanks. Twin Merc 350's low, low hours, transom door, extras, shower. Fresh bottom kote and zincs. Full survey 2015. **\$32,000 Owner (425) 241-6276 P368-12**



42FT PROWLER SEDAN 1989/13ft 8in beam price slashed **NOW \$79,800 CAN** bring reasonable offer. twin 250hp GMC 8.2 dsl. 1500 hrs. 8kw onan gen. All chain anchor. Vacuum flush head. Radar, 2 Vhf, 2 depth sounders. gps. sea wise davits. propane stove/oven. diesel furnace. Very stable boat and very economical. **604-431-9544 P504-2**



50' GRAND BANKS 50' Grand Banks always been in boathouse and professionally maintained. 64 mile radar. Good electronics. Excellent live a board. 1500 mile long-range cruiser. Stabilized. \$235,000 - serious offers welcomed. **503-260-6806 P448-10**



2000 BAYLINER 4788 Beautifully maintained & serviced, updated electronics, gen. & inverter, Novurena dinghy 30 Honda, full enclosures, 45,000 BTU furnace, Sat/TV systems, 1130 hrs. Twin 370 HP Cummins diesels. **250-247-9199 \$225,000. P450-10**



1989 29' BARHOPPER Twin inboard Volvo 350's with 959 hours. Has head with shower, Wallas diesel heater stove, DF, GPS, sleeps 4 good condition. **360-414-9468 P451-10**



2858 BAYLINER IN GREAT CONDITION! Mercruiser 454, 7.4L I/O Bravo II drive 330HP - New batteries, charger and canvas - Sleeps Six - Norcold 110/12v refer - Marine head w/ shower - Updated electronics: VHF - GPS - Depth. 253-297-0510 **P456-10**



PRICE REDUCED

IMPECCABLE 1999 RIVIERA 48 PLATINUM Well known for their high quality and performance Australian Yacht builder Riviera produced the Platinum Convertible Flybridge from 1993 to 2002. The high quality construction, open layout, extended cruising capability and command flybridge made her popular with cruisers and sport fisherman alike. This is as fine and well appointed example as you will ever find and will not disappoint the discerning buyer. Exceptionally equipped luxury and performance, professionally maintained and attractively priced at **\$298,000. 206-708-3056 P337-12**



380 SEARAY SUNDANCER 42' loa '00 ORIGINAL OWNER w/Bow Thruster. Twin fresh 380 hp engines only 20 hrs. 7kw generator New Camper Canvas. Auto Pilot, Raymarine RL80 color open array, North Star 6000 Chart Plotter, Fish Finder etc. Sleeps 6, two cabins, Cherry interior, TV, Stereo A/C, fridge/freezer (2), cedar lined closets, etc. 10 1/2' ZODIAC rigid inflatable w/ 8 HP Mercury engine davit system Full Canvas. Boat Looks like NEW call **IRWIN YACHT SALES (206) 632-2900 PRICE \$135,000.00 P452-10**



CRUISERS INC. 3375- GORGEOUS Cleanest 33' express cruiser in existence ~ BAR NONE! Professionally maintained, only used couple weeks year. Recent \$8,000. full enclosure helm/cockpit. One brand new reman engine with 2 year warranty, manifolds, risers, elbows replaced, Nuetra-Salt system added. RIB with Honda 4 stroke engine, SeaWise davit system. Interior is LIKE NEW! **360-201-9141 \$64,900. P458-10**



SOLD

1983 36FT ISLAND GYPSY EUROPA TRAWLER \$59,500 Twin Lehman 120's 2000 hrs, full canvas, bow thruster, watermaker, washer/dryer, two staterooms, Apex hard bottom dingy, 5hp Mercury, lots of spares, ready to sell. **P455-10**



SISTERSHIP

2003-38FT. SEA SPIRIT SUNDECK FAST TRAWLER 13' beam, 370 hp Yanmars, generator, heat and air conditioning, loaded, Flybridge and Sundeck Rainer enclosures. Asking **\$198,000. 714-271-2628 P463-10**

CLASSIFIED



36' CONVERTED FISHING VESSEL 1976 M/V Liz B. Cummins 6B-5.9M, with 2000 hours, 1.5 gal / hour @ 7.5 knots. E-mail: ggwickman@gmail.com for survey & photos. Friday Harbor WA \$ 29,000- OBO 360-317-5475 P464-12



1967 44' GARDEN TRAWLER Wood hull, twin Perkins, 8KW gen., 1040 gals. fuel, six berths in three cabins, enclosed flybridge, diesel heat. Health forces sale. \$69,000 www.mvgreenstreet.com 503-313-8818 P466-11



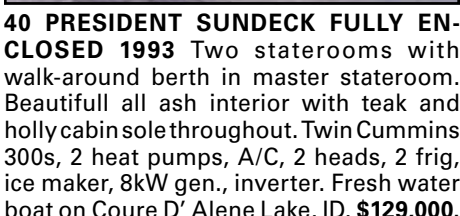
2008 C-DORY VENTURE 23' Yamaha F115TLR T8 kicker; EZ-Loader dual axle trailer; Wallas stove/heater; frig; sink; water heater; Lowrance MFD w/ Broadband Radar; full camperback; Quilcene, WA; \$52,000. 360-765-0762 P467-11



1967 CLASSIC WOOD 37' POSTAFT CABIN FWC Crusaders, FWC Onan, great cruiser/live-aboard, superb joinery, pristine, fully furnished, Livingston on davits, thousands in spares \$ extras, a must see, \$35,900, possible trade, 360 708-1952 P477-12



53' MERIDIAN 490 PILOTHOUSE-DREAMIN' One owner. T/330 hp Cummins, 9kw genset, 3kw inverter, bow thruster, Raymarine electronics, 12' Caribe with 40hp 4 stroke Honda. 3 staterooms. Fully furnished. \$255,000 Details and photos 480-513-8944 morrisonhome@msn.com P468-11



40 PRESIDENT SUNDECK FULLY ENCLOSED 1993 Two staterooms with walk-around berth in master stateroom. Beautiful all ash interior with teak and holly cabin sole throughout. Twin Cummins 300s, 2 heat pumps, A/C, 2 heads, 2 frig, ice maker, 8kW gen., inverter. Fresh water boat on Couré D' Alene Lake, ID. \$129,000. 509-993-1812. P459-10



42' NORDIC TUG FLYBRIDGE 2006 Pristine 2 stateroom/2 full-head layout, 530 HP Cummins electronic diesel, 10' Boston Whaler with electric downriggers/25 HP 4-stroke Merc, washer/dryer, full Raymarine electronics, ESPAR hydronic zoned heating, BOSE sound systems, ONAN genset, propane 3-burner stove/oven. Located in Victoria. Priced extremely well at \$499,000 USD. Call Mark at 250-549-0357 or Brian at 415-999-3069. P469-11



55' CLASSIC CHRIS CRAFT CONSTELLATION 55' Chris Craft Constellation with twin Detroit 671's, recent rebelled decks, W/D, micro, 3 burner propane stove, refer. 900 sq ft of living space. Great live-a-board or ocean cruiser. Photo's and spec's. \$59,000 or OBO. Berthed in Newport, Oregon. Illness forcing sale. seaweedwilliams@aol.com P471-11



1984 18' RANGER TUG 8hp Yanmar diesel exceptional fuel mileage newer engine & transmission, mast, boom, sail & canopy, small cabin with v-berth galvanized trailer recently serviced \$6,800 - 425-231-1431 P481-12



SELENE 47 Selene yachts have a well-deserved reputation for quality and on-shore/offshore capability. This is the time to capture your cruising dream aboard a beautiful and capable boat. 330HP Cummins diesel with excellent fuel economy. Cherry & teak/holly interior. Built 2000. Fully maintained and outfitted. Fits in a 50' slip. For sale by owners to give you an exceptional deal. Located Seattle. \$474K. Email selene47nw@gmail.com for complete information. P480-12



1999 BAYLINER 5288 PILOTHOUSE - Large salon/galley area & spacious pilothouse w/ great visibility. Generous mid-ship master stateroom w/ ensuite head, & 2 nice guest rooms. Well equipped: Twin 610 MAN engines. 1710 hrs, 15 kW main generator, 3 kW aux generate, Magnum inverter/charger, bow thruster, washer/dryer, Vacuflush toilets, hydronic heat, reverse cycle heat/air, central vac, davit and dinghy. Contact Trevor at 1-877-564-9989 or www.yachtworld.com/northpacific A great value at \$264,900 USD P489-12



CLASSIC A legend in local waters, Peppi One is a rare 45ft Grenfell Woody Sportfisher. Built to impeccable standards in 1972 for a BC scion, later powered with twin 3208TA Cats she cruises at 16-22 knots. Well maintained and boathouse kept, with a generous salon, V berth forward and a double stateroom, Vacuflush, large shower and a spacious cockpit ideal for summer entertaining. \$78,000 gudmundseth@telus.net 604-263-6396 P485-12



NORTH PACIFIC 38' SEDAN - 2012 - Like New. Owner stepping up to NP49. Cummins QSB with approx 350 hours, bow & stern thrusters, inverter, hydronic heat, snap davit and dinghy, nice Raymarine electronics. www.yachtworld.com/northpacific or 1-877-564-9989 \$299,000 P486-12



NORTH PACIFIC 43' PILOTHOUSE - 2012 - Boathouse kept in fresh water & many late model upgrades! Well equipped & in excellent condition. Cummins 230 w/ 500 hours, bow & stern thrusters, generator, inverter, diesel heat system, air-conditioning, washer/dryer, davit & RIB dinghy, nice electronics and more. www.yachtworld.com/northpacific or 1-877-564-9989 \$399,000 P487-12



NORTH PACIFIC 42' PILOTHOUSE - 2006. Well equipped and set up with a comfortable salon layout. Cummins 380 w/ 900 hours, bow & stern thruster, diesel heater, air-conditioning, generator, inverter, davit & dinghy and nice electronics. www.yachtworld.com/northpacific or 1-877-564-9989 \$309,000 P488-12



2012 CUTWATER - \$114,432 - Best deal for a Cutwater 26 on the market - Nice dual axel aluminum trailer, Yanmar 180, bow thruster, stern thruster, trim tabs, Webasto diesel heat, windlass, inverter, new AGM batteries, solar panels, propane stove, Fusion stereo system, full cockpit enclosure, dinghy, nice Garmin electronics - well maintained - in great condition - recent survey - Call Trevor 1-877-564-9989 P490-12



DEFEVER 49 1983 6-71 Detroit Diesels 275 hp. New 8kw Westerbeke GenSet. New Bow thruster. 1000 gal fuel. 800 water. Completely re-fit over past 5 years. Recent survey! Asking \$205,995. jacquiepz@aol.com 503-307-9010 P499-1



1979 ALBIN TRAWLER 33' 120hp Ford diesel, 2 gal/hr. Custom top, Alaska veteran, diesel heater, new batteries, sleeps 6, 2 heads, propane stove/oven, windlass, dinghy. \$36,500 offer/trade. Moorage in Anacortes. 360-382-2122 or 425-318-2122. P493-1



2005 MERIDIAN 490 Perfect condition everything works, 900 hrs., full electronics package, new floors, custom furniture, 12' Whaler, staples, new bottom paint. Survey and more photos available. Olympia \$259,900 Bketcham@scattercreek.com P495-1



50' CHERIBINI INDEPENDANCE TRAWLER \$599,000 CND 2002 fully loaded in excellent condition, 450 Cummings single. 2 state room with 3 piece heads, Hydraulic system, bow stern thrusters. 11' inflatable with 25 hp Yamaha 4 stroke. must be seen. John 250-741-4408, johnlia@shaw.ca P496-1



33' BERTRAM SPORTFISH 315hp Yanmars Garmin GPS, Autopilot, AIS/VHF, 2000W Inv/chgr, Eng syncs 7.6kw MASE Gen, AC/Heat, propane oven, ice maker, full bridge enclosure. New teak interior, carpet & soft goods, headliner & lighting. Exceptionally clean. \$105,000 Bertram4sale@gmail.com 206-799-6355 P512-2



42' NORDIC TUG FLYBRIDGE 2006 Pristine 2 stateroom/2 full-head layout, 530 HP Cummins electronic diesel, 10' Boston Whaler with electric downriggers/25 HP 4-stroke Merc, washer/dryer, full Raymarine electronics, ESPAR hydronic zoned heating, BOSE sound systems, ONAN genset, propane 3-burner stove/oven. Located in Victoria. Priced extremely well at \$499,000 USD. Call Mark at 250-549-0357 or Brian at 415-999-3069. P469-11



HALCYON 40' Bill Garden troller conversion 1948, \$99,000; known for craftsmanship, beauty of a yacht, solid construction of a workboat. more pix@www.halcyon3.shutterfly, click photo tab. Sam Fry 360-378-5864 P500-1

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2000 BAYLINER 2858 with Bow Thruster **\$39,000** Mercruiser 7.4L MPI, new Bravo III outdrive, Radar, fuel flow integrated with Garmin chart plotter, flybridge has heat & glass windshield, new risers, LED mood lights, engine fire suppression system. **253-335-8336 P501-1**



Ranger Tug R29 – 2010 This may be the one you've been looking for, a very sharp 2010 R29. She's been professionally maintained with both required and preventative maintenance actions. Recent enhancements include a new VHF radio, an AIS transceiver, refreshed Nav database, recent bottom paint with a contrasting base color under the finish coat, a new outboard for the dinghy, a line cutter and dry cell gel batteries. She comes equipped with Yanmar 191HP, bow/stern thrusters, Princess stove/oven, Garmin GPS/Radar/Pilot, and a wine cooler. Ranger Tugs are popular in the Pacific NW, age well in the mild climate of the area and are loved by a loyal following of "TugNuts". Visit their website (Google search for Tugnuts) and you'll see why Ranger Tug owners are 'Nuts' about their boat. They are a full featured tug in a cute package. A recent engine oil sample shows normal and a recent survey result is available upon request. **\$163,500 San Juan Yachting 800-677-6245 Bellingham WA brokerage@sanjuanyachting.com P513-2**



52' NORDIC RAISED PILOTHOUSE WITH FLYBRIDGE. Original 1989 and upgraded interior and equipment in 2008 by manufacturer and continuous upgrades since. Hauled and bottom painted and surveyed Jan 2015. Great layout with bright open galley in large salon plus the raised pilothouse has great viewing and U shaped seating for socializing while cruising. Also large aft cockpit for table/chairs, walk thru transom, side entry gate and large swim step. "Escape" is easily maintained with stainless rails and no teak decks. Pride of ownership shows through out. Twin 375 Caterpillar Diesels - 15 Knot Cruise - 20 Knots Max - Electronic Engine Controls - Bow Thruster - 8 KW Northern Light Generator - Hydronic Diesel Cabin Heat - Watermaker - Avon RIBW/2 hp Honda on Davit, Furuno/Standard Horizon electronics. Fully outfitted for Charter.



31' CAMANO 2001 Very well equipped, well maintained classic cruiser. 200hp Volvo diesel, bow thruster, radar, autopilot, chartplotter, windlass, furnace, Vacuflush. Full canvas. 9' RIB w/8hp Yamaha. **\$129,000.206-718-0505 P516-3**



41' CANOE COVE 1981- 41' Canoe Cove, 13'2" Beam, 3'6" Draft, Fiberglass hull, fiberglass nonskid weather deck, below deck vinyl overhead, teak panels with trim, Corian counter, carpet sole. Detroit Diesel 6V 53, flybridge and fantail canvas (completely enclosed with windows, screens, etc.), battery charger: trace inverter/charger RC5 remote & solar panel charging. Surveyed 6/3/2013 Michael McGlenn. Market value **\$86,400**. Asking **\$55,000**. **360-333-8224 P431-2**



42FT PROWLER SEDAN 1989/13ft8in beam price slashed **NOW \$79,800 (Canadian \$)** bring reasonable offer. twin 250hp GMC 8.2 diesels 8kw onan gen. All chain anchor. Vacuflush head. Radar, 2Vhf, 2 depth sounders. gps. sea wise davits. propane stove /oven. diesel furnace. Very stable boat and very economical. phone **604-431-9544. P504-2**



50' OCEAN ALEXANDER FLUSH DECK Built in 1982 Twin Turbo 555 Cummins, 4 stateroom, 4 heads, 1000 gal. fuel, 800 gal. water, 9 kw gen, stabilized, hydronic diesel heat, nautica rib w/25hp mercury, covers for all bright work nice electronics, excellent Live-A-Board and NW cruiser. To many options to list and in excellent mechanical condition. **\$269,000** all reasonable offers considered **503-314-0112. P505-2**



30' TOLLYCRAFT SPORT CRUISER 1987 One of the most beautiful Tolly's you will ever see. Very meticulous owner has updated this vessel to exceptional standards. Vessel is moored under cover, ready to cruise today. **425-774-8878 P507-2**



65' YACHT 1972 CLASSIC 65' yacht 1972 Live-a-board, 4 staterooms, tri-cabin, fly bridge, 1200 sq ft living space, 2 vacuflush baths + crew quarters, 3 heads + showers, 17' by 20' living room, 16' by 20' full galley, 8' oak table, twin V8-71 Detroit Diesels, twin onan 15 KW diesel generators, fireplace, icemaker, wine bar, lrg 56" TV with sat light tracking, recent bottom paint, fully furnished ready to move in and cruise. Moorage available, one of the last wooden yachts (mahogany/oak) built in USA. Based in PDX fresh water 10 yrs by present owner. brokers welcome, possible contract terms by qualified buyer. Coast Guard Registered Vessel. **Make offer, motivated seller. 503-803-5661 P508-2**



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50' OCEAN ALEXANDER Flush Deck built in 1982 Twin Turbo 555 Cummins, 4 stateroom, 4 heads, 1000 gal. fuel, 800 gal. water, 9 kw gen, stabilized, hydronic diesel heat, nautica rib w/25hp mercury, covers for all bright work nice electronics, excellent Live-A-Board and NW cruiser. To many options to list and in excellent mechanical condition. \$269,000 all reasonable offers considered **503-314-0112. P505-3**



TRUANT 44'S nautical appearance produces positive appreciation where ever she is cruising. She has been maintained in true yacht fashion. The pride of ownership shows in all of her details. For more info, call **Whit Newton @ 650 464 8283. P518-3**



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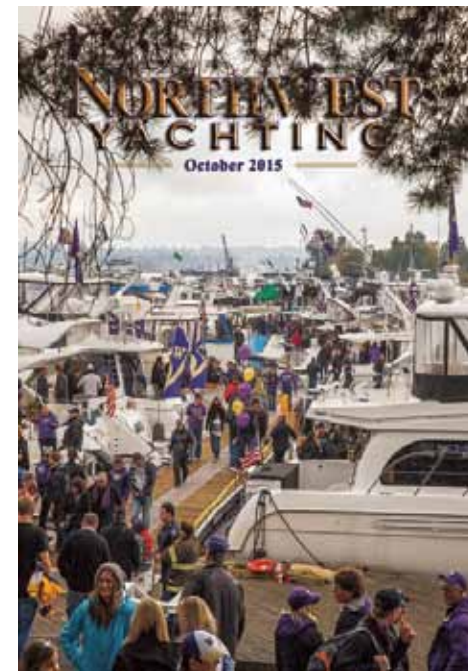
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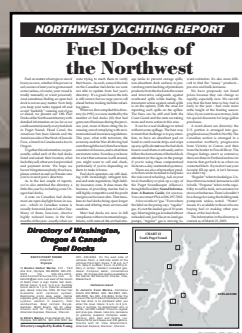
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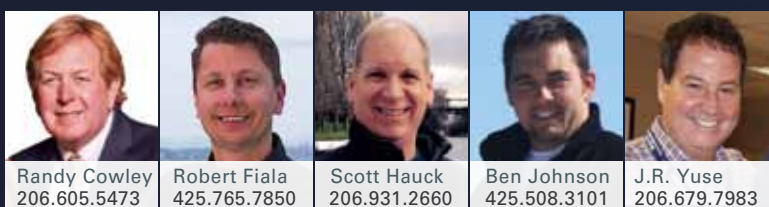
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