

# NORTHWEST YACHTING

MAY 2016

VOLUME 29, No. 11





# ALEXANDER MARINE USA™

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72' 2016 OCEAN ALEXANDER  
Seattle

JUST ARRIVED



39' 2016 TIARA COUPE  
Seattle



31' 2016 TIARA  
Seattle



42' 2016 REGAL SPORT COUPE  
Newport Beach



28' 2016 REGAL EXPRESS  
Newport Beach



28' 2016 REGAL BOWRIDER  
Seattle







2012 | **90' OCEAN ALEXANDER** | \$5,350,000  
Niel Steenkamp | 206.850.2801



2001 | **90' SOVEREIGN** | \$2,450,000  
Jerry Todd | 206.963.6543



1997 | **90' ANTAGO** | \$1,495,000  
Ray Prokorym | 425.327.0994



our trade

2012 | **78' OCEAN ALEXANDER** | \$3,495,000  
Seattle | 206.344.8566



1993 | **68' NORDLUND** | \$874,000  
Niel Steenkamp | 206.850.2801



2001 | **66' SYMBOL** | \$899,800  
Jason Smith | 206.331.2523



1998 | **65' HATTERAS** | \$435,000  
Michael Vrbas | 949.632.1414



2003 | **64' OCEAN ALEXANDER** | \$1,095,000  
Jason Smith | 206.331.2523



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



1987 | **63' HATTERAS** | \$350,000  
Jerry Todd | 206.963.6543



2010 | **62' OCEAN ALEXANDER** | \$1,349,900  
Paul Groesbeck | 425.829.3551



2010 | **60' OCEAN ALEXANDER** | \$1,095,000  
Ray Prokorym | 425.327.0994



2014 | **55' PRESTIGE** | \$995,000  
Ray Prokorym | 425.327.0994



2011 | **55' CALIFORNIAN** | \$465,000  
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2012 | **54' OCEAN ALEXANDER** | \$1,199,000  
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2010 | **54' OCEAN ALEXANDER** | \$1,070,000  
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2007 | **54' OCEAN ALEXANDER** | \$598,000  
JR Wills | 949.678.5533



1985 | **54' OCEAN ALEXANDER** | \$199,000  
Paul Groesbeck | 425.829.3551



2014 | **51' SEA RAY** | \$1,050,000  
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2006 | **42' SABRE** | \$469,800  
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our trade

2014 | **36' PURSUIT SC** | \$345,000  
Seattle | 206.344.8566



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2016 | **36' TIARA** | \$560,000  
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\*AM USA is the official dealer for Tiara and Pursuit sport yacht models in the Pacific Northwest and operates as the full-line dealer for Pursuit in California. AM USA is the exclusive dealer for Ocean Alexander and Regal on the West Coast.







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MARITIMO M58



MARITIMO M50



MARITIMO M48



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ENDURANCE E720



ENDURANCE E680



ENDURANCE E658

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- ROCHE HARBOR -  
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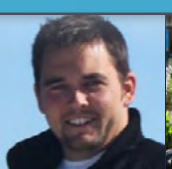
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**CHINOOK** 21M > 70FT > DELTA MARINE > 1988/2001 > 2,600,000 USD  
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PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



**DUMB LUCK** 39M > 127FT > CRESCENT > 2001/2003 > 6,900,000 USD  
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO  
MICHAEL.SELTER@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



**VIVIERAE** 26M > 86FT > NORDHAVN > 2007/2014 > 6,490,000 USD  
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**MIDNIGHT** 16M > 52FT > OCEAN ALEXANDER > 2010 > 625,000 USD  
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**PAPAGALLO II** 22M > 72FT > BURGER > 1964 > 595,000 USD  
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PRICE REDUCTION



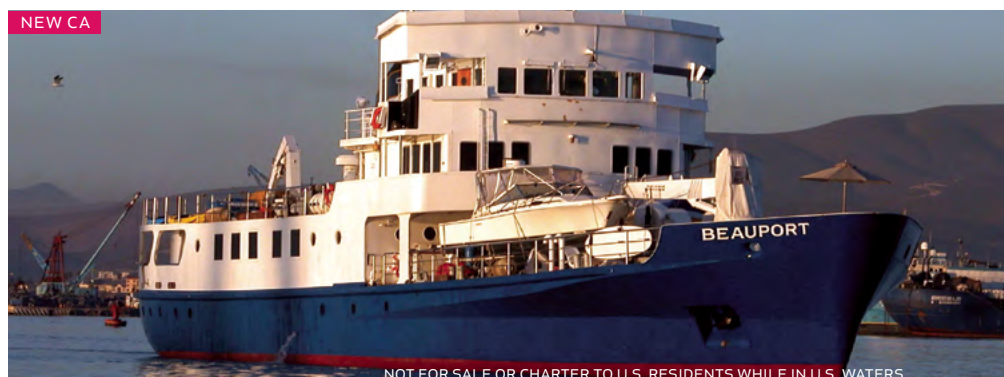
**PAMACEA** 20M > 65FT > MOONEN > 1990 > 795,000 USD  
Rare wooden classic staysail schooner. In 2010 she completed a museum-quality restoration.  
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**2001 REGAL 3880 COMMODORE**, Bow and stern thrusters, New Cummins 380HP QSB diesels, New gen, New Garmin Electronics, Elec controls, Sat TV, New FB enclosure, Inverter, New dinghy/davit system and much more! \$199,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



**2010 NAVIGATOR 62' PILOTHOUSE MOTORYACHT**, bow/stern thrusters, full electronics both stations, big dinghy/davit, gen, inverter, air/heat, low hrs on Twin Yanmar 720 HP dsls, sat. TV, \$799,000. Motivated seller! Dave Boynton 206-949-6866 or daveb@hebertyachts.com



**1983 52' MIDNIGHT LACE**, "Tom Fexas Design" Classic yet modern flybridge exp. Fresh hull paint 2015, Yanmar 315hp diesels with 450 hours (repowered in 2006). Very well maintained and a bargain at \$349,000. Call or email Dave Hebert at 206-660-4729 or dave@hebertyachts.com



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**2000 OFFSHORE 48 PILOTHOUSE**, loaded with new electronics, Bow thruster, twin 450 HP Cummins diesels, bridge hard-top with new enclosure, gen, inverter, Zodiac dinghy, air/heat. Priced \$535,000. Call Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



**1998 TROJAN 44 EXPRESS**, Twin 450 HP Cummins, full electronics, diesel heat and A/C reverse cycle heating, gen, inverter, sat. TV, full canvas enclosure, much more. EXCELLENT CONDITION, A MUST SEE! \$145,000. Call Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



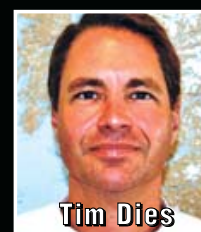
**2008 MARQUIS 40**, twin Volvo IPS diesels, teak decks, Raymarine electronics with twin 12 inch screens, gen, two staterooms. Excellent condition! \$389,000. Contact Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



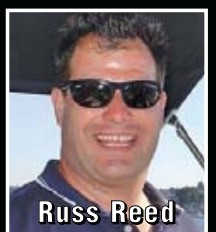
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It's big, very big! This is the group photo from our 2015 **Ranger Tugs & Cutwater Boats Rendezvous** at Roche Harbor Resort in the San Juan Islands. Over 300 of our closest friends attend. Join us this year!



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**72' Grand Banks Custom PH 1997**



**PORTLAND**

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

**65' Pacific Mariner 65 Motoryacht 1998**



**SEATTLE**

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**58' West Bay Sonship 2000**



**SEATTLE**

Twin 660 HP Cats, Dual Gens., Stabilizers, Full Electronics, Bow & Stern Thrusters, Tender, 3 Staterooms / 2 Heads, New Sat TV, Heat & AC. \$720,000

**53' Navigator Classic PH 2003**



**PORTLAND**

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**51' Navigator Pilothouse 2008**



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**65' Hatteras Convertible 1988**



**LONGVIEW**

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**56' Sea Ray 560 Sedan Bridge 1998**



**SEATTLE**

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**48' Navigator/Californian LRC PH**



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**46' Grand Banks Classic 1989**



**PORTLAND**

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**43' Californian Cockpit Motoryacht 1984**



**PORTLAND**

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**42' Sea Ray 420 Sedan Bridge 2004**



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**42' Sea Ray 420 Sedan Bridge 2005**



**SEATTLE**

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**41' Maxum 4100 SCA 2000**



**SEATTLE**

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**40' Sea Ray Sedan Bridge 2003**



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**34' Tollycraft Sport Sedan 1992**



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**32' Tiara 3200 Open 2005**



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**29 Sea Ray 290 Amberjack 2007**



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# NORTHWEST YACHTING

## ALASKA OR BUST

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Plenty of people dream of cruising to Alaska, but relatively few rise to the challenge. A veteran Alaskan cruiser provides her hard-won tips on preparing for — and enjoying — a trip to the 49th State.



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Fishing guru Tony Floor delves into the 2016 salmon and shrimp season.



### 56 On Watch

Find out the latest happenings in Olympia, and how they affect Northwest boaters.



### 58 Galley Gourmet

Bridget Charters, our newest columnist and a Seattle-area celebrity chef, offers up a couple fun and easy post-boating recipes.

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## BRITISH COLUMBIA

MARINE PARK GUIDE 2016

British Columbia is home to some of the most spectacular marine parks in North America, and our annual B.C. Marine Parks Guide is designed to help you make the most of an adventure north.

## Scalps, Seeds, and SAILS

The greater Puget Sound area is rich with maritime history. Learn more about the places and the people that helped shape the future of the country's greatest cruising grounds.

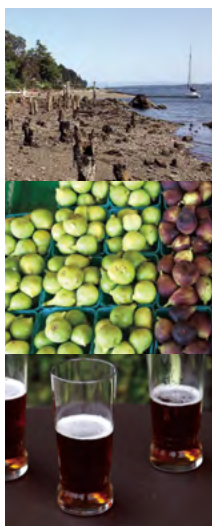


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## THE RETURN OF SUVA

74

Historic wooden boats have a way of wending their ways into the soul. *Suva* — a Puget Sound treasure — is no exception.



### 80 PORTS OF CALL

#### EAGLE HARBOR BAINBRIDGE ISLAND

There's more to Bainbridge Island's Eagle Harbor for boaters than the boutiques of Winslow Way. Learn about the dockage and anchoring spots, the lay-day attractions, and discover the best après-boating hangs in this charming waterfront playground.

### 82 ASK THE EXPERTS

#### R A D A R

Radar is often a mariner's best friend on Puget Sound, provided that he or she knows how to properly use it. We ask local expert Greg Allen of Yacht Masters Northwest to give us the inside scoop.

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ON THE COVER  
C-Images  
www.boatphotos.wordpress.com

Opening day is upon us, and so is the new style of Northwest Yachting. This Opening Day scene was captured by Mike Penney of C-Images. The Cascades loom in the background while Opening Day boaters celebrate in Union Bay near Husky Stadium.







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53' Grand Banks Aleutian RP 2011



52' Grand Banks Heritage EU 1998



47' Grand Banks Heritage EU 2006



46' Grand Banks Europa 1998



42' Grand Banks Classic 1998



32' Tiara 3200 Hardtop Express 2005



49' Grand Banks Eastbay HX 2002



48' Norseman 480 Classic 2006



45' Grand Banks Eastbay SX 2009



42' President Trawler 2002



32' Grand Banks – '74, '76 & '89



35' Cabo Express- 2000 & 2007

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# Embracing Tradition And Reimagining The Future



Michelle Zeasman

While Pacific Northwest boaters are fortunate to live in a place where it's easy to enjoy our watery playground year round, the Seattle Yacht Club's (SYC) Opening Day Parade, which always takes place on the first Saturday in May, marks the official start to each new boating season. This tradition stretches

back to 1913, when a regatta and a parade took place on the waters of Elliott Bay, but it wasn't until 1920 that the SYC's Opening Day Parade plied the waters of the Montlake Cut, which connects Lake Washington with Puget Sound. Today, the SYC's Opening Day Parade draws hundreds of boats and thousands of spectators keen to participate in this time-honored nautical celebration.

Growing up in a boating-obsessed family, my internal calendar was calibrated around this storied event, and I came to think of Opening Day—rather than New Years Day—as the true start to the upcoming year of on-the-water adventures with family and friends. Perhaps it was my memories of participating in Opening Day celebrations with my family as a girl growing up, or perhaps it was the gravity that this well-loved event holds throughout the Northwest boating culture, but when it came time to decide when to launch the new and fully redesigned *Northwest Yachting*—itself a longstanding Northwest boating tradition—there was no question in my mind. It had to be May.

Making this decision was easy—physically getting this new and completely re-envisioned version of *Northwest Yachting* into your hands was anything but simple.

As I mentioned in this same space a few months ago, when I acquired *Northwest Yachting* and took on the role of publisher back in January, I quickly learned that I had my work cut out for me. While *Northwest Yachting* has long held a respected spot on countless coffee tables and nav stations, it was abundantly apparent to me that the magazine was desperately in need of a full stern-to-stern refit in order to survive and thrive in today's increasingly competitive media marketplace. This transition coincided with the retirement

of several long-term employees, and I had the opportunity to re-staff the magazine and bring fresh thinking and creative new ideas to the pages of this well-loved book.

Our editorial department's plan was simple: retain the best aspects of the old publication while embracing an exciting and modern-looking design, crisp writing, and the sort of content that engages readers and helps to support our local boating community. It took four intense months of meetings, planning sessions, more meetings, many late nights, and numerous bold ideas, but we are confident that you will find the new *Northwest Yachting* a worthy upgrade to your armchair boating habit.

Our May 2016 issue is brimming with Northwest fare including an in-depth article on preparing your vessel and crew for an Alaskan cruise, a guide to the parks of British Columbia, and a rich history of our local Puget Sound waters, as well as a look at an old working sailboat that has been lovingly restored to her former glory and returned to her original home port.

Additionally, readers will find entirely new editorial departments, including Nautical News, our catchall news and current events section; Ask the Experts, a how-to section that features expert advice from the pros; Ports of Call, our new cruising section that highlights the Northwest's many enticing cruising grounds and coastal communities; Hot Wire, a roundup of new electronics, and Perfect Lines, our eye-popping new centerfold section that celebrates a different nautical beauty each month, as well as a few other surprises.

On behalf of the whole staff, we sincerely hope that you enjoy reading the new *Northwest Yachting* as much as we enjoyed creating it in our long-standing Ballard offices. Much like the venerable Seattle Yacht Club takes great pride in its Open Day festivities, the staff of *Northwest Yachting* and I take exceptional pride in this magazine, and we look forward to better serving our loyal readers, advertisers, and the greater northwest boating community in the issues—and years—to come. Enjoy!

Fair winds and following seas,  
— Michelle Zeasman, Publisher, *Northwest Yachting*

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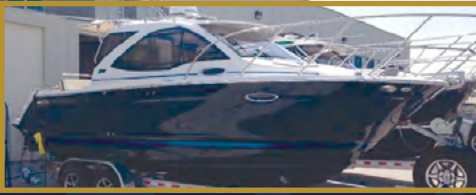
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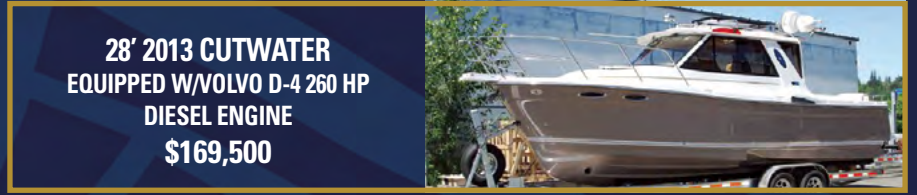
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## Casting Off

### “The Great Escape” of Opening Day

Tradition is a powerful theme in the maritime world. Boats have been referred to as “she” for centuries and superstitions persist to the point where otherwise-reasonable skippers will not allow bananas aboard. Likewise, Opening Day, the official opening celebration of Seattle’s boating season hosted by the Seattle Yacht Club (SYC), carries the torch of tradition into the summer of 2016 with its “Great Escape” theme.

The origin of Opening Day goes back to Seattle boat parades ranging from the 4th of July boat celebration of 1895 to the visit of the Great White Fleet in May of 1908. The first official Opening Day is said to have taken place in early May of 1913 and included a parade and regatta in Elliott Bay.

Opening Day has come a long way since 1913, and traditions with pag-

a prayer. The Montlake Bridge opens to the blast of a cannon and the yacht parade begins, kicking off a whole week of festivities, including sailing regattas, a Mai Tai party, award ceremonies, and more. University of Washington rowing events have become staples over the decades, and 2016 marks the 30th Windmere Cup that’ll pit our Huskies against Russian rowers.

We turned to Bruce Campbell, this year’s Vice Admiral of SYC, for Opening Day 2016 for the inside scoop.

***So who exactly belongs to this “trio” [of Seattle Yacht Club brass] and what is the tradition behind it?***

The trio is made up of an “Admiral”, “Vice-Admiral” and “Admiralette”. The two admirals are chosen by the Seattle Yacht Club (SYC) Commodore and Vice-Commodore respectively. The

The tradition of an Admiral of the day dates to the late 1940s. The Admiralette was added in the late 50s. The first themed year was 1959, when the theme was “Hell’s a Poppin!”

***How did the theme Great Escape emerge and what can we expect?***

Once the trio is announced, the trio begins planning the theme, which involves many false starts and advice from a copyright attorney.

This year’s theme hopes to capture the joy that we find by “escaping” onto our boats and leaving stress, bosses, traffic, etc. behind. Sometimes it is simply releasing the dock lines to achieve that escape. Sometimes it means arriving at a favorite anchorage. Everyone gets to find their own escape. Part of the fun is seeing what comes down the Montlake Cut on the first Saturday in May. The trio encourages everyone to define the theme in their own fashion.

***What is the best part of Opening Day?***

The best part of Opening Day is the chance to meet members of clubs from West Vancouver to Olympia. Dock Zero on Friday afternoon is a real circus where you can really see the many different ways people use their boats in the Salish Sea.

***Why should boaters be especially excited this year?***

Because they are boaters. And whether they are doing Sloop Tavern Yacht Club’s (STYC) “Race to the Straits” or the parade through the Cut with SYC’s celebration of Opening Day, they can make a “Great Escape” in some of the best boating waters found anywhere.

The origin of Opening Day goes back to Seattle boat parades ranging from the 4th of July boat celebration of 1895 to the visit of the Great White Fleet in May of 1908.

entry abound. The commissioning ceremony on the Seattle Yacht Club’s lawn is attended by the commodores of participating yacht clubs and kicks off the celebrations. The clubs’ burgees are hoisted and the band plays as dignitaries are honored and a chaplain says

Admiralette is chosen by a vote of past Admiralletes and the Women’s group at SYC. While they have fancy titles, they are really the co-chairs of the Opening Day Committee. That is a group of approximately 225 people who started planning this year’s event last June.





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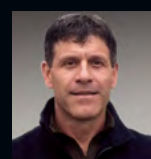
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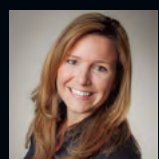
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FYI

# Dry Waters



Boating with friends and family on a warm summer day is probably one of the greatest pleasures there is, and a cold beer or glass of wine can be the cherry on top. But all too often one beer becomes several, and one glass of wine has a way of becoming one bottle. Alcohol is the leading contributing factor in recreational boater deaths and it's up to us boaters to be sober skippers.

Operation Dry Water (ODW) is there to regulate if you're not ready to. ODW is a year-round boating-under-the-influence awareness and enforcement campaign that has enlisted many agencies nationwide to its cause, including our local boys in blue. Additionally, ODW has announced a Heightened Enforcement Weekend for June 24 - 26 to show that they mean business. To learn more or check out the Operation Dry Water pledge, check out [operationdrywater.org](http://operationdrywater.org). In the meanwhile, stay safe and boat responsibly.

## Corrections

In our April issue, we had the following information incorrect in our clipper feature. Bell Harbor Marina is located on Pier 66, not Pier 62/63. Additionally, open public tours were scheduled for April 22 - 26, not April 20 - 28th. The departure ceremony also began at 1300 hours, 1400 hours is when the fleet departed.

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## Industry Angles

# Lee Youngblood joins West Yachts

Lee Youngblood is the latest yacht broker to join West Yachts of Anacortes. He is now based out of Seattle's Shilshole Bay Marina and is ready to work with potential buyers who are heading offshore or looking for their first boat. He is also ready to market your cur-



rent boat to buyers for an easy and stress-free sale.

Lee Youngblood has been a yacht broker since early 2009 and brings a lot of sailing experience to the table. He is a licensed skipper who has delivered boats on both coasts, cruised extensively, and

raced. His exploits include the Swiftsure International Yacht Race and Oregon Offshore Race, and he has sailed the offshore route to San Francisco twice.

Lee Youngblood can be reached at 425-44-9109 or Lee@west-yachts.com.

# Walter Johnson joins Stan Miller Yachts

Stan Miller Yachts continues to grow, and they are pleased to announce the addition of yacht salesman Walter Johnson to their team. Johnson joins veteran yacht broker Curt Agee of Stan Miller Yachts' Newport Beach office. Johnson is the third broker added to the Stan Miller Yachts sales team in the past six months as the company expands their California and Washington operations.



Johnson is excited to represent a variety of boat brands including Viking, Hatteras, MJM, Sabre, Back Cove, and more. He has extensive experience with both sailing and cruising boats, including his most recent position representing and selling Felming Yachts. Johnson is a longtime sailor and has participated as a skipper and tactician on many Trans-pacs, Ensenada, and Cabo races, as well as many races on the Eastern Seaboard and in Asia.

Walter Johnson can be reached at 949-421-8006 or by email at walter@stanmiller.com.





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Community

# Girls and Women Take the Helm

The boating world is for everyone, and more and more efforts are being made to include women and girls in supportive on-the-water environments that are free of the snarly sea salts of yore who sometimes took the fun out of the adventure.

There are a variety of opportunities this summer with organizations such as Sound Experience. Their "Women at the Helm" program offers women (ages 18 and over) the chance to step aboard the *Adventress* for four days of tall-ship sailing on Puget Sound. Participants will experience the camaraderie of shared meals and evening music while they expand their sailing skills and explore Puget Sound.

Women at the Helm departs from Shilshole Bay Marina in

Seattle on June 13 and returns on June 16. Sailors of all experience levels are welcome. The cost is \$545 (\$460 for Sound Experience Members).

Girls at the Helm offers a similar experience aboard the iconic *Adventress* for girls who are in grades seven to 12. These girls are put to work with the ship's crew and learn from women mentors who are selected to represent STEM fields, as well as social sciences and sailing skills. The popular program is offered twice this summer, on June 25 – 28 and August 9 – 12. Trips depart and return to Cap Sante Marina in Anacortes. The cost is \$615 (\$525 for Sound Experience Members).

To find out more about these programs, call 360-379-0438 or visit [soundexp.org](http://soundexp.org).



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**73' KNIGHT & CARVER 1990**  
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**62' NORDHAVN 1993**  
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Photo Courtesy of Leukemia Cup Regatta

## Cruise for a Cause Set Sail to Save Lives

The horrors of blood cancers, the likes of leukemia and lymphoma, are enough to make even the strongest of us feel powerless. Fortunately, organizations such as the Leukemia & Lymphoma Society (LLS) are leading the way in the battle against blood cancers, but they need funding to keep up the fight.

But we are but boaters, not oncologists (at least not all of us),

so what can we do? It turns out, quite a bit.

Enter the annual Leukemia Cup Regatta, which serves as the season opener for the Elliott Bay Marina Downtown Sailing Series. The fundraiser is the Leukemia & Lymphoma Society's annual sailing regatta that challenges the boating community to join LLS in its mission to fight against blood cancers. There is no limit to who

may join the fun (both on and off the water) to help support the cause. The LLS' goal for the 2016 Leukemia Cup fundraiser is \$250,000. Will you set sails to save lives? The gauntlet has been thrown.

The LLS is the world's largest voluntary health agency that's dedicated to finding cures of leukemia, lymphoma, myeloma, and all other blood cancers. According

to LLS, someone is diagnosed with blood cancer every four minutes, and blood cancer claims a life every ten minutes. Every dollar is needed, and fundraisers like the Leukemia Cup Regatta keep the research funded.

The fee to sign up one's boat is \$175 and all crew of registered boats participate for free. Last year the Seattle Yacht Club hosted 23 members as skippers, and the LLS looks forward to more yacht clubs stepping up to the plate this year. Family and friends are more than welcome to join at the luau after-party. The \$20 tickets grant access to food, drinks, raffle prize drawings, and games that are sure to entertain.

*If you're boatless or more of the power crowd, you're always encouraged to donate. Donations are welcome online at [leukemia-cup.org](http://leukemia-cup.org) as well as by mail to:*

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## FYI

# Bayliner meet Lives

What do you do when an annual rendezvous is cancelled? Keep it going, of course. That's exactly what Bayliner enthusiasts are doing this year with their meetup that's scheduled for the Roche Harbor Marina June 2-4. This get together is not an official Bayliner event, and therefore doesn't have an itinerary packed with seminars and the like. But Ron Leslie, one of the organizers of the event, is undaunted.

"I'm ready to leave right now!" Leslie says. "We've been doing this for fifteen years and I love this thing." Leslie has at least twelve boats committed on his list and there are other Bayliner fans out recruiting as well. Maybe the best parties are the unofficial kind?

If you are a Bayliner owner or enthusiast, give this roundup a shot. Contact the Roche Harbor Marina and mention the Bayliner Rendezvous and Ron. They should know what you're talking about. 360-378-2155, [rocheharbor.com/marina](http://rocheharbor.com/marina)





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(206) 819-9984



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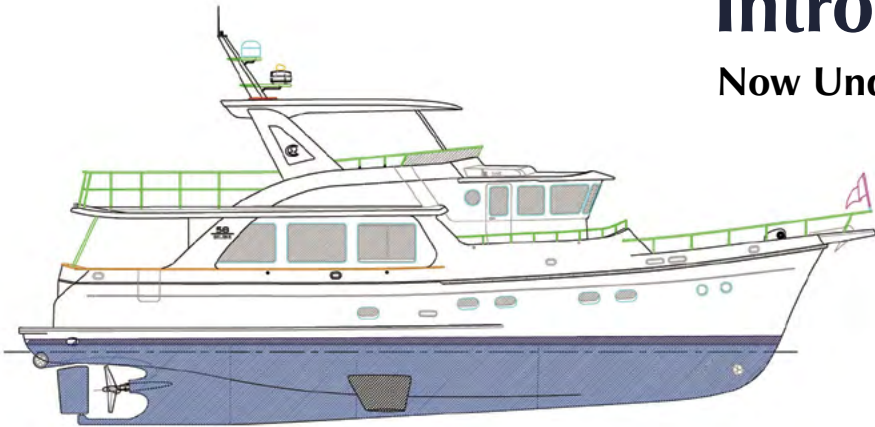
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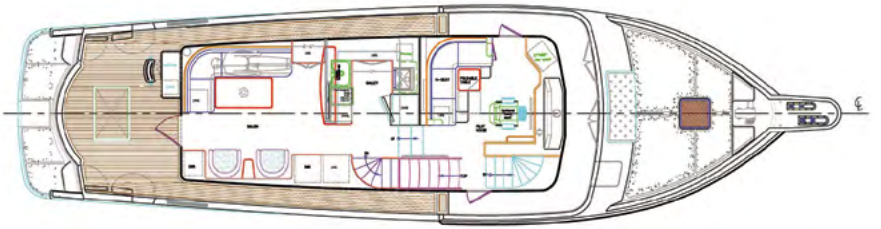
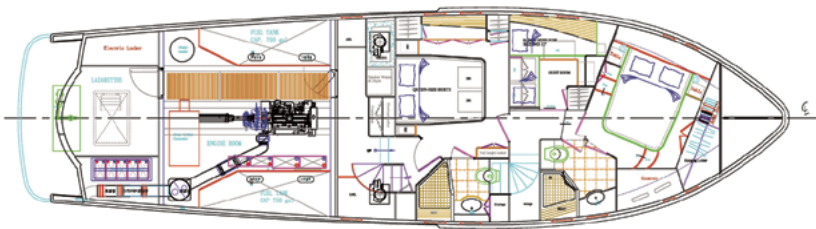
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2014 Ranger Tug 31 \$289,000



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## Double Take

# #SkyWalk

Sometimes a YouTube clip is worth a thousand WOAHS, as in the case of “the Sky Walk” stunt, which was sponsored by fashion titan, Hugo Boss.

Enter Alex Thomson, extreme kite boarder and around-the-world solo sailor. Thomson strides to the beach with confidence in a Hugo Boss suit after parking his Mercedes (cue the Bond music). He straps into his kiteboard on a blustery day off the coast of Portugal where he chases his Hugo Boss-branded IMOCA 60 monohull (which he plans to race in the 2016 Vende Globe) which is ripping

by at motor-boat speeds. Thomson connects to his bigger ride via a towline, and then Thomson shoots above the top of the mast where his hand drifts to his harness.

Thomson ascends higher and higher to over twice the height of the mast before he unclips his harness and spirals into his hair-raising descent. How does it end? Check out this link to find out: [bit.ly/1nKG3g8](http://bit.ly/1nKG3g8).

Darned if we know one of them, but isn't it refreshing to have a few crazies around to keep the world interesting?



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## FYI



# Washington Pumps Out

The reports are in and the celebrations on the streets can begin. Washington has set a new state pumpout record of 8.3 million gallons!

Although the idea of celebrating a pumpout record may seem odd, or odious, to some, the 8.3 million gallons of properly treated waste from Washington boaters represents 8.3 million gallons of waste that is not in our beautiful waterways. The pumpout record continues an encouraging trend. Prior to 2015, 2014 was the former record-setting year, with 6 million gallons of waste being properly treated.

The pumpout record has been the fruit of Pumpout Washington's labors, a joint project of the Washington Sea Grant and Washington State Parks. New pumpout boats, public education, and collaborations with marinas to divert onboard sewage to onshore treatment

are all tangible efforts spearheaded by Pumpout Washington with training, outreach, and federal funds.

Washington's strong local economy and low fuel prices have also encouraged more boating activity in the state, and the increased activity leads to more pumpout waste and adds to the pumpout count. Still, the results are promising and Pumpout Washington strives to break the record this year.

If your yacht club or other organization would like hands-free, spill-free pumpout adapters for its members, contact Washington Sea Grant's Aaron Barnett at 206-616-8929 or [aaronb5@uw.edu](mailto:aaronb5@uw.edu). Additionally, visit [pumpoutwashington.org](http://pumpoutwashington.org) for a Google map showing all 150 Clean Vessel Program pumpout locations in Washington to find the ones nearest you or your cruising destinations.

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Design

# Siewert Design Relaunches

Greg Siewert, who draws from a distinguished yacht building career, is now offering yacht design services to prospective owners and shipyards from his Seattle office. He draws from a variety of design and shipbuilding experiences, including leading the design team for the 2015 World Superyacht Award-winning 133' M/Y *Oinka*. Siewert formed the yacht design consultancy Siewert Design in 1994 before he joined Delta in 2007. Now Siewert Design is back in business.

Siewert has worked with many builders and has managed design and construction projects at home and abroad. Siewert holds a degree in industrial design graduate from the University of Wisconsin and has

extensive experience in power boats and racing sailboats.

Siewert Design will continue to focus on custom and production boat design, but is also establishing itself as the go-to-resource in the refit industry. Personalized client services include project planning, conceptual design, and 3D visualization with comprehensive digital construction drawings.

For more information, visit the website at [siewertdesign.com](http://siewertdesign.com) or call 843-853-6154.



M/Y *Oinka*. Photo: Jeff Brown/Delta Marine

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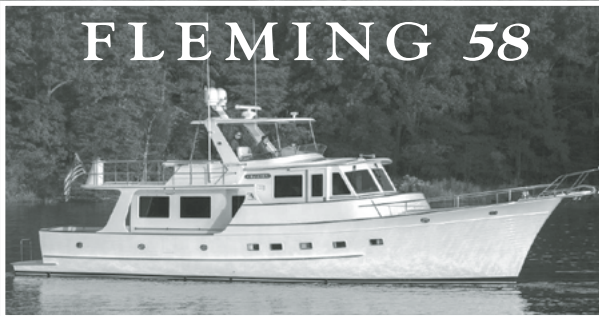
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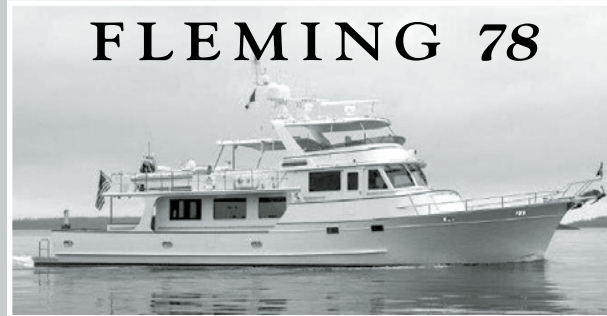
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Coast Guard Corner

# Boarding Tips

The Coast Guard does important work keeping us safe, but not all of that work involves helicopters in storms or heroic swim rescues. A lot of keeping us safe has to do with the day-to-day enforcement of the rules, especially on busy summer days when everyone is on the water.

Getting boarded by the Coast Guard is an intimidating idea for many, but there are plenty of ways to mitigate the stress of the process and avoid it altogether.

We had a chat with Chuck Chavtur, Chief Warrant Officer and Commanding Officer of Station Bellingham, for some insider tips on how to handle a Coast Guard boarding.

"It's like you're getting pulled over on the street," says Chavtur. "Our main goal is safety, it's all we really care about. We will bend over backwards to try to get the boarding finished and get out of your way so you can enjoy the day. If you have safety deficiencies,

we want to work with you. We don't want to write you a ticket, that's not our goal."

Chavtur mentioned a few standard Coast Guard questions. For example, if you have been boarded recently, they would like to know (and will find out). Honesty is key, especially when it comes to firearms on board. Chavtur's Bellingham Station is relatively close to the Canadian border, so "where are you from?" is common. His top three no-nos?

"Don't try to hide stuff from us. Don't reach for any weapons. Be honest."

His most important advice? "Lifejackets," says Chavtur. "Wear your lifejackets. Especially, lifejackets on children. We can't spread that message enough." All too often, boaters don't even have enough lifejackets for everyone aboard. "It's like a seatbelt. I bet everyone wore their seatbelts to get to the dock, why not have the life jackets?"

Club Action

## Second Annual POD Regatta

The Corinthian Yacht Club (CYC) of Seattle announced their second annual Pacific Northwest One Design (POD) Regatta for May 21 and 22, 2016. The two-day sailing event is open to One Design Fleets and PHRF and IRC Fleets of all experience levels. Minimum class size is five boats, and the

round-the-buoys racing starts at Shilshole Bay Marina at 1100 hours each day (depending on conditions). The CYC clubhouse is open after racing for food and drinks. The awards presentation follows racing on Sunday.

For more information and to register, go to [cycseattle.org](http://cycseattle.org) or call 206-789-1919.



International 14's like these seen here in the UK will be racing in the CYC's POD Regatta

Photo: ©Linda Sheridan

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Industry Angles

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Alexander Marine USA's California division, previously located at 2505 West Coast Highway, California, is relocating into the former Ardell building located at 2101 West Coast Highway. The facility on Newport Beach's Mariner's Mile is perfect to serve the area's boaters, and visitors will benefit from a more spacious showroom and private docks.

"We are excited to announce this major expansion and are fortunate to have acquired such a tremendous location and facility," says Ray Prokorym, Vice President of Alexander Marine USA. The grand opening event took place on April 16 and the brokerage house open for business.

Alexander Marine USA is a premier yacht brokerage company and dealer for new Ocean Alexander, Pursuit, and Regal

yachts. They are a leader in new and brokerage yacht sales on the West Coast with four decades of expert knowledge. Ocean Alexander USA has two preeminent locations in Seattle, Washington and Newport Beach, California with a full-service team that aims to enhance their clients' boating experiences. Learn more at alexandermarineusa.com.



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Bookshelf

# Wendy Hinman wins Journey Award

Local adventuress and author Wendy Hinman is making a splash as the winner of the 2015 Journey Award for True Action/Adventure for her book *Tightwads on the Loose – A Seven Year Pacific Odyssey*. The book is the true tale of Hinman's seven-year, 34,000 mile journey with her husband, naval architect Garth Wilcox, aboard a 31' foot sailboat around

the Pacific. The couple currently resides on Bainbridge Island.

The Chanticleer Book Review's Journey Awards is a competition that recognizes emerging new talent and outstanding works in the genre of Narrative Non-Fiction. The Journey Awards is a division of the Chanticleer Awards International Writing Competitions.

We had the honor to meet with

Hinman over coffee to talk about *Tightwads on the Loose* and her other works in progress.

*Can you talk a little bit about what it was like writing Tightwads on the Loose?*

I had been sending email updates to friends for years and had a very popular blog. People kept sharing my news and postings with others and writing to tell

me I should write a book because our voyage wasn't typical. We sailed for seven years, 34,000 miles aboard a 31-foot, 8,000-pound boat to waters less travelled, including Asia and Japan and had many what I call "character-building" opportunities along the way.

I'd been a magazine editor before we left to go sailing and I always secretly wanted to write a book someday. Then it became obvious this was the perfect one to publish first. I have lots of other book ideas and have just completed my second manuscript. Stand by for more details!

*Can you talk a bit about your current boat-building project and sailing ambitions?*

One of Garth's lifelong dreams was to design and build a cruising yacht. He is a naval architect who designs boats for a living, mostly tugs, barges, fishing processors, research vessels, and ferries (including a new Alaska State Ferry, if they ever build it). We are building something you can't buy. It is a 38', high-performance cruising boat with a lifting keel and an unstayed rig. After many years of research, Garth was anxious to put his ideas to work. We'll have to go test it, which might just entail exploring the wilds of Patagonia and the canals of Europe. Who knows? Sailors are known to change plans often. But the idea intrigues us to visit these places.

*Can you talk a bit about your manuscript(s) in progress?*

My new book (coming) is about Garth's voyage with his family as a teenager. They set off to circumnavigate the globe, but were shipwrecked in Fiji thirteen months into their voyage. At 14, Garth got to live like Robinson Crusoe for a time on a deserted island until his family was rescued. The family thought the voyage was finished because their boat was stuck on a reef and had a hole the size of a Volkswagen. But they not only repaired the boat, but finished the journey, despite tremendous obstacles. It is a fantastic story I've been hearing for years.

Hinman's blog is still out there at [wendyhinman.com](http://wendyhinman.com). Keep an eye out for Hinman as she is regularly a speaker at local boating events and clearly has more adventures up her sleeve. Dreamers take note.

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Outward Bound

# The Hendersons are Heading Out

We're all familiar with "The Dream". We flip through magazines and yearn for that special yacht to whisk us away across the globe to turquoise lagoons. Some sailors start planning when they're young and hit the grindstone

hard to squirrel a few bucks per paycheck into the cruising kitty as they fix-up an old cruiser. Others are new to boating and follow the reverse path to the horizon where they've succeeded in their careers but are still learning the cleat knot. Wherever you are in the process, it does the soul well to see others who made it. They give us hope and show us that "The Dream" can be realized.

For this issue of *Outward Bound*, we interviewed local Jon Henderson about the cruising plan he hatched up with his wife Michele. They are planning to shove off this July aboard their Beneteau Idylle 1350, *Ardea*.

*What is your cruise plan? Where are you going?*

We are going north to Alaska for the summer, then down the coast to Mexico for the winter. Then we plan to continue down the coast of Central America to Ecuador, where we will launch out to the Galapagos. From there, we will go through the Panama Canal and tour the Caribbean. We'll then cruise up the East Coast of the U.S. for a family visit, and then across the Atlantic to the Mediterranean. Scandinavia is on the list, as is the South Pacific. We are trying to find the longest route to New Zealand.

*How long have you had this boat? Did you know she was the one to cruise off on at first sight?*

We bought the *Ardea* in December of 2014. We were looking for a boat to cruise off on, and this boat fit the bill nicely. We wanted a boat with two staterooms and two heads so that we could support a floating B & B to allow us to sustain our cruising habit and share our adventure.

*What have you done to get the boat ready?*

What have we not done? We replaced the moldy headliner, we redid the electrical, put in energy-efficient lighting, added solar and wind generator, put all new cushions and mattresses in, replaced the windows, rebuilt the engine, replaced the propane system and the stove, had a new barrier coat and paint on the bottom, new thru-hulls and sea



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cocks, put in a sea light, added a black-water system, revamped the watermaker, new furling system, strong track, quick cover, and all new North sails... the list goes on. And on. We figure we can, and will, do boat work anywhere in the world.

**Who is your crew? Who is going on this journey with you?**

My beautiful, brilliant, and beloved wife (and First Mate), Michele Henderson. Our daughters Isabel and Denali will be joining us for part of the trip, in particular the Galapagos. We will pick up crew for long passages, and take on B & B guests in exotic locales along the way.

**What about the trip are you most excited about?**

Whale sharks and marine iguanas and blue-footed boobies! We are excited to share our love of the sea... actually, that is part of our mission statement! "To share our love of the sea, and to serve as its ambassadors through low impact voyaging and teaching respect for the forces of nature". We will provide a platform for Scuba, fishing, and sailing with our guests. We will also sample new cuisines, dance to new music, and learn about different cultures.

**What words of wisdom do you have for others "chasing the Dream"?** Pick a date. Make a plan. Check

I have wanted to do something like this since childhood. When I met my wife, she had the same lifelong dreams. Now we are making it a reality.

**What inspired this journey?**

I have wanted to do something like this since childhood. When I met my wife, she had the same lifelong dreams. She has wanted to go to the Galapagos since she was eight. She wanted to be a marine herpetologist. I got her charts for the Galapagos for our first Valentine's Day together. Now we are making it a reality.

at least one thing off the list every single day. Read this quote daily: "Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

-H. Jackson Brown Jr.'s Mother



The Ardea, the Henderson's Beneteau Idylle 1350.

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## Ocean Alexander 72 Pilothouse

“We do not compromise” seems to be a theme with Ocean Alexander yachts, and the 72 is no exception. There’s plenty to look at aboard, from the covered flybridge with sun deck to a customizable interior that gives new meaning to the word decadent. The three-stateroom pilothouse layout features visibility to the outdoors from just about every angle, and a galley fitted for gourmet dining is situated aft of the helm. There are two helms aboard the 72, one in the

pilothouse and one on the flybridge, and both feature sleek navigational displays and design.

The interior is light and roomy with a master-stateroom complete with king-sized berth that feels like a luxury spa treatment ready to happen. A seven-foot deep shower in the master stateroom is nicer than the ones found in most houses. The raised, 360-degree walkaround aft deck is complete with table, seating, and built-in wet bar. If it wasn’t for the

beautiful ocean scenery, you may think you were in a five-star hotel.

The Ocean Alexander 72 builds off a successful, safe, and proven hull design that we’re sure to see more variations of in the years to come. The standard power package is a pair of Caterpillar C18 1150 horsepower engines that are paired with a Kohler 23 kW generator. Luxurious accommodations, great looks, and seaworthy design, why compromise? Base price is \$3,750,000.



### VITALS

LOA: 64’9” • LWL: 59’5” • Beam: 17’6”  
 Displacement: 110,000 lbs.  
 Maximum Draft (Trimmed Down): 5’ – 5’ 5”  
 Tankage (Fuel/Fresh/Black): 1,500 gals./300 gals./100 gals.  
 Local Dealer: Alexander Marina, Seattle • [bit.ly/1YFQWNI](http://bit.ly/1YFQWNI)



## Regal 23 OBX

Who says an outboard ski boat can’t be luxurious? The Regal 23 OBX is a versatile little number that aims to entertain with an oversized bow seating area and wraparound swim platform. The transom bench seating can be flipped up to create a walkway for easy access to the outboard and the water abaft the stern. The seating around the cockpit has multiple positions to cater to just about any social setting.

The Regal 23 OBX is also loaded with a svelte-looking helm where a Garmin 7607 multi-function display system is the standard navigational package. Optional Stainless Steel rod holders double up as cup holders to corral the celebratory drinks after you reel-in the big one. Ample stowage for a cooler or the wakeboards abounds under the cockpit sole and in settees housed within the seats. The website ([regalboats.com](http://regalboats.com)) features an easy-to-use “Design Your Regal” menu where you can pick the options you desire, from a Yamaha 200 or 250 horsepower outboard engine to a teak cockpit table. Whether you’re

chomping at the dock lines to get going or just window-shopping, the Regal 23 OBX is the kind of boat that fills your daydreams. Prices start around \$70,000.

### VITALS

LOA: 23’ 2” • Beam: 8’ 6”  
 Displacement: 3,900 lbs.  
 Maximum Draft (Trimmed Down): 36”  
 Tankage (Fuel): 73 gals.  
 Local Dealer: Larson’s Power Sports Northwest • [bit.ly/1NA2T10](http://bit.ly/1NA2T10)





# Hampton 650 Pilothouse

The Hampton 650 Pilothouse is a new addition to the Hampton Yacht Group fleet and is set for her world debut at the Newport International Boat Show in California, May 12 – 15. The Hampton 650 is a gorgeous, spacious passagemaker complete with three staterooms and three heads, that stands ready to fully accommodate a family or two. Or three. Or a very large 4th of July party heading to the islands, it's up to you, really.

The namesake pilothouse helm offers commanding visibility and is an attention-grabber with complete engine and nav instrumentation and lounge. The Garmin's 7600 Series touchscreen-enabled multi-function display package is the standard electronic navigation suite. A staircase from the pilothouse to the fly-bridge and a second set of controls puts the skipper in control and in style with amenities ranging from wrap-around seating with wet bar, to a 32" fold-down TV, to a BBQ grill. The saloon interior is

finished with cherry, and custom woodwork from cabinets to stateroom doors look to be of high-quality. The galley is fully loaded with a four-burner cook top and granite flooring.

The 650 Pilothouse incorporates a deep-V hull with high forward deadrise sections that should cut through head-on seas with minimal effort. Additionally, the flatter aft sections feature a split-chine

design from Naval Architect Howard Apollonio (who designed the entire yacht as well) that supposedly provides an efficient planning surface for a smooth ride. The hull is solid fiberglass that's reinforced with two layers of Kevlar from chine to chine and three layers of Kevlar in the forward "collision zone". In other words, the Hampton 650 Pilothouse is one tough beauty, and with twin trusty Caterpillar diesel engine that dish-out a total of 2,000 horsepower, she should be able to make way with the best of them. With an asking price of \$2,798,000, she isn't exactly a spontaneous purchase, but we have a hunch the first question from more than a few at the Newport International Boat Show debut will be, "How long is the waiting list?"



## VITALS

LOA: 66' 4" • Beam: 17' 8"  
 Displacement: 85,000 lbs.  
 Maximum Draft: 5' 2"  
 Tankage (Fuel/Fresh/Black):  
 1,200 gals./400 gals. /120 gals.  
 Local Dealer: Hampton Yacht  
 Group Seattle • bit.ly/1YFQWNI

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# Hanse 315

We have news from across the Pond: the new Hanse 315 is the European Yacht of the Year 2016 at HISWA, the Netherlands' largest boatshow. This modern-looking, open-deck performance cruiser has plenty of the customizable features to give her buyer just what he or she wants, from a shallow draft L-shaped keel suited to near shore exploration to a deep L-shaped keel that will give her better stability in lively open waters. She comes standard with ergonomic tiller steering, but a dual wheel layout is also available. Generous portholes allow plenty of sunlight into the airy cabin, and the keel-stepped mast goes right through the foldable table in the traditional saloon layout.

Versatility is the name of the game when it comes to the new Hanse 315. The forepeak has a 3-in-1 design that converts the V-berth space to a relaxation pad, a single berth, or a double berth. You can opt for an open-saloon layout that throws out the door and really opens-up the bulkhead. The inviting interior has that contemporary Euro feel with shiny designer faucets in the head (that includes a shower) and galley with clean, wooden cabinetry.

Of course, the Hanse 315 has got plenty of features that help simplify cruising



life, including a remote-controlled anchoring system. There is a suite of B&G navigation and Fusion entertainment packages that will keep you on course and the tunes bumping. Elvstrøm sails and folding propeller blades for the inboard

saildrive engine are a few of the many options for the buyer to choose from to optimize performance. There's a Hanse 315 for just about anybody, and it's no wonder this modest-sized sailboat made a big splash. Base price is \$99,170.



## VITALS

LOA: 31' 6" • LWL: 28' 5" • Beam: 11'

Displacement: 10,362 lbs.

Draft (Shallow/Deep): 6'1"

Tankage (Fuel/Fresh):  
42 gals./60 gals.

Local Dealer: JK3 Yachts,  
Seattle • bit.ly/1NA39Nu

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# Bennett Boats

We like to buy local here in the Pacific Northwest, right? Marty Bennett is the owner of Bennett Boats, a local shipbuilding company that's based out of Long Beach, Washington, and that specializes in completely custom boats. Bennett Boats blend truly rugged construction to take on the Columbia Bar or cruise up to Alaska with sleek design elements of a classy motor yacht to travel in style. When Marty Bennett says completely custom, he means it.

"What you want is what you get," Bennett promises. Bennett Boats offers semi-custom models from established designs ranging from the Bennett 20' to Bennett 46'.

The Bennett 23' is one of Bennett Boats' most established designs, and is a little offshore boat with big offshore performance. The 23', like all of Bennett's boats, is made with commercial-quality 5086 marine-grade aluminum.

The boat's deep V bow design, heavy-duty welded center console, and roomy self-bailing decks mean business. The recommended 225 horsepower kicks her to a top speed of 43 knots. As with all the custom Bennett Boats, she can go inboard or outboard, gas or diesel. What you want is what you get. Prices vary, the 21' starts at \$95,000.



### VITALS

LOA: 23' • Beam: 8' 6"  
 Displacement: 4,200 lbs.  
 Draft (Shallow/Deep): 15"  
 Tankage (Fuel): 92 gals.  
 Local Dealer: Bennet Boats  
[bit.ly/1WddTly](http://bit.ly/1WddTly)



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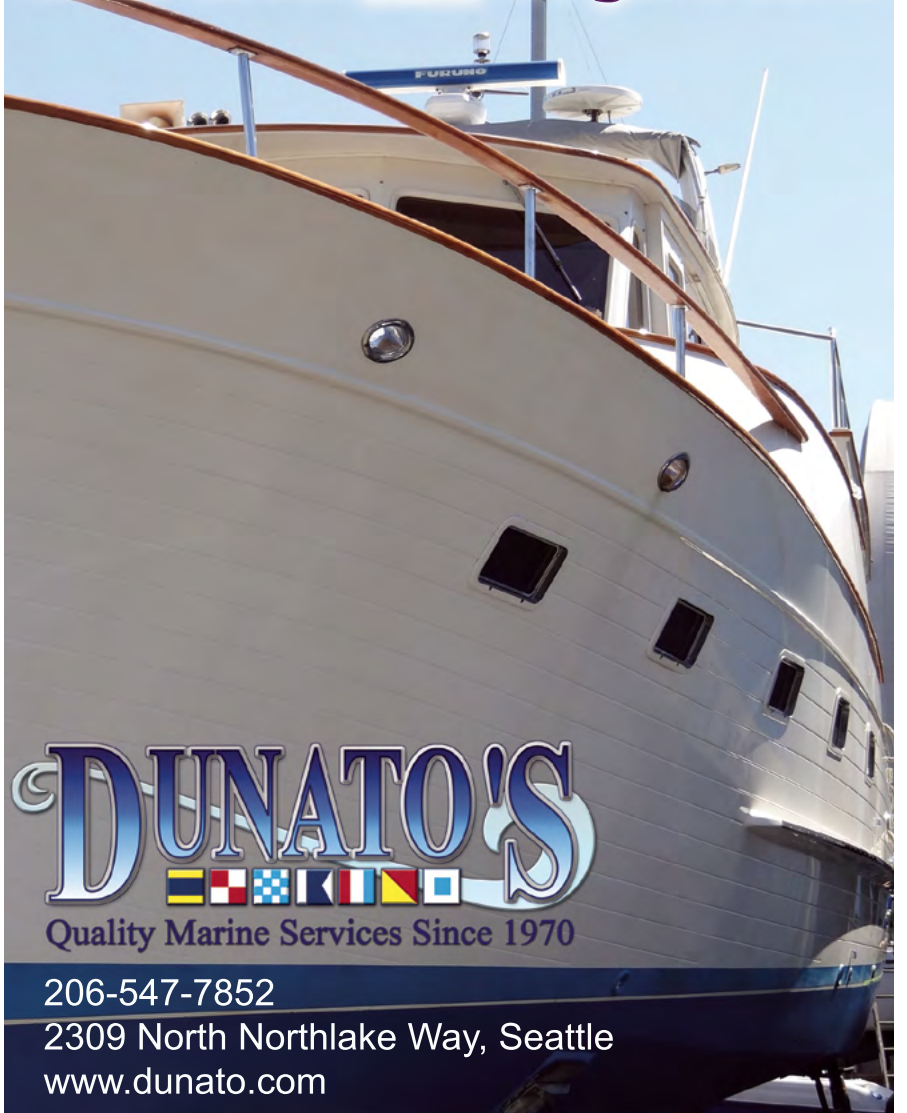


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## Endurance E720 Skylounge

The Endurance Yachts E720 LRC Skylounge is a more conservatively, some would say classically, styled yacht that has plenty of features to boast about, some of which pop-out at a glance. Twin bench seating is positioned in the forward bow area, while dual decks grace the stern. The aft lower deckhouse is arranged as a gathering space with seating and table, while the open upper deck is well situated to accommodate the dinghy. A swim platform with stair access is positioned aft.

And of course, how could you ignore the namesake skylounge? The massive skylounge contains an ergonomically designed helm complete with generous seating around a table and a flat-screen TV. Who says the skipper has to man the helm without company?

There's more to the Endurance E720 LRC Skylounge than just good looks. The split-chine, semi-displacement hull of the Endurance Series is supposed to reduce bow spray while retaining dynamic life and spray control. Cockpit engine controls are also stationed on both the port and starboard side of the aft deckhouse for those who want to be close to the water when they maneuver through tight spaces. All in all, the Endurance E720 LRC Skylounge is a no-nonsense yacht that makes entertaining a crowd a lot of fun. She is priced at \$4,398,000.



### VITALS

LOA: 74' 4" • LWL: 72' • Beam: 19'

Displacement: 116,000 lbs.

Draft: 5'2"

Tankage (Fuel/Fresh/Black):  
2,050 gals./400 gals./150 gals.

Local Dealer: Hampton Yacht  
Group Seattle • [bit.ly/1YFQWNI](http://bit.ly/1YFQWNI)

## Galeon 420 FLY



The Galeon 420 FLY recently made its debut at the Suncoast Boat Show, and this Eastern European beauty has our attention.

At first glance, the Galeon 420 FLY has the sleek contemporary lines of many luxury yachts. Tinted windows seem to flow across the cabin to let in generous light to the dining area and galley.

A trip below brings one into the saloon where three cabins and two heads, complete with showers, provide overnight comfort and privacy for your guests. Folding doors lead one to the stern cockpit that serves as a natural gathering space with ample seating. A stern platform that's perfect for launching a dinghy or pair of kayaks extends aft over the water.

However, the "FLY" in the Galeon 420 FLY is there for a reason. The massive flybridge features a second helm and a functional galley complete with fridge and grill. The sundeck is massive for a yacht of this size, and seating to comfortably accommodate eight of your guests around a table is standard. Whether you're entertaining inside or out, the Galeon 420 FLY aims to please. Base price is \$671,074.

### VITALS

LOA: 43' 6" • LWL: 38' 8" • Beam: 13' 8"

Displacement: 26,698 lbs.

Draft: 2' 7"

Tankage (Fuel/Fresh):  
290 gals./119 gals.

Local Dealer: MarineMax  
[bit.ly/1VhJIRI](http://bit.ly/1VhJIRI)





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- 42' NAUTICAT 42 PH '04..... 439,500
- 42' VALIANT 42 '93.....Reduced 197,000



- 33' NAUTICAT MS 33 '84..... 82,500
- 33' NAUTICAT MS 33 '83..... 84,500
- 32' NAUTICAT 321 '02.....New Listing 159,500
- 31' BENETEAU First 30E '83..... 25,000
- 31' BENETEAU 31 '10.....New Listing 94,500
- 31' ISLAND PACKET 31 '88.....New Listing 62,500
- 30' NEWPORT '79..... 9,500
- 30' CAPE DORY '83.....Sale Pending
- 29' CAL '73.....Sale Pending
- 26' MACGREGOR '11.....Sale Pending
- 20' LASER SB3 '08.....CLEARANCE 24,500

**NEW POWER**

- 58' ABSOLUTE NAVETTA '16.....Inquire
- 52' ABSOLUTE NAVETTA '16.....**SOLD**
- 60' ABSOLUTE FLY '16.....Inquire
- 45' ABSOLUTE FLY '16..... 846,612
- 63' LAGOON MOTOR YACHT '16..... 2,097,614€
- 40' LAGOON MOTOR YACHT '16.....Arriving! 489,487

**NEW SAIL**

- 54' JEANNEAU YACHT 54 '16.....Sale Priced! 652,789
- 46' JEANNEAU 469 '15.....**SOLD**
- 44' JEANNEAU 44 DS '16.....**SOLD**
- 40' JEANNEAU 419 '16.....Sale Priced! 265,869
- 40' JEANNEAU 409/419 '11 - '16.....22 **SOLD**
- 34' JEANNEAU 349 '16.....Sale Priced! 164,989
- 34' JEANNEAU 349 '15/'16..... 4 **SOLD**
- 36' ISLAND PACKET 360 '14.....LIQUIDATION! 299,852
- 45' LAGOON 450 FLY '16.....**SOLD**
- 42' LAGOON 42 '16.....All New! Order Yours!



2006 American Tug 41 \$439,500



2000 Devlin Sockeye 42 \$420,000



1972 Tollycraft 34 \$19,900



## Paddleboard, meet Stairmaster

### Hobie Mirage Eclipse // \$1,500 - \$1,600

Remember when paddleboards were the oddest toys on the water? Those days are long past as Hobie unveils its Mirage Eclipse, another "world's first watercraft" that's likely to turn heads this summer. The Mirage Eclipse is essentially a stand-up paddleboard that traded its paddle for a pair of foot pedals and a handlebar. They come in 10-5 and 12-0 models (10'6" and 12'5" respectively) and in solar yellow and lunar blue colors. The Mirage Eclipse is constructed out of Advanced Composite Epoxy that should survive the trip in the car just fine. The aluminum alloy handlebar and sideways-oriented under-board paddles are all you need to pop onto the board to hit the water.

The larger 12-0 model is a manageable 48 lbs with available wheeled trailers. Gear tie downs will keep your odds and ends in place and the rudder kicks up to avoid catching on shallow bottoms. Additionally, the 12-0 can carry an impressive 275 lbs so the kids or the dogs can hop aboard.

Will the Mirage Eclipse be the next big thing? Who knows, but it does make some sense to take advantage of our stronger lower bodies rather than just our arms. Additionally, a summer on one of these will make for some killer calve muscles. More information is available at [hobiecat.com](http://hobiecat.com).



## Seeing the Light

### Nightstick Flashlights // Prices Vary

Whether you're working on the inboard after dark and you dropped that bolt into the bilge or you're looking for a versatile light source for the ditch bag, the NightStick line of flashlights from Bayco Products Inc. probably has what you're looking for. Innovative designs like the Mini-TAC Goosenecks feature flexible stalks that aim a potent 140 lumens in any direction you desire. The flashlight can be clipped onto a mount to function as a small, but powerful lamp. These little guys

are built-tough using water-resistant aircraft-grade 6061-T6 aluminum housing.

Nightstick's small "Extreme Lumens"-rated tactical flashlights can dish out up to 800 lumens to light-up the night.

Additionally, Bayco Products Inc. offers headlamps, helmet lights, and flashlight mounts. If you want to upgrade your flashlight situation, give their selection a gander at [baycoproducts.com](http://baycoproducts.com). Pricing varies by dealer.



## Pod Protection

### NavPod Gen 3 // Prices vary

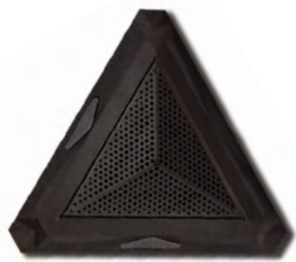
It's no secret that the Pacific Northwest is a wet place, and we of all people know how important it is to keep the electronics dry. Ocean Equipment, out of Bend, Oregon, recently released the NavPod Gen3 series designed to get the job done. The Gen3 improves upon the older NavPods with thicker gauge, custom co-extruded acrylic capped ABS material. The combination of the acrylic material and durability of the ABS material is designed to combat the corrosive power of the sun.

With over 350 models, there is a NavPod for just about every situation, from rail mounts to swivel displays to entire console stations. These NavPods look pretty good, too. Their glossy white sheen is supposed to last for decades. The double gasket seal means waterproofing from the front and back is standard.

*It's always nice to support a local company. More details on NavPods can be found at [oceanequipment.com](http://oceanequipment.com); prices vary by models.*

Chandlery is compiled by Norris Comer





## Music. Everywhere.

Sticky Sounds Speakers // \$68.95

Most of us have the sound system pretty much covered aboard, but what happens when you want to enjoy your favorite tunes when kayaking or when rowing around with that special someone in the dinghy? A fully integrated speaker system is a bit overkill, but wasting your precious battery power and straining your ears to listen to your

(waterproofed) smartphone just won't cut it. Where is that sweet middle ground, a powerful, easy-to-transport and mount unit that's rugged enough to take the wind and the waves?

StickySounds speakers were invented to fill the niche. These Bluetooth-compatible speakers mount on any GoPro mounts and are tough, compact little buggers.

Not only are Sticky Sound speakers waterproof and shock-proof, but they are also positively buoyant. These marine-friendly speakers have an eight-hour battery life to last you through your surf session, and micro SD Memory and Micro USB ports help connect them to saved playlists and other devices. Check them out at [stickysounds.com](http://stickysounds.com)



## Light the Night

Stainless Steel Spotlight // Prices Vary

When you're cutting across the waves and the sun is going down, you want to have some serious light to back you up. The stainless steel spot/flood light from Sea Dog may fit the bill. This fixed-mount, heavy-duty, stainless steel floodlight has a combination

of a 100W spot and 90W flood halogen bulb to dish-out 165,000 candlepower, or 2,500 lumens. The unit is waterproof with an IP rating of 67 to be ready for any trip and completely dustproof.

But this light's cool factor is that the bulb isn't set in a fixed

position. The spotlight features joystick control with a panel to point in whatever direction the skipper chooses from the helm. An optional battery-powered remote control can also control the light from up to 100 feet away. This could come in handy if you're

looking for something that fell overboard as you pace the decks to maintain a visual. The spotlight mode draws 8.3 amps at 12 volts and the floodlight draws 7.5 amps at 12 volts. If you're interested, check it out at [sea-dog.com](http://sea-dog.com). Pricing varies by dealer.

## Short Takes

**Hook it Good:** The new Davis Instruments boat-hook looks like a durable, reliable, and versatile option for any boater in need of a new boathook. \$36.99 - \$49.99. [davisnet.com](http://davisnet.com)

**Make it Shine:** Shurhold Industries has released new Dual Action Polisher Pro and Pro Rotary Polisher power tools that will get the job done. \$189 - \$279. [shurhold.com](http://shurhold.com)

**Fend with Ease:** Accon Marine Fender Hanger will keep the fenders where you need them. \$12.83. [acconmarine.com](http://acconmarine.com)

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**CHANDLERY**



# The New Life Ring

## Throw Raft TD2401 // \$129.95

There's a challenger to the old-fashioned foam throwable life ring. The TD2401 from Throw Raft is the world's first, and thus far only, personal inflatable Type IV PFD approved by the United States Coast Guard. Why go inflatable with your throwable? Space conservation is a good place to start. The TD2401 fits into a pouch the size of a large water bottle, making it an ideal addition to a ditch bag and convenient to carry on smaller boats and dinghies. The TD2401 is roughly nine times smaller than a ring buoy when packed, and can be thrown both in its inflated and packed forms.

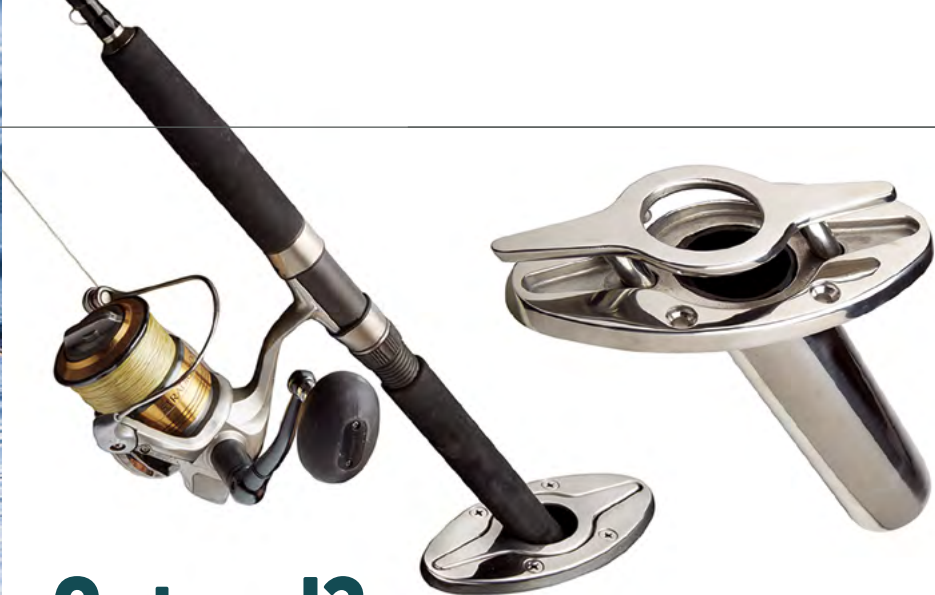
The TD2401 inflates to a visible bright yellow, and the rated minimum buoyancy of 20 lbs is perfectly in the range to support an adult according to Coast Guard recommendations. A custom mounting case made of strong ASA-Geloy plastic is also available for pre-order to keep the throw raft handy on center consoles, bulkheads, sailboat railings, and dock pilings. More information is available at [throwraft.com](http://throwraft.com), prices start at \$129.95.

# Got rod?

## Cleat/Rod holder combo // \$96.42

Plenty of us are either fishing-obsessed or have an uncle who has the fever. The Bayliner is loaded with more rod holders than the uninitiated know what to do with and the bait well is usually s full. But a fisherman is always looking for ways to get another line in the water, and the last thing anybody wants is to be limited by gunwale space because a cleat is in the way. Accon Marine has a clever solution with their Cleat/Rod Holder Combo.

The simple, but possibly genius, piece of hardware incorporates a secure, flush-mount rod holder housed within a pop-up, 6" cleat. The pop-up feature means that the cleat can vanish out of the way of hot lines. The whole thing is made of 316 stainless steel with models available at 0-, 15-, and 30-degree rod-retention angles. The ergonomic unit measures in at just 7.57" x 3.74" x 8.38", making it a compact and viable option for power and sailboats. If you want to really pack the rods in or just want a versatile way to fish, check out [aconmarine.com](http://aconmarine.com). Pricing starts at \$96.42.



# Celestine

## 2008 59' Selene Widebody

The Selene 59/60 is the much sought after dual stairway layout, giving both the owners and their guests private access to their staterooms and bathrooms. This wide body, deep hull model provides additional living space and storage throughout. The later hulls are known for their high build quality and a knowledgeable owner has spared no expense in her care and upgrades.

Please call to set an appointment for viewing. Asking \$1,415,000



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# A Throne Fit For a King

Taco Marine Helm Chairs // \$800 - \$1,500

There are few experiences more satisfying than sitting confidently at the helm, and every detail counts. The smooth feel of the wheel and the updating imagery from the nav display are all part of the experience. So why skimp on the captain's chair?

Taco Marine released its upscale line of helm chairs that cater to boats 19' and up. The Capri Helm Chair line is available with standard rollback bolster seats or a fixed seat (both with adjustable armrests). The Capri line also features bench-style seats from 36" - 55". The chairs are treated with microbial- and UV-stabilizers and feature durable fiberglass seat backs, plush foam padding, and stainless steel construction.

Taco Marine backs up their chairs with a three-year warranty that speaks to their confidence in your satisfaction. These chairs are built to last.

There is a perfect chair for every helm, and Taco Marine's variety is worth a gander. Check out [tacomarine.com](http://tacomarine.com), pricing varies in the \$800 - \$1,500 range.

# Never Lose a Ladder

Intelliboat Boarding Ladder Sensor // \$119.99

Simply put, skippers like to know what's going on aboard their boats. Is battery 1 or 2 switched on? Are the PFDs in the port or starboard settee? Fortunately, Intelliboat's Boarding Ladder Sensor answers, "Is the swim ladder dragging?" with a glance at the dash.

The waterproof Intelliboat Boarding Ladder sensor is a sleek little device that's easy to install and does not interfere with other onboard electronics. The sensor is attached to the swim ladder and a light display is installed at the helm or the nav station. The display activates when it senses motor vibrations, and a red light and alarm activate when the ladder goes into the water. It's a simple, common sense unit for those of us who keep forgetting to stow that darn ladder when underway. Check out [intelliboat.com](http://intelliboat.com) for more details.

## SWIFTSURE YACHTS

[www.swiftsureyachts.com](http://www.swiftsureyachts.com)

**Luka**  
1997 Farr PH 60  
\$675,000

The Farr 60 Pilothouse is a thoroughbred blue water cruiser with a hull shape derived

from Farr Yacht Design's experience with some of the fastest racing yachts of the past forty years. But her attraction does not stop there, as her sumptuous interior lives more like a yacht of 70 feet or more. **Luka** was beautifully constructed at Sweden's Najad yard, world renowned for solidly constructed yachts with excellent detailing, systems access, comfort and safety. A grand four cabin layout - each with its own head and shower - will accommodate two owners and six guests. Her spacious raised pilothouse provides excellent visibility and protection from inclement weather. Above deck, sailing **Luka** is a push button affair. From the comfort of her spacious cockpit, the winches, anchor windlass, sail furling and retractable bow thruster are hydraulically powered.



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Outremer 49 • 2012 • \$799,000



J/100 33 • 2005 • \$79,900



Spencer PH 53 • 1978 • \$170,000



PRICE REDUCED  
Outbound 46 • 2008 • \$484,500



TWO HALLBERG-RASSY 39 MODELS  
HR 39 • 2001 • \$265,000 (shown)  
HR 39 • 2000 • \$259,000



Hallberg-Rassy 53 • 2003 • \$589,000



Hallberg-Rassy 43 • 2004 • \$425,000



Fantasi PH 44 • 2004 • \$429,000



PRICE REDUCED  
Swan 46 • 1984 • \$265,000



Hanse 411 • 2004 • \$149,500



Nexus 35 • 2003 • \$319,000



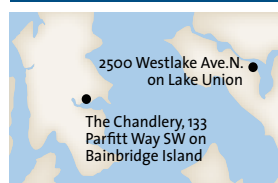
Grand Banks 36 • 1974 • \$99,000

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50 Celestial PH	1996	\$199,000	43 Custom Perry	1977	\$240,000
48 Fife 8 Metre	1929	\$250,000	42 Roberts PH	1994	\$128,000
48 Tayana	1993	\$275,000	41 S&S Yawl	1960	\$185,000
48 Swan	1972	\$90,000	40 Jonmeri	1986	\$129,000
48 C&C	1973	\$248,000	38 C&C 115	2006	\$161,500
46 Custom Perry	1989	\$225,000	38 Alajucla	1975	\$129,000
46 Amazon CC	1992	\$225,000	36 Swan	1989	\$149,500
45 Waterline	1995	\$269,000	32 Beneteau 323	2005	\$77,500

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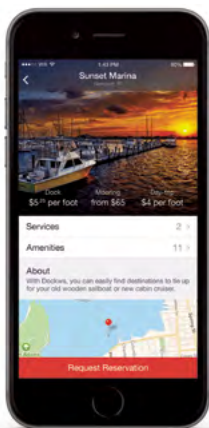
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# App Spotlight



## Dockwa // Free for iOS & Android

Nothing deflates a carefree day on the water quite like scrambling for a slip in a new or unfamiliar place as the sun goes down. Fortunately we live in the tech age, and it was only a matter of time before the ritual of finding available moorage was brought to our smartphones.

Enter Dockwa, a free app that lets you easily reserve slips and

moorings at marinas across the country without phone tag between offices. Simply put in your boat specs, request reservations from marinas, and pay online. Once you receive your online confirmation from the marina, you're good to cruise. Tap. Book. Dock. The app is currently mostly centered on the East Coast, but



they are expanding to our Western waters and are always adding marinas.

Additionally, Dockwa has partnered with BoatUS. BoatUS members need only enter their membership number during registration and applicable discounts for reservations are applied. There is also an exclusive 25% discount for BoatUS members for transient moorage. Not too shabby! For more details, check out dockwa.com.



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# No Knots Required!

Quick Cleat // \$12.95 - \$195.95

The typical cleat mounted on any given dock is a design that most of us take for granted as the best mooring solution. But should we? Enter Quick Cleat, a reimagining of the traditional cleat that requires no knots.

The Quick Cleat is easy to use. One simply rotates the top of the unit, inserts the line, and rotates the top back in place. Voila! You're moored. There are a few other enticing qualities of the Quick Cleat that may give traditionalists pause.

The Quick Cleat features a low profile that makes it less of a tripping and snagging hazard. Quick Cleat offers several models with different mounting options and applications. The heavy duty Mooring Cleat (Model 630) is stainless steel and ready to hold 1/2" and 3/4" dock lines of large boats. The Fender Clip is rail mounted and made to get those fenders where you need them to be.

Prices range from \$12.95 for a two pack of Kayak Cleats to \$195.95 for the Mooring Cleat Model 630. If you're interested in trying something new, check out quick-cleat.com.

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Imagine NOT having the hassle of taking your fenders ON and OFF every time you go in and out of your slip. Are you tired of having your fenders constantly riding up on the docks and getting your hull marked up or worse? Paying for expensive hull rub-outs or repairs? Tired of having your spouse or friends jumping off a moving boat onto a shaky dock? Solo your vessel? Large Boat—small slip? We have great news for you! HMS is now manufacturing a new style of Dock Bumper. These new NON-MARRING bumpers mount on your dock, making hassling with fenders a thing of the past. Not only is the new style of bumper extremely durable, it is also removable so you can take it with you if you move. Now available in three mounting formats to help protect your investment.

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### Sailboat Listings

52' Tayana	265,500
49' Beneteau	269,999
48' Tayana Deck Saloon	583,000
47' Custom Pilothouse	425,000
46' Tayana Pilothouse	574,021
43' Mason	119,500
40' Catalina MkII	139,000
38' Catalina 385	SOLD
38' Catalina/Morgan	89,900
36' Morgan	SOLD
36' Cape Dory	89,500
35' Catalina 355	266,052
34' Catalina 34	33,000



1987 President 37' \$69,500



2007 Northwest 45 \$595,000



### Power Listings

66' Cheoy Lee	299,000
52' DeFever Euro	NEW
49' Defever	SOLD
45' Northwest	595,000
42' Arden/Histar	119,900
37' President Aft Cabin	69,500
36' Grady White	380,000
36' Grand Banks	99,000
36' Monk Bridge Deck	59,900
32' Glacier Bay	174,900
32' Trojan SportFisher	38,000
30' Bayliner	Pending
28' Bayliner 289	SOLD

## Other Listings



42' Arden/Histar \$119,900



36' Grand Banks \$99,000



36' Grady-White \$380,000



Glacier Bay 3080 \$174,900



47' Diesel Duck \$625,000



48' Elling E4 INQUIRE



65' Realships \$699,000



Paragon 31 INQUIRE

## Featured Sailboats



49' Beneteau \$269,999



48' Tayana Deck Saloon \$583,000



Catalina 400 MkII \$139,000



36' Cape Dory \$89,500

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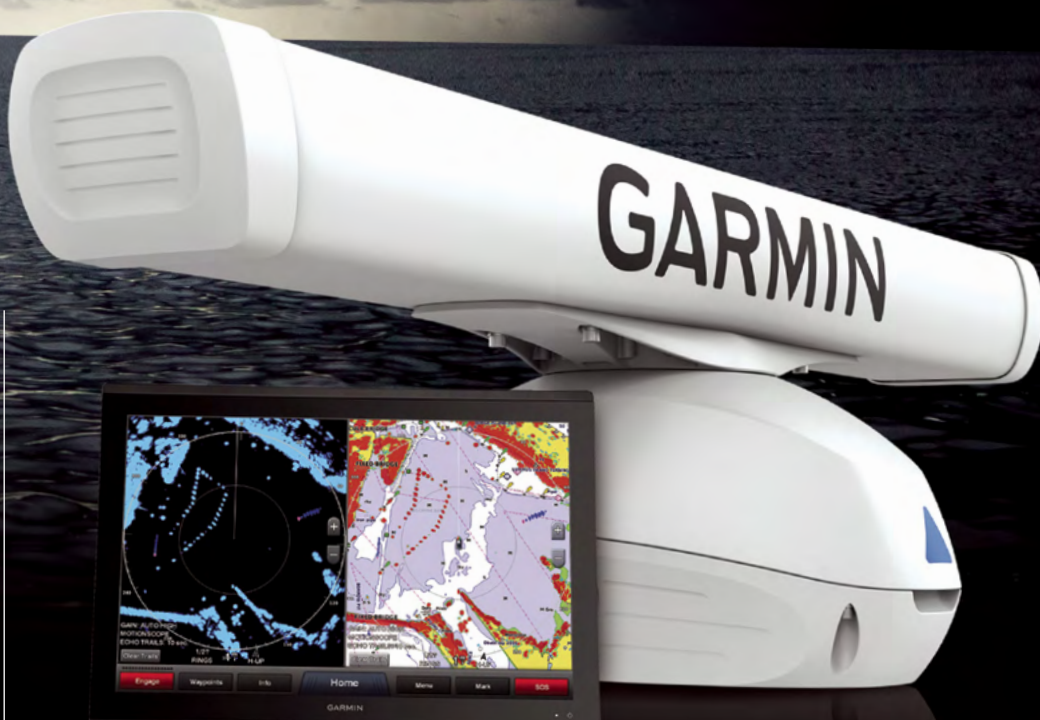
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## The Doppler Effect

### Garmin Fantom 4 and 6

In this age of intense technological advancement and competition, Garmin is creating a lot of buzz with their new GMR Fantom solid-state pulse-compression radars. But what makes these new radars standouts?

40 W radar, reported by the manufacturer as the highest-power solid-state radar in the industry, and advanced processing are the simple answers. Garmin's Fantom utilizes Doppler radar technology, which allows the unit to detect and highlight moving targets to a degree unheard of in the magnetron radars of yesteryear. Incoming targets are automatically color-coded based upon their threat level and vector lines can be drawn to show a target's speed and direction to avoid potential navigational hazards. For example, land masses are painted one color, stationary targets are painted another color, while targets that are approaching your vessel are painted a third color, and non-threatening targets are painted a fourth color. Radar signals can also be overlaid upon an electronic chart in order to avoid collisions with other vessels in the fog, locate flocks of birds chasing baitfish, and track weather cells. Garmin even offers seven color pallets that allow you to customize your experience.

But what the heck is Doppler radar exactly and why should I be excited? Doppler radar refers to the Doppler effect, which is the perceived change in a wave's frequency for a stationary observer relative to the wave's source. Let's apply the Doppler effect to a passing police siren. As the police car approaches, the emitted sound waves "hit" us at a greater rate, making a relatively high-pitched sound for us due to the decreased time interval between each transmitted wave. As the police car passes by

us, the amount of time between each wave that hits us increases as the police car gets further away, and thus the siren's sound deepens. This fundamental phenomena allows Garmin's MotionScope software to determine if a target is a threat, and to color-code it based on its speed and bearing.

Harnessing the Doppler effect requires transmitting over known, highly predictable microwave radar frequencies. However, this level of precision wasn't possible with magnetron-based radars. Fortunately, advancements with affordable solid-state Gallium Nitride power (instead of cavity magnetron) amplifiers have allowed contemporary solid-state radars to produce the constant, predictable frequencies needed for Doppler radar (and software) to work. Now the entire radar industry is trending away from the traditional cavity magnetron radars that were highly susceptible to changing conditions like temperature that produced unpredictable and inconsistent frequencies, which made Doppler imaging impossible. Everybody is clambering for a slice of the Doppler pie as it emerges as the superior radar option.

The Garmin Fantom is available in a four- or six-foot open array that should be ready for the elements. Fantom's range is impressive and one should have no problems detecting targets from 20 feet to 72 nautical miles away. User-friendly features include Auto Bird Gain, Dynamic Auto Gain, and Dynamic Sea Filter that lets the computer do the gain adjusting for optimal performance. It may be as sophisticated as they come, but it's designed to be as easy to use as a TV. Check out the unit for yourself at [buy.garmin.com](http://buy.garmin.com). The Fantom 4 retails at \$6,999.99 and the Fantom 6 at \$7,499.99.

## Standing Watch

### Vesper Marine XB-8000 AIS Transponder

It turns out you can teach an old dog new tricks. Vesper Marine announced a major software update for its XB-8000 Class B AIS transponder that introduces a number of game-changing features to the AIS world.

The update makes the XB-8000 the first AIS transponder to allow users to connect to an external buzzer to enable an audible alarm for AIS Man Overboard (MOB), Search and Rescue Transponder (SART), and Emergency Position Indicating Radiobeacon (EPIRB) signals. This feature turns the transponder into a multi-use safety network where the alarm is triggered whenever these devices are detected, without the need for additional equipment like a multi-function display (MFD), plotter, or mobile device.

Another first made possible for an AIS transponder with this update is the Anchor Watch feature. Anchor Watch uses geo-referencing technology in conjunction with an Android or Apple mobile device to raise an alarm if the anchor drags in the middle of the night.

The XB-8000's newfound abilities to raise an alarm when a crewmember goes overboard or when the yacht drifts at night make the transponder less of a traditional AIS display and more like a tireless watch stander. These updates highlight the versatility of the XB-8000 Class B AIS transponder as a platform that's designed to constantly evolve with the rapidly advancing tech world around us.

## On Point

### Navico Precision-9 Compass

Compasses have come a long way since the magnetic needle. The Precision-9 Compass is a compact (4.96' across and 1.42' tall) cutting-edge piece of tech that incorporates a solid-state sensor array that measures motion on nine separate axes.

The manufacturer purports that a calibrated Precision-9 Compass has a heading accuracy of +/-2 degrees with a pitch and roll range of +/-45 degrees. The Precision 9's compact size and NMEA 2000 single-cable connectivity make installation simple, and any flat surface — or even the mast — will do. The NMEA 2000 connection allows the Precision-9 to communicate its heading and rate-of-turn information to B&G, Simrad, and Lowrance autopilots, multi-function displays, and radars.



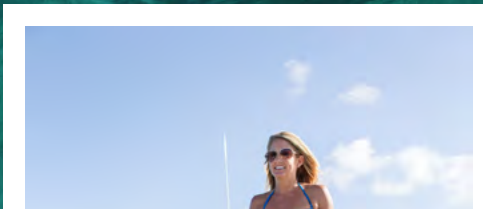
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35' Regal Sport Coupe



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# PERFECT LINES

Photos: Alex Kwanten ♦ Words: Norris Comer

## Classic Beauty Reborn

*Zeas, design number 2463, is a 1964 Tollycraft Mariner 38' that was lovingly restored by Seattle resident Dick Dow. The Tollycraft Mariner 38' is the child of legendary collaborators Ed Monk and "Tolly" Tollefson.*

*Notable features abound on this gorgeous Pacific Northwest classic. Zeas, like her sister ships, features the famous conolift hull, a semi-V, planning design built of 5/8" plywood. Her fir stringers and keel, mahogany stern, and oak chines add strength to this beauty that weighs in at a delightfully light seven tons. For comparison, a typical yacht of similar size and design often weighs nearly three times as much.*

*Dick Dow claims she cruises effortlessly at 14 knots, and we can attest at the photo shoot that she can plane comfortably at well over 20 knots. All this and she still has two heads, a full galley, berths for six, and twin nav stations. Now that is a quality build.*

*Zeas was owned by Ira and Jean Zeasman — grandparents of Michelle Zeasman, Northwest Yachting's publisher — for forty years. During that time, many joyous summers were spent cruising the waters between Puget Sound and points north. Dow fell in love with her and gave her new life. He plans to rename her Thisuldu in the traditional way this summer in honor of his family's first cruiser.*

*If you're fortunate enough to see Thisuldu plane past this summer, be sure to give her our best.*











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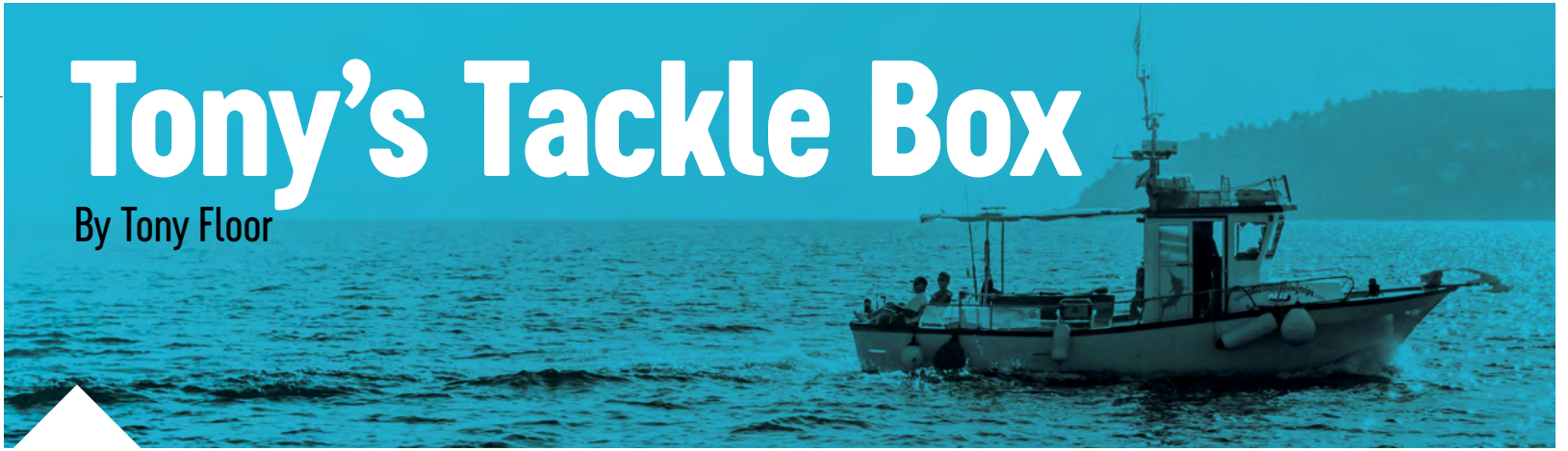


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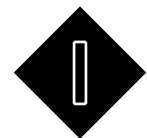


# Tony's Tackle Box

By Tony Floor



## Pondering the 2016 Season



It's finally May, and we saltwater anglers are fresh off a wet and cold El Niño winter. We're ready for Vitamin D injections and big spot prawns! Also, the Puget Sound lingcod season opens May 1st and halibut fishing starts on May 7th.

Take a look in the rearview mirror and think about our record rainfall from November through March. It was a big boy's game to find a weather window and the winter salmon season was tough, but a fish or two volunteered for the cooler despite the invasion of sub-legal or undersized Chinook that shortened our season. If memory serves me correctly, this phenomenon occurred about three times in the last 30 years.

But I'm not going to wallow in where we've been. Eyes forward brothers and sisters, for May is a busy month. Some of my fishing colleagues chase lingcod in north Puget Sound, the San Juans, or Neah Bay. Waddah Island seems to consistently provide hot lingcod fishing for the first two weeks of the season during soft tides. Halibut fishing on the Strait of Juan de Fuca banks appears to grow in popularity. The aroma of bait brings the halibut to the bite like a chain saw in overdrive in Forks, Washington.

But I'm a convert to the May spot-prawn program, particularly in the San Juans. I dig the Islands for the smorgasbord of shellfish and fishing opportunities. And the view isn't that shabby either!

The San Juans are divided into 7 East, 7 South, and 7 West regions. Currently, 7 East has a ten-day season this year (May 14th -15th, 18th - 21st, and 25th - 28th) and a 7,000-pound quota for sport shrimpers. The southern area of the San Juans, including Iceberg Point, will now open May 14th - 31st daily (unlike last year).

Area 7 West, which includes San Juan Channel, gets the lottery this season. Beginning with the May 14th opener for all areas, area 7 West is open all week. Also, beginning June 1st, the daily limit is doubled from 80 shrimp per day to 160 per day throughout the month. Did you stop breathing?

Area 7 West produced low shrimp-fishing pressure last year, and about 16,000 pounds (of a 32,000-pound sports quota) was turned back to commercial shrimp fishers. As a result, shellfish biologists recommended to the Washington Fish and Wildlife Commission that the daily limit be increased for 7 West (and Area 6) this year, and the Commission approved. Feel free to give the Commission and WDFW shrimp managers some love!

Look at the eastern shoreline of San Juan Channel. I like the shrimp habitat from the west side of Jones Island south to Parks Bay on the west side of Shaw Island. The marine charts of the area identify a falling depth contour of 270-350 feet. You'll find plenty of shrimp real estate in the central

San Juan Channel. Try the shoreline from Rocky Bay south to Point Caution on the west.

I spoke with WDFW shrimp biologist Mark O'Toole, who is stationed in the Mill Creek office. He suggested shrimpers pay attention to currents and pot weight. "When the current is running greater than one knot, it becomes difficult to catch shrimp effectively," he said. "The best shrimping is always around current changes until the current begins to run and takes charge. I recommend adding from 25-30 pounds of weight to shrimp pots, or using a small boat anchor, or 10-pound pyramid weights. Essentially, add about as much weight as your pot puller can handle. Commercial shrimpers use heavy anchors as they fish throughout the currents, especially on the edges of the banks in the Strait of Juan de Fuca."

Hmmm, I'm thinking about using my neighbor's old car.

O'Toole suggested that Area 6 is rich with spot prawn shrimp. Eastern and Dallas Bank are proven producers, and shrimping on the contours between 270'-350' is the way to go. However, these banks are only fishable for about four out of every 14 days due to heavy current. "Again, fishing around the current change for 2-3 hours is about as much as a sport shrimping pot can fish, due to strong currents," O'Toole said.

Most pots "walk" with the direction of intensifying current. Moving pots tends to deter shrimp. O'Toole suggests retrieving gear before it launches for unknown depths.

Similar to the San Juans season last summer, 6,000 pounds of shrimp were transferred back to the commercial fishery due to low sport shrimp-fishing pressure in Area 6 (eastern Strait of Juan de Fuca). Got the message? Go get 'em boys!

Regarding bait for shrimp pots, I have fantastic results with Pro-Cure shrimp bait pellets mixed with their crab and shrimp attractant oil and stuffed into a Danielson bait container.

There are also a few options in Puget Sound. O'Toole suggests the waters north of Three Tree Point and the northeast corner of Vashon. Now that's getting closer to home—I think I have some large spot prawns ringing my doorbell!

From Sekiu to Olympia, the annual spot prawn shrimp season is about ready to open. I'm locked-and-loaded to fish up north and get that special pinch of a Pacific Northwest delicacy between my cheek and gum. Yum-yum! Pass the grape juice. Shrimp on!!! See you on the water.



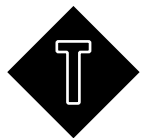
**Tony Floor** is Director of Fishing Affairs for the Northwest Marine Trade Association (NMTA) and a former 30-year veteran of the Washington Department of Fish & Wildlife (WDFW.) You may subscribe to receive monthly Tony's Tackle Box in your e-mail by clicking: [northwestsalmon-derbyseries.com](http://northwestsalmon-derbyseries.com)



# On Watch

By Peter Schrappen

## Can't measure it? Don't create policy around it



The adage, “If you can’t measure it, you can’t manage it,” has made the rounds for years. The saying makes sense and serves as the corollary of Northwest Marine Trade Association’s (NMTA’s) president George Harris’ truism, “If you don’t have a plan, a plan is made for you.”

That said, let’s take a look to see how boating interests fared in our state capitol. Three lead recreational boating organizations went to Olympia with three priorities, all introduced in 2015, which was the first-year of the two-year legislative cycle. The Recreational Boating Association of Washington (RBAW) took up the issue to make boat registrations private. The NMTA looked to protect and grow access to our state’s waters, and the Northwest Yacht Broker’s Association (NYBA) had the leftover issue of instituting a sales-tax cap on vessels over \$300,000.

So how did things go? RBAW and NMTA both succeed where others failed this year. (Did you know that 3,704 bills were introduced this year? Of that number, only 599—or 16 percent—of those “bright ideas” became laws.)

It is worth noting that NYBA took a nice step with the “Marine Jobs Bill” sales-tax-cap bill during the biennium (two-year legislative calendar). Hopefully, you know by now that every new law starts as an idea. Okay, we’ve got that here. Then you need a prime sponsor. Check. The next essential ingredient is a hearing to lay out the case. That’s where NYBA had success. They were granted this opportunity to lay out the facts during their fifteen minute presentation on recreational boating. While the bill did not get voted out of the committee, that doesn’t mean that NYBA (and NMTA) will stop pursuing this legislation next session, which starts in early January 2017.

Before you pop the Dom Perignon, I have to put my buzzkill hat on. It’s not all partying-in-the-streets for boating issues. NMTA continues to evaluate the Boatyard Permit, which affect the 69 permitted yards in Washington. Recall that there were 105 permitted yards 15 years ago. The plunge in numbers is due to several factors, but at the top of the list is the fact that Washington’s Boatyard Permit is the toughest in the country to obtain. States like New Jersey will bemoan that they have to capture their pressure wash water. Hah, that’s so 1996 for the Evergreen State! Back when I was rocking the mullet in the ‘burbs of St. Louis, yards here had step up their program.

The state Department of Ecology (DOE) issues boatyard-permit guidance every five years, and every five years we have to remind the Department of Ecology that boaters are environmentalists. It’s that time again. Without boatyards that have to measure pollutants, boaters would be unregulated in their backyards. Aren’t boatyards a good thing?

Centers of the working waterfront, beehives of economic activity, and a spot where regulators can measure environmental footprints—those are the boatyards I know.

Washington’s boaters and business community are already on the leading edge of environmentalism. The copper-bottom paint phase-out fast approaches, for example. If you purchase a new boat in Washington state after January 1, 2018 (< 65’), it will not have copper-bottom paint. The next big deadline is January 1, 2020. That’s when it’s illegal to purchase and apply copper-based paint for recreational

### Shouldn’t we embrace the scientific method as at least a starting point for public policy?

boats. Bottom line: The recreational boating industry and boaters are responsible environmental stewards and need a fair permit in place that doesn’t reduce that “69” number any lower.

Unfortunately, what we are seeing thus far in the new permit are areas of great concern for boatyards. I’ll report back as this permit moves from draft to enforceable. Stay tuned.

Speaking of the DOE, don’t be surprised to see them move forward with a “No Discharge Zone” regulation for the entire Puget Sound. The small percentage of boaters with Type 1 and 2 Marine Sanitation Devices will be impacted. What it does, however, is unproven. That’s right, there’s no reliable data or modeling that demonstrates this will lead to improved water quality.

Ah, modeling and data, the cornerstones of any just and fair public policy, right? That’s a good one. Just take a look at the City of Seattle’s desire to limit drawbridge openings for the five city-operated drawbridges. When I recently met with the City of Seattle, I assumed that they would blow me away with a deluge of evidence that these openings play a role in Seattle’s traffic issues. I’ll chalk that up to Midwestern innocence on my part. No modeling, no data, just a glitzy headline that picks on boaters as the reason for Rat City’s traffic congestion.

After all of this, I can see why boaters get frustrated with the regulations, laws, and those in power. Shouldn’t we embrace the scientific method as at least a starting point for public policy?



**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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# Galley Gourmet

By Bridget Charters



## A Midsummer Night's Gathering



The 2016 boating season is upon us, and the past winter's record rainfall makes getting out on our boats particularly sweet. The summer's forecast calls for hot weather, and in my mind there's nothing finer to do on a warm summer's evening than to sit out on a boat late at night with friends, sharing a meal. But if you spend enough time around boaters and boats, you quickly learn that many of these evening gatherings tend to err on the impromptu side, so it's wise to have a few easy-to-prepare recipes in your (metaphorical) back pocket.

While some of the ingredients can be stored on the boat (always in airtight containers to prevent bugs or varmints from taking up onboard residence), the rest can be easily procured at most basic grocery stores. These recipes assume the number of guests starts at two to four, but the meals are easily expanded to accommodate a growing list of neighbors and friends.

To start, invest in some airtight storage containers, or save glass jars and their lids...even a Ziploc bag works well to keep the dreaded moisture out of crackers and dry goods. I also recommend buying a few stacks of fun cocktail napkins

and a stack of compostable, six-inch and 10" plates. Finally, a roll of parchment paper or aluminum foil is handy to use as a base on pans for easy cleaning.

### What to buy:

The basics, which can be stored on the boat at all times: extra virgin olive oil, kosher salt, basmati rice, white wine, balsamic vinegars, spaghetti and penne pasta, assorted crackers, rice, water crackers, croccantini, jarred roasted peppers, jarred or canned tomato sauce and Mexican sauces, capers, olives with pits, pickled vegetables, sundried tomatoes, anchovies or sardines, and nice bars of chocolate or nougat for dessert.

Other essentials include an airtight pepper grinder (you can purchase small, prebuilt grinders). Make a trip to your favorite spice shop and pick up dried spices for seasoning. They often have small kits in jars. Nuts like raw almonds, toasted cashews, and pistachios are all fun options.

Pick up some chicken breasts or a few fish filets, a tomato or two, a small tub of nice salad greens, perhaps some asparagus, and a soft, spreadable cheese that can be paired with a little salsa or olives, and you are ready for appetizers and dinner. If you end up hosting an impromptu party, put a pot of water

## ONBOARD

### Puttanesca Sauce

- 1 Clove garlic, sliced
- Pinch of red pepper flakes
- 3 Filets of anchovies, minced
- 3 Tbsp. calamata olives, chopped
- 1 Tbsp. capers, chopped
- 6 Roma tomatoes, rough chopped
- 4 Sprigs Italian parsley, rough chopped
- 3 Tbsp. extra-virgin olive oil
- Salt
- Fresh-cracked pepper to taste
- 1/2 Lbs. fish - ahi tuna, cod, snapper, salmon - diced into 1/2" cubes



Smash the garlic and sauté in 1/4 cup of olive oil; add the red pepper flakes and anchovies as the garlic starts to color. Allow the anchovies to cook for a few minutes and add the capers and olives. Saute on medium high for just a second or until the garlic starts to toast lightly, then stop the cooking process by adding the room-temperature tomatoes, and add the Italian parsley.

Boil pasta, cooking until al dente (to the tooth – meaning the pasta still has some firmness), set aside 1 cup of the hot pasta water to adjust the consistency of the pasta and sauce. Once the pasta is done cooking, drain and add to sauce. Sauté the pasta and sauce on medium heat together for a few minutes allowing the pasta to absorb some of the sauce and finish cooking, (add some of the starchy pasta water to the pasta if the mixture becomes too dry) toss the pasta to combine and serve. Garnish with Italian parsley.

### Fish Baked Livornese style

- 6 -8 Oz. filets of fish, snapper, halibut, salmon, cod
- 1 Tbsp. capers
- 10 Calamata olives, pressed lightly, pits removed and chopped (can sub other types of olives)
- 1 Roma tomato, diced
- White wine, roughly 2 tablespoons per portion of fish
- 3 Tbsp. extra-virgin olive oil
- 2 Cloves garlic, minced
- Pinch red chili flakes
- Italian parsley



Oil a piece of parchment and place on a cookie sheet. Place the fish on the parchment, season and sprinkle on the above ingredients. Roast the fish filets in a 375-degree oven for about 10 minutes or until the fish feels firm to the touch.

Note: For thinner pieces of fish, allow 5-8 minutes cooking time, vs a thicker 1-2" piece of fish which will take 10-12 minutes to cook. If you are unsure whether the fish is done cooking, use a sharp knife inserted between the flakes of fish to determine doneness.



**Bridget Charters** is a longtime sailor and the Chef Director of Hot Stove Society, a cooking school in downtown Seattle operated by Tom Douglas Restaurants. [hotstovesociety.com](http://hotstovesociety.com)



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# ALASKA ORBUST

Preparing Your Boat and Yourself for Southeast Alaska

◆ *Words and Photos: Elsie Hulsizer* ◆



*Seals relax at the base of the Dawes Glacier.*





Sparkling glaciers, foraging grizzly bears, and brightly painted totem poles are but a few of the rewards that await you on a Southeast Alaskan cruise. So do hazards associated with fog, rain, strong currents, rocks, and open-ocean passages.

It's 750 miles from Seattle to Ketchikan and another 450 miles to Skagway. These distances mean you'll be cruising for most—or all—of a summer. To cover the distance, power boaters may have to venture out in strong winds and seas they would normally avoid. Sailors will have to use their engines more than they wish. For both sail and power, more miles mean more wear-and-tear on boat and equipment with increased potential for breakdowns in isolated cruising grounds. Unless you want to spend weeks in port waiting for parts and for someone else to do the repairs, you will need to make your boat and yourself self-sufficient.

Both British Columbia and Alaska have strong tidal currents and rapids. If you don't know how to read current and tide tables or don't have the proper charts, you may find yourself swept onto a rock. And you may have to transit those rapids in rain and fog with a ferry or barge coming at you from around the corner.

Once you're in Alaska, you'll find deep anchorages with long fetches and large tidal ranges. If you don't have enough anchor line or chain, you'll have to bypass the most scenic anchorages or risk dragging hook.

Based on historical averages, Ketchikan gets 6.6" of rain, Juneau 4.6", Sitka 4.1" in July, while "rainy" Seattle gets less than 1". Near glaciers the temperature can drop into the 30s. If you're not prepared, you won't enjoy the sights. Your crew may mutiny.

British Columbia's central and north coasts offer two major north-south routes. Southeast Alaska offers at least three. Without the right information, you may miss the most spectacular scenery or anchor somewhere unsafe.

My husband, Steve, and I have made six trips to Southeast Alaska in *Osprey*, our Annapolis 44 sloop. On all of our trips we got almost everywhere we planned to go and returned wanting to go again. How did we do it?

Our first goal when cruising to Alaska is to get north as fast as possible. We leave out-of-the-way Canadian anchorages for the trip south to reach Ketchikan in three weeks or less. Although we average 40 mile-days, we take advantage of currents to travel fast and far when we can. That leaves time for an occasional lay day for weather, repairs or even a rare day of relaxing. We avoid running after dark because of logging debris in B.C. waters.

To see as much as we can, we spend at least two months in Southeast Alaska. That means leaving the Seattle area by mid-May and leaving Alaska in early August in time to avoid the fall storms. Powerboats will make faster passages but we have noticed that all boats, sail and power, follow similar routes and schedules.

In our six trips to Southeast Alaska, we saw boats ranging from mini-tugs to megayachts to tall ships. Whatever your boat, be sure it is well-equipped, properly provisioned and ready for the longest and most difficult passages.

## Step One: Preparing Your Boat to be Self-Sufficient

Every smart traveler makes a list, and you'll need:

**Sufficient tankage for fuel and water for your longest passage.** Southeast Alaska is a region of small towns, almost all with fuel, water, and marinas. Northern British Columbia has fewer towns but those it does have are strategically placed to get you through. Your longest passages without fuel, water, and provisions will be in British Columbia north of Vancouver Island and in Alaska on the stretch from Sitka to Craig down the west coasts of

Baranof and Prince of Wales Islands. Prepare for your trip by tracking your fuel and water usage the year before and calculating your capacity in terms of miles for fuel and days for water. Remember that guests who aren't accustomed to conserving water will use more water than you do.

**Sewage holding tank are plumbed for pumping out both dockside and overboard.** It's difficult, if not impossible, to comply with both Canadian sewage regulations in B.C. and U.S. sewage regu-

Continued on Page 62



Continued from Page 61

lations in Alaska. But if you set up your holding tank to pump out underway where there are no dockside pumpouts as permitted in Canada, you can discharge three miles from shore in Alaska's wide straits and sounds. Most Alaskan boaters simply don't use their holding tanks.

**Adequate house batteries plus solar panels or a generator.** Alaska's long hours of daylight are great for solar power, especially for panels that tilt to catch early or late sun.

**Chartplotter or computer with navigation program, radar and Automatic Identification System for Ships (AIS).** Your chartplotter or navigation program will tell you where you are, as will your radar, which serves as your eyes in the fog. AIS will tell you where ferries, barges and other AIS-equipped traffic will pass you in Alaska's narrow passages – and

on shore side facilities than the Douglass guide, but it does not include as many anchorages. These guides describe the hazards and tell you where to anchor, but are light on why you should go there. That's why I wrote *Glaciers, Bears and Totems: Sailing in Search of the Real Southeast Alaska*. Use it to learn which places to visit, and what cruising in Alaska is like.

**A diesel or other cabin heater.** An additional heater that uses excess engine heat is also useful when under power.

**Mosquito screens and fly swatters.** We once hunted all over Juneau for a fly swatter during a bad fly outbreak. Take one with you.

**A dodger for rain protection.** Most sailors will want at least a partial dodger to duck in out of the rain; many go for full cockpit covers. In 2015 we replaced *Osprey's* low partial-canvas dodger with

cities. Commercial shippers take longer because their packages go to Anchorage first. Mail from the States to anywhere in British Columbia can take one to three weeks. If you're in B.C., use a B.C.-based supplier or wait until you're in Alaska to have a part shipped from the Lower 48.

**VHF Radios.** Carry a fixed-mount radio with an antenna on your main boat, and at least one handheld VHF radio for your dinghy and cockpit. Both the Canadian Coast Guard and U.S. Coast Guard radio networks are excellent.

The Canadian Coast Guard controls all British Columbia waters as a Vessel Traffic System (VTS). For safety, monitor the VTS channels in addition to Channel 16. Alaska has no VTS lanes; monitor Channel 16 there.

**Anchors and anchor line.** Carry enough anchor line of the diameter suitable for your boat for water depths of 100 feet or more. Remember a 60-foot depth on the chart is 80-feet at high tide. We carry 275 feet of 5/16" grade 4 anchor chain and sometimes wish we had 350 feet! Many anchorages in Southeast Alaska are so large that you may find yourself on a lee shore if the wind direction changes. This is not the time to save weight on an anchor. Alaska charts label anchorages "coves" even if they are as large as Puget Sound's Elliott Bay. Learn to double-check the chart scale before entering an anchorage.

**Internet and cell phone access.** Check with your cell-phone service provider before leaving to make sure they provide service in Alaska and British Columbia. Some companies charge steep roaming fees. Pre-paid American and Canadian phones are options. Cell service is scanty and expensive in B.C., but surprisingly good in Alaska. You can find service off lighthouses and weather towers in Alaska even with no other development nearby.

Phone and internet access is important not only for communicating with family and friends, but also for applying for permits for Glacier Bay and bear observatories, for buying fishing licenses, ordering parts and downloading long-term weather forecasts. Almost all British Columbia marinas have Wi-Fi of varying quality. Alaska has an excellent public library system with Wi-Fi and/or computers with Internet access. We once walked into the library at Coffman Cove on Prince of Wales Island, sat down at their computers, checked and answered our email – all without seeing even a librarian.

Depending on your provider (and if you have your cell phone set up as a personal hotspot), you may get Internet access almost anywhere there is cell phone service.

**(The right) insurance.** Some insurance companies require special riders beyond your normal cruising grounds.

## Ask yourself, "What would force me to stop my trip? Can the machinery in question be jury-rigged? Do you have manual backups such as hand pumps for potable water?" If not, be prepared with spares.

give you their names and their Maritime Mobile Service Identity number so you can call them.

**Paper charts.** We carry a complete set of paper charts for Southeast Alaska and British Columbia. Unlike chartplotters and computers, they don't break down or run out of electricity. They are critical in confined waters where you would need to change the plotter scale quickly to both avoid dangers and see where you are going. One glance at the chart is often all you need.

**Guidebooks.** In addition to *British Columbia Sailing Directions* and *U.S. Coast Pilots*, we carry the latest *Waggoner Cruising Guide* and *Exploring Southeast Alaska: Dixon Entrance to Skagway, 2nd Ed.* by Don Douglass and Réanne Hemingway-Douglass. *The Waggoner Guide* will get you to Ketchikan, including rounding Cape Caution and crossing Dixon Entrance; from Ketchikan north you'll need the Douglass' guide. Fine Edge publishes two useful route-planning maps with distance tables for the north and south portions of the Inside Passage. *Northwest Boat Travel*, updated annually, gives more information

a larger partial hard dodger. It has room to stand out of the rain and windows all around and on top for watching the sails. We wish we'd done it sooner.

**Spare parts, tools, and operating (and service) manuals.** Prepare for your trip by inventorying parts on hand and identifying where to get others. Order hard-to-find or critical parts well before you leave. Take contact names and numbers for suppliers.

**Carry spares for parts critical to continue your journey.** Ask yourself, "What would force me to stop my trip? Can the machinery in question be jury-rigged? Do you have manual backups such as hand pumps for potable water?" If not, be prepared with spares.

Critical parts include parts for marine heads, the stove, engine parts, standing and running rigging (if applicable) and spare propellers. Electrical parts, hose clamps, sealants and other items help in repairs. (See sidebar for a detailed list).

Keep less critical spares at home, ready for mailing. Have them mailed to General Delivery. Priority Mail takes two days from Seattle to Southeast Alaska's major



Osprey sits comfortably on her lines in Alaskan waters.





Reid Inlet is a remote - and spectacular - location within Glacier Bay National Park, about 50 miles northwest of the small town of Gustavus, Alaska.

## Step Two: Preparing Yourself for the challenges

**Develop navigation skills.** Steve and I honed our navigation and sailing skills on the foggy and rockbound West Coast of Vancouver Island and the Haida Gwaii archipelago. I often recommend a trip to up and down the west coast of Vancouver Island as good preparation for Southeast Alaska. But you can get similar experience without ocean swells on a trip to the Broughtons and Queen Charlotte Strait.

Make sure you are comfortable using charts, a chartplotter or computer navigation program, operating your radar and depth sounder, navigating in fog, and reading tide and current tables. If not, a class or other instruction would be helpful. Ideally, at least one crewmember beside the skipper should be capable of running and managing the boat.

**Carry a complete first aid kit and take a first aid course.** Washington Sea Grant teaches First Aid at Sea. The Canadian Red Cross teaches Marine First Aid. In emergencies, both U.S. and Canadian Coast Guards provide helicopter evacuations.

**Prepare for rain.** Each crewmember should have sturdy boots and foul weather gear. If you buy Xtratuf boots, you'll fit in with Alaskans. Foul-weather gear designed for fishermen takes less time to dry than yacht gear. Be sure to bring plastic bags for your laundry, camera, and groceries.

**Bring warm clothes.** Fleece, gloves, jackets and long underwear are good for viewing glaciers and for protecting against exposure when sailing.

Learn how to do basic repairs:

- Change oil and filters
- Trace electrical circuits with volt/ohmmeter
- Read electrical circuit and plumbing diagrams
- Grease an anchor windlass
- Repair sails if on a sailboat.

Not everyone can do all their own repairs, but having the right parts and tools can speed the work of volunteer or paid mechanics. In the summer, repair companies focus on their prime customers,

fishing boats, and fit in yacht repairs when they can. In smaller ports you may find a mechanic working in a fish plant who can help you after hours. If you can't do the repairs yourself, be prepared to wait.

**Divide your trip into segments for provisioning.** You don't need to provision for the whole trip at once. You'll want to

Cove, Tenakee Springs, Kake, Angoon, and Wooden Wheel Cove have small general stores. Produce is a challenge in Alaska. By the time you buy it, it has spent at least a week on a barge from Seattle.

The most challenging passage for provisioning can be from Juneau to Sitka, a distance of about 200 miles that will take

**In the summer, repair companies focus on their prime customers, fishing boats, and fit in yacht repairs when they can ... If you can't do the repairs yourself, be prepared to wait.**

provision in Port McNeill or Port Hardy for the long trip through northern B.C., then again in Ketchikan. In Alaska, Juneau has box stores (i.e. Costco and the like). Ketchikan, Wrangell, Petersburg, Sitka, Skagway, Haines, Craig, Klawock, Thorne Bay, Hoonah, and Metlakatla have "supermarkets," with size and stock varying with the size of the town. Gustavus, Elfin

two to three weeks if you visit Glacier Bay. We frequently have guests aboard for this leg, requiring extra provisions. The general stores at Gustavus (access through the Park) and Elfin Cove can fill gaps in fresh provisions. Fuel and water are available at Glacier Bay, Elfin Cove, and Pelican (no fresh food in Pelican).

Continued on Page 64



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The White Pass and Yukon Route railroad is one of Alaska's many historic attractions that you can enjoy while on shore.

## Step Three: Getting the most out of Southeast Alaska's attractions

**Glaciers.** To see the maximum number of glaciers, go north up Frederick Sound and Stephens Passage to Thomas Bay and Tracy and Endicott Arms, followed by a stop in Juneau to view Mendenhall Glacier. Top your trip off with a weeklong visit to Glacier Bay. There's more to glaciers than spectacular calving. Explore the outwash plain in front of Baird Glacier in Thomas Bay, take the time to walk up to and touch Reid Glacier in Glacier Bay and observe plants and animals recolonizing newly uncovered land near retreating glaciers.

Don't miss out on Glacier Bay because you didn't get a permit or didn't get to the park in time to enjoy using it. Glacier Bay National

Park (GBNP) allows no more than 25 private boats in the Park at any one time. GBNP awards permits for half of those 25 boats 60 days ahead of a particular date, but they wait to award the other half until 48 hours before the date. Their website tells you about the 60-day permits, but not the 48-hour ones.

Apply for 60-day permits by email at midnight Alaska time (that's 0100 hours, Pacific Time) exactly 60 days ahead. Apply for a 48-hour permit by phone, not email, at 0600 hours no more than 48 hours ahead. Can't make your 60-day permit? Cancel it and apply for a 48-hour permit later. Glacier Bay is big. Ask for a full seven-day permit.

**Bears and other wildlife.** There's a saying in Alaska that bears are where they find you. But to see bears up close, visit either the Anan Wildlife Observatory, south of Wrangell, or the Pack Creek Bear Viewing Area in Seymour Canal, south of Juneau. Apply for permits at [recreation.gov](http://recreation.gov). Read *Bear Aware* by Bill Schneider, or other books about bears before venturing ashore. Read up on the merits of bear spray vs. firearms (recent research suggests bear spray is more effective) by visiting [bit.ly/23FVsSJ](http://bit.ly/23FVsSJ).

Keep your eyes open for mountain goats in Glacier Bay and almost everywhere for moose, deer, sea otters, and whales.

**Totem poles and Native culture.** Ketchikan and Sitka have large tourist-oriented Totem Parks. But to see the best examples of Haida carvings, visit the little-known totem park at Kasaan on the East Coast of Prince of Wales Island. To watch the construction of new Tlingit poles, visit Klawock on the west coast of Prince of Wales Island. Natives in Alaska are friendly and eager to tell you about their lives. Don't be shy.

**History.** For a wilderness area, Alaska is rich in history and its towns are rich with museums. We normally think of history in Southeast Alaska as the Klondike Gold Rush or Russian America, but it also includes the history of hard-rock mining, the salmon fishery, and native communities.

Start your exploration of Klondike Gold Rush history before you leave for Alaska by visiting the Seattle unit of the Klondike Gold Rush International Historical Park in Seattle's Pioneer Square. When you get to Skagway, be sure to ride the White Pass and Yukon Route railroad.

A cruise to Alaska on your own boat lets you see sights cruise ship passengers can only glimpse and explore places they can only dream of. You can touch blue glacial ice, hear the roar of waterfalls in an otherwise quiet anchorage, see breaching whales and smell the odor of freshly carved cedar on new totem poles. Fully prepared, you'll have a safe and adventurous trip – and be inspired to go again.

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Elsie Hulsizer is the author of *Glaciers, Bears and Totems: Sailing in Search of the Real Southeast Alaska* (Harbour Publishing, 2010) and *Voyages to Windward: Sailing*

*Adventures on Vancouver Island's West Coast* (Harbour Publishing, 2005 and 2015 [paperback]). Visit her website at: [home.earthlink.net/~ejhulsizer/](http://home.earthlink.net/~ejhulsizer/) and blog at [sailblogs.com/member/aspveyoyages/](http://sailblogs.com/member/aspveyoyages/)

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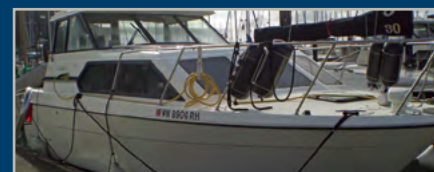
35' Fibercraft Pilothouse 2000 \$169,000



32' Grand Banks 1978 \$69,000



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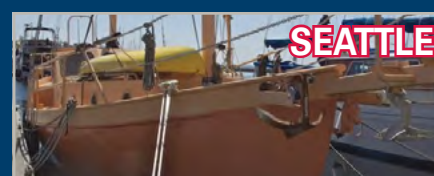
24' Sea Sport 2400XL 1999 \$49,000



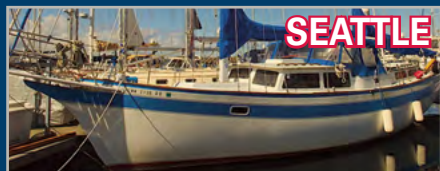
22' Surf Scoter by Devlin 1992 \$47,000



43' Nauticat PH Ketch 1983 \$130,000



42' Colvin Gazelle 2010 \$39,990



41' Islander Freeport 1977 \$62,500



39' Beneteau Oceanis 1990 \$79,000



36' C & C 34 Plus 1991 \$ 89,900



35' Ta Shing Baba 1984 \$125,000



34' CAL Jensen MKII 1975 \$17,400



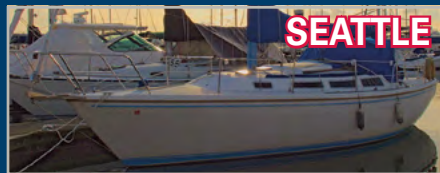
34' Cal Mark III Tall Rig 1976 \$27,500



34' Cal Mark III 1976 \$32,995



32' Kettle Creek Boatworks Pilothouse Schooner 1982 \$29,900



30' Catalina Sloop 1984 \$24,500



30' Catalina Sloop 1980 \$18,900



30' Catalina 1985 \$24,500



30' Islander 1984 \$25,000



29' Ericson Sloop 1978 \$24,000



29' Gulf Island 1968 \$32,000



26' MacGregor w/trailer 2001 \$18,000



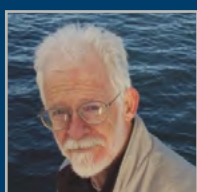
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## 21. Hardy Island

Popular with boaters for swimming, sight seeing, diving, fishing and wilderness camping. Hardy Island Marine provides a safe anchorage and is only an island at high tide.

**Bathrooms:** No

**Moorage:** Small protected anchorage area, but mariners should use caution when anchoring due to a rocky bottom

**ACTIVITIES:**

W S Pw PA H C

## 23. Desolation Sound

Located at the confluence of Malaspina Inlet and Homfray Channel. Boaters and kayakers can enjoy exploring the islands and coves that make up the unique shoreline. Both Roscoe Bay and Prideaux Haven are closed to sewage discharge under federal regulation.

**Bathrooms:** Yes

**ACTIVITIES:**

W S Pw F H D

## ACTIVITIES GUIDE

- |                                |                               |                                 |                           |
|--------------------------------|-------------------------------|---------------------------------|---------------------------|
| <b>C</b> Camping               | <b>Cf</b> Campfires           | <b>Wi</b> Windsurfing           | <b>Sn</b> Snow Activities |
| <b>P</b> Picnicking            | <b>B</b> Beach Exploration    | <b>Bk</b> Biking/Bike Trails    | <b>Hu</b> Hunting         |
| <b>H</b> Hiking                | <b>S</b> Swimming             | <b>Sc</b> Scuba Diving          |                           |
| <b>Pa</b> Pets Allowed (leash) | <b>Pw</b> Personal Watercraft | <b>W</b> Wildlife Watching      |                           |
| <b>F</b> Fishing               | <b>Ws</b> Waterskiing         | <b>Af</b> Additional Facilities |                           |

*Hunting is allowed by permit in several B.C. Parks, but visitors are advised to obtain all permits and make contact with authorities prior to hunting.*

## 20. Princess Louisa Marine Park

Glaciation of millennia past carved the magnificent granite-walled gorge through the snow-capped mountains that rise sharply from the water's edge to heights in excess of 7,000 feet. Currents are practically nonexistent, except for the seven to ten-knot Malibu Rapids at the entrance. Until mid-June, the warm sun melting the mountain snow-pack creates more than sixty waterfalls that cascade down precipitous walls to mingle with the waters of Princess Louisa Inlet.

**Bathrooms:** Yes

**Moorage:** Mooring buoy, stern pins, boat dock, and dinghy dock. Mooring float at Chatterbox Falls, five mooring buoys located at Macdonald Island. Vessels travelling in Princess Louisa Inlet are asked to keep speed below four knots. 55' max. length for docks.

**ACTIVITIES:**

H S Pw PA W C  
Sc P Cf

## 19. Garden Bay

Provides 650 feet of shoreline, with a backdrop rising to the summit of Mount Daniel. This popular boating area with secure anchorage and a small dinghy dock is a part of Pender Harbor. There are many marinas, stores, resorts, restaurants, repair facilities, and fuel outlets located near the park.

**Bathrooms:** Yes

**Moorage:** Secure anchorage

**ACTIVITIES:**

H S Pw Pa D C

## 18. Smuggler Cove

Beavers are residents in Smuggler Cove Marnie Provincial Park and have been hard at work on some home renovations in this park. While you are visiting their home, please be respectful of their wetland habitat. Many other birds, wildlife, and plant species flourish in this expanded wetland environment.

**Bathrooms:** Pit toilets

**Moorage:** Picturesque all-weather anchorage on the south side of Sechelt Peninsula near Secret Cove

**ACTIVITIES:**

H S Pw Pa D C

## 17. Sechelt Inlets Marine Park

Only accessible by boat or floatplane, Kunechin Point is the site of a former Canadian destroyer turned artificial reef for scuba divers. Morning and early evening are the recommended travel periods. Winds in the mid-afternoon can be heavy, especially during the summer months.

**Bathrooms:** Pit toilets

**ACTIVITIES:**

S D Pw Pa C

## 22. Sandy Island

The park is located off the northern tip of Denman Island and is accessible by boat from Union Bay on Vancouver Island or by foot from Denman Island at low tide. Sandy Island offers good opportunities for bird watching and nature appreciation, as well as sandy beaches that are perfect for swimming. Sandy Island is a sensitive ecosystem of rare and fragile plants and animals. Many species of birds make their home on the islands, and observing these can provide endless hours of enjoyment for photographers and nature lovers.

**Bathrooms:** Pit toilets, no potable water

**Moorage:** Small protected anchorage area, but mariners should use caution when anchoring due to a rocky bottom

**ACTIVITIES:**

W S Pw PA H C

## 16. Buccaneer Bay

Located on the sand spit on the southern tip of North Thormanby Island, it has beautiful broad sandy beaches and warm waters. Refer to Chart # 3512 Strait of Georgia Central Portion & Chart # 3535 Plans Malaspina Strait.

**Bathrooms:** Yes

**Moorage:** Large sheltered bay provides safe anchorage in most summer conditions; shoreline accessible by dinghy.

**ACTIVITIES:**

S F Pw W Pa C

## 15. Squitty Bay

The park can be accessed by boat or road on Lasqueti Island. A passenger ferry service to False Bay on Lasqueti Island operates from French Creek, between Parksville and Qualicum Beach on Vancouver Island. Bicycles, canoes, and kayaks can be carried aboard the ferry for an extra fee. Several rocks obstruct the entrance to the bay. The safest passage by boat is along the south shore when entering.

**Bathrooms:** Yes

**Moorage:** A small federal dock is available to tie up, however it can often be crowded with boats.

**ACTIVITIES:**

H S Pw F Pa Bk  
C P Sn

## 14. Halkett Bay Marine Park

Located in scenic Howe Sound, Halkett Bay is typical of the glaciated coastline found in the Sound. The nearby steeply sloped mountains, rugged coastlines, and the scattered islands and waters of the sound offer a breathtaking visual experience.

**Bathrooms:** Yes

**Moorage:** One mooring buoy with dinghy float. Good anchorage is available without stern ties.

**ACTIVITIES:**

H S Pw F Pa Bk  
C P Sn

## 11. Newcastle Island Marine Park

Located just a few hundred yards offshore from Vancouver Island, Newcastle Island features an extensive network of walking/hiking trails that lead to various historic points around the island, itself the site of several First Nation villages, former coal mines, and a former resort. From a distance you'll see an island shoreline dominated by steep sandstone cliffs and ledges, interspersed with sunny beaches – a marked contrast to the island's heavily-wooded interior.

**Bathrooms:** Yes

**Moorage:** Two Mooring Buoy and Dock Facilities, with fees. Maximum length of stay is 14 days per calendar year. 43 new mooring buoys have been installed in Mark Bay. There are two types of mooring buoys - 30' max. length and 40' max. length. Use of anchors in Mark Bay is not permitted.

**ACTIVITIES:**

H S F Pa Bk P  
C Af

## 13. Plumper Cove Marine Park

Accessible by passenger ferry from Langdale to Keats Landing and a 1.25 mile walk to the park. A developed area with forested walk-in campsites, fire rings, water, and a trail system. Marine facilities include a wharf and mooring buoys; small boats may be pulled up on the shore.

**Bathrooms:** Yes

**Moorage:** Eight mooring buoys and six dock slips. A rocky patch at a depth of about 16 inches below chart datum is situated about 82 feet off the end of the central mooring float. Mooring and

**ACTIVITIES:**

H S Pw F Pa Sn  
C P

## 12. Say Nuth Khaw Yum Park

Consists of Raccoon Island and Twin Islands. Twin Islands are joined by an isthmus that dries at low tide. Shoals extend from each of the islands. Pit toilets and wilderness camping exist on Twin Islands. Contains a number of protected archaeological sites. The pink salmon run is July - October.

**Bathrooms:** Pit toilets, no potable water

**Moorage:** Small-boat floats.

**ACTIVITIES:**

H S Pw F Pa Ws  
D Hu P C

## 10. Pirates Cove Provincial Park

A popular destination for boaters exploring the southern Gulf of Nanaimo, this marine-accessible only park protects a natural environment perfect for a variety of recreational activities. Beach area on Ruxton Passage is accessible by boat through Dodd Narrows. Reference marine chart #3475 for more information on this area.

**Bathrooms:** Pit toilets, no potable water

**Moorage:** Two dinghy dock, on each side of the cove. Sheltered anchorage.

**ACTIVITIES:**

S Pw F W H P  
Pa C

## 9. Whaleboat Island

The De Courcy Islands provide stunning paddling, boating, and wildlife viewing opportunities around the interesting geological formations and sheltered intertidal shore. Whaleboat Island is located northeast of Ladysmith off the east coast of south Vancouver Island. Boaters can reference marine chart #3443 for more information on this area.

**ACTIVITIES:**

Pw F Pa W



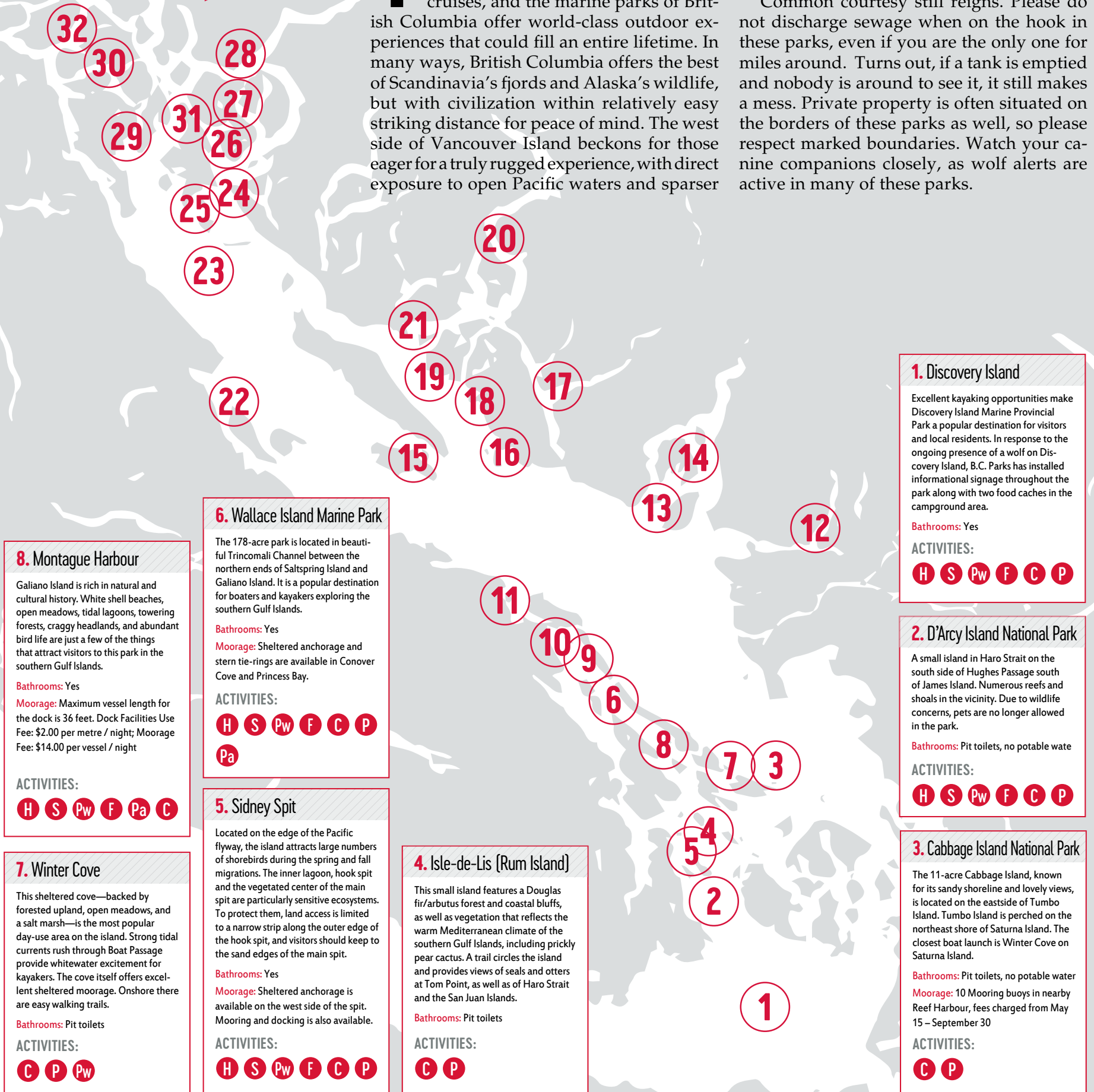
# BRITISH COLUMBIA

## MARINE PARK GUIDE 2016

The anchorages only get wilder the further north of Puget Sound one cruises, and the marine parks of British Columbia offer world-class outdoor experiences that could fill an entire lifetime. In many ways, British Columbia offers the best of Scandinavia's fjords and Alaska's wildlife, but with civilization within relatively easy striking distance for peace of mind. The west side of Vancouver Island beckons for those eager for a truly rugged experience, with direct exposure to open Pacific waters and sparser

population centers. Prepare well and have an adventure to remember.

Common courtesy still reigns. Please do not discharge sewage when on the hook in these parks, even if you are the only one for miles around. Turns out, if a tank is emptied and nobody is around to see it, it still makes a mess. Private property is often situated on the borders of these parks as well, so please respect marked boundaries. Watch your canine companions closely, as wolf alerts are active in many of these parks.



### 8. Montague Harbour

Galiano Island is rich in natural and cultural history. White shell beaches, open meadows, tidal lagoons, towering forests, craggy headlands, and abundant bird life are just a few of the things that attract visitors to this park in the southern Gulf Islands.

**Bathrooms:** Yes

**Moorage:** Maximum vessel length for the dock is 36 feet. Dock Facilities Use Fee: \$2.00 per metre / night; Moorage Fee: \$14.00 per vessel / night

**ACTIVITIES:**

H S Pw F Pa C

### 7. Winter Cove

This sheltered cove—backed by forested upland, open meadows, and a salt marsh—is the most popular day-use area on the island. Strong tidal currents rush through Boat Passage provide whitewater excitement for kayakers. The cove itself offers excellent sheltered moorage. Onshore there are easy walking trails.

**Bathrooms:** Pit toilets

**ACTIVITIES:**

C P Pw

### 6. Wallace Island Marine Park

The 178-acre park is located in beautiful Trincomali Channel between the northern ends of Saltspring Island and Galiano Island. It is a popular destination for boaters and kayakers exploring the southern Gulf Islands.

**Bathrooms:** Yes

**Moorage:** Sheltered anchorage and stern tie-rings are available in Conover Cove and Princess Bay.

**ACTIVITIES:**

H S Pw F C P  
Pa

### 5. Sidney Spit

Located on the edge of the Pacific flyway, the island attracts large numbers of shorebirds during the spring and fall migrations. The inner lagoon, hook spit and the vegetated center of the main spit are particularly sensitive ecosystems. To protect them, land access is limited to a narrow strip along the outer edge of the hook spit, and visitors should keep to the sand edges of the main spit.

**Bathrooms:** Yes

**Moorage:** Sheltered anchorage is available on the west side of the spit. Mooring and docking is also available.

**ACTIVITIES:**

H S Pw F C P

### 4. Isle-de-Lis (Rum Island)

This small island features a Douglas fir/arbutus forest and coastal bluffs, as well as vegetation that reflects the warm Mediterranean climate of the southern Gulf Islands, including prickly pear cactus. A trail circles the island and provides views of seals and otters at Tom Point, as well as of Haro Strait and the San Juan Islands.

**Bathrooms:** Pit toilets

**ACTIVITIES:**

C P

### 1. Discovery Island

Excellent kayaking opportunities make Discovery Island Marine Provincial Park a popular destination for visitors and local residents. In response to the ongoing presence of a wolf on Discovery Island, B.C. Parks has installed informational signage throughout the park along with two food caches in the campground area.

**Bathrooms:** Yes

**ACTIVITIES:**

H S Pw F C P

### 2. D'Arcy Island National Park

A small island in Haro Strait on the south side of Hughes Passage south of James Island. Numerous reefs and shoals in the vicinity. Due to wildlife concerns, pets are no longer allowed in the park.

**Bathrooms:** Pit toilets, no potable water

**ACTIVITIES:**

H S Pw F C P

### 3. Cabbage Island National Park

The 11-acre Cabbage Island, known for its sandy shoreline and lovely views, is located on the eastside of Tumbo Island. Tumbo Island is perched on the northeast shore of Saturna Island. The closest boat launch is Winter Cove on Saturna Island.

**Bathrooms:** Pit toilets, no potable water

**Moorage:** 10 Mooring buoys in nearby Reef Harbour, fees charged from May 15 – September 30

**ACTIVITIES:**

C P



## 24. Copeland Islands

Consists of a small chain of islands, islets and rocks in Thulin Passage. Excellent destination for kayakers, since it is a good stopover point between Lund and Desolation Sound.

**Bathrooms:** Pit toilets, no potable water

### ACTIVITIES:

W S Pw F D

## 25. Masons Landing

Located on Cortes Island, this beautiful park fronts the water on both Hague Lake and Manson Bay. Recreational opportunities include freshwater swimming in Hague Lake, and marine wildlife viewing in Mansons Lagoon. Camping is not permitted at this park, however camping is available at nearby Smelt Bay Provincial Park.

**Bathrooms:** Yes

**Moorage:** There is a natural boat launch (no facility) on the west side of the spit at Mansons Lagoon. Motor-boats not permitted on Hague Lake.

### ACTIVITIES:

H S Pw F Pa P  
W

## 26. Teakeme Arm Provincial Park

A heavily wooded park capped by Cas-sel Falls, which cascades into the ocean and provides a beautiful viewing area from the trail near the top of the falls. All waste must be tanked.

**Bathrooms:** No

### ACTIVITIES:

H S Pw F D W

## 27. Roscoe Bay

A small fjord and adjacent upland on the east side of West Redonda Island. There is a drying shoal located at the entrance of the bay, please refer to tidal information before venturing in and out of the bay.

**Bathrooms:** Yes

### ACTIVITIES:

H S Pw Pa W C

## 28. Walsh Cove

Walsh Cove Provincial Park is located west of Gorges Islands, on the east side of West Redonda Island. This area provides a safe and scenic anchorage and has opportunities for diving, kayaking, swimming, and fishing.

**Bathrooms:** No

### ACTIVITIES:

H S Pw C F W

## 29. Rebecca Spit

An excellent area for beach exploration and picnicking. Sandy beaches line both sides of the 1.25-mile spit overlooking sheltered Drew Harbour, a popular anchorage for boaters. Walking trails lead along both sides of Rebecca Spit and offer plenty of opportunities for exploring the beach, which contains a high concentration of driftwood.

**Bathrooms:** Pit toilets, no potable water

### ACTIVITIES:

H S Pw C F Bk  
Pa Sc Wi P B

## 30. Octopus Islands

Located on the northeast side of Quadra Island at the southern tip of Sonora Island and the junction of Quadra, Sonora, and Maurelle Islands. Access to this marine park is by boat only. Boaters can reference marine chart #3537 and #3539 for more information on this area. Octopus Islands is part of the B.C. Marine Trail Association network a series of campsites, resting areas and safe havens designed and cared for by recreational boaters and paddlers.

**Bathrooms:** No

### ACTIVITIES:

W S Pw F Pa H  
P Cf C

## 31. Von Donop Inlet

Popular anchorage for recreational boaters. Located on the northwestern tip of Cortes Island, the inlet can be entered from northern Sutil Channel.

**Bathrooms:** Yes

**Moorage:** Features a number of secure anchorages providing protection from the elements

### ACTIVITIES:

S Pw

## 32. Thurston Bay

There are no developed facilities at the park, although random camping is allowed. Located on the northwest side of Sonora Island in the Johnstone Strait. Thurston Bay Marine Park has two separate portions. One borders (and takes up part of) Thurston Bay and the other borders Cameleon Harbour.

**Bathrooms:** No

### ACTIVITIES:

H S Pw F P W

## 33. Echo Bay Marine Park

Adjacent to the small community of Echo Bay, the park is located 23 nautical miles northeast of Port McNeill at the junction of Fife Sound and Tribune Channel. Boaters should ensure they have current tide tables and the correct nautical charts: #3546 (Broughton Strait) and #3515 (Knight Inlet). This is a good sheltered spot for boaters to stop and stretch their legs.

**Bathrooms:** Yes

**Moorage:** Small wharf for overnight tie-up (max. length 22'). Larger vessels must anchor or use neighboring docks located at one of the two resorts in the community of Echo Bay. Fuel is also available at the resorts.

### ACTIVITIES:

Pw S F Sn W C

## 34. Broughton Archipelago

B.C.'s largest marine park offers excellent boating, kayaking, and wildlife viewing opportunities. A multitude of islands provides park visitors sheltered waters and anchorages with a backdrop of the magnificent coastal mountains to the east and the waters of Queen Charlotte Strait to the west. These islands have been utilized by First Nation peoples for generations, and there is ample evidence of their extensive use of the area. Park users are reminded to be wary of bears and follow "leave no trace" park ethics when it comes to waste.

**Bathrooms:** Yes

### ACTIVITIES:

P S Pw C F W  
Sn

## 35. Cormorant Channel

Located on the northwest coast of Vancouver Island, this undeveloped, rustic park features a long spit and sandy bay at the mouth of the meandering Mac-jack River. Visitors should dress warmly and bring good rain gear at any time of the year, as Raft Cove is extremely exposed to the Pacific weather systems.

**Bathrooms:** Yes

### ACTIVITIES:

H S F Pa Wi D  
C W

## 36. Raft Cove

On the northwest coast of Vancouver Island, this undeveloped, rustic park features a long spit and sandy bay at the mouth of the meandering Macjack River, rocky headlands, and a wild coastal environment. Dress warmly and bring good rain gear at any time of the year, as Raft Cove is extremely exposed to the Pacific weather systems.

**Bathrooms:** Pit toilets, no potable water

### ACTIVITIES:

F H Pa Sc W Cf  
D Wi Hu

## 37. Brooks Peninsula

This provincial park offers shelter, sandy beaches, and a world-class wilderness experience to visitors. Today, this coastal glacial refugium is home to rare plant species and unique geologic formations. Visitors can see a variety of marine mammals in the area, including gray whales, sea lions, and sea otters.

**Bathrooms:** No

### ACTIVITIES:

H S Pw F P W  
Hu Pa Cf Sn

## 38. Rugged Point

Rugged Point is one of the most beautiful stretches of shoreline on the entire west coast and offers spectacular views of the open Pacific Ocean and Kyuquot Sound. Its quiet, protected beaches on the north side of the peninsula are a sharp contrast to the wild, surf-swept beaches of the outer coast. Visitors are strongly advised to be wary of wildlife, as cougars and wolves have been spotted at Rugged Point in the past.

**Bathrooms:** Single pit toilet

**Moorage:** A variety of safe places to anchor make this park a popular destination for boaters. In bad weather, more sheltered anchorages can be found in nearby Dixie Cove.

### ACTIVITIES:

H S Pw Pa W C  
P Sn Wi

## 39. Gibson Provincial Marine Park

Sheltered anchorage in Matilda Inlet. The park is home to a natural warm spring, contained in an open concrete tank, located on the shores of Matilda Inlet. B.C. Parks strongly advises park visitors to not bring their dogs to the park due to wolf presence.

**Bathrooms:** Pit toilets, no potable water

### ACTIVITIES:

P S Pw C F W  
Sn

## ACTIVITIES GUIDE

- |                                |                               |                                 |
|--------------------------------|-------------------------------|---------------------------------|
| <b>C</b> Camping               | <b>S</b> Swimming             | <b>Af</b> Additional Facilities |
| <b>P</b> Picnicking            | <b>Pw</b> Personal Watercraft | <b>Sn</b> Snow Activities       |
| <b>H</b> Hiking                | <b>Ws</b> Waterskiing         | <b>Hu</b> Hunting               |
| <b>Pa</b> Pets Allowed (leash) | <b>Wi</b> Windsurfing         |                                 |
| <b>F</b> Fishing               | <b>Bk</b> Biking/Bike Trails  |                                 |
| <b>Cf</b> Campfires            | <b>Sc</b> Scuba Diving        |                                 |
| <b>B</b> Beach Exploration     | <b>W</b> Wildlife Watching    |                                 |

*Hunting is allowed by permit in several B.C. Parks, but visitors are advised to obtain all permits and make contact with authorities prior to hunting.*

## 41. Codville Lagoon

Located on King Island in Fitz Hugh Sound, 50 miles west of Bella Coola. Codville Lagoon offers excellent and scenic all weather anchorage, as well as featuring an unmaintained hiking trail to a freshwater lake with an interesting red sand beach and good swimming. A major landslide on the southeast side of the lagoon occurred in 2014, so mariners are advised that physical conditions may differ slightly from older charts. This is a significant place for the Heiltsuk People and should be respected as a heritage site. It is illegal to disturb such sites or remove artifacts. This is one reason why it is preferable to sleep on board your boat rather than camping on land.

**Bathrooms:** No

### ACTIVITIES:

H S Pw F W C  
P Hu Cf

## 42. Fiordland Conservancy

Fiordland Conservancy is a large marine park, encompassing Kynoch and Mussel Inlets, their estuaries and the surrounding mountainous landscape. The area includes one of the finest examples of glacially gouged fiords on the British Columbia coast, where sheer granite cliffs rise more than 3,200 feet. From the water, view the soaring peaks of the Coast Mountains, dense coastal forests, imposing waterfalls and lush river estuaries. Kynoch Inlet is a popular side trip destination for those cruising the Inside Passage to Alaska. Consult Canadian Hydrographic chart #3962 – Matheison Channel, Northern Portion for more info. A variety of special regulations apply to visiting and viewing Mussel River (Laig) / Poison Cove (Peak Fall Season), so visitors are advised to consult B.C. Parks before planning a visit to these areas.

**Bathrooms:** No

### ACTIVITIES:

F S Pw Hu Pa Cf  
C



# NORTHERN BC & INSIDE PASSAGE

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47

## 43. Green Inlet

Located on the east side of Tolmie Channel across from Princess Royal Island, just west of Fiordland Recreation Area. The park has sheltered all-weather anchorage set in a scenic fiord. The park encompasses the sheltered all-weather anchorage of Horsefly Cove and surrounding waters. Nearby, but outside the park, is the tidal lagoon of Green Inlet with the reversing rapids at Baffle Point (unnavigable). Refer to Canadian Hydrographic Chart 3738. Offers a sheltered all-weather anchorage set in a scenic fiord. The park encompasses the sheltered all-weather anchorage of Horsefly Cove and surrounding waters.

**Bathrooms:** No

**Moorage:** Lots of chain or rope is required for safe anchorage.

**ACTIVITIES:**

S F Pw Hu Pa

## 44. Hakai Lúxvbáíis Conservancy

Encompassing more than 297,000 acres of land and sea, Hakai Lúxvbáíis Conservancy is the largest provincial marine protected area on the B.C. coast. Located approximately 70 miles north of Port Hardy on Vancouver Island and 70 miles southwest of Bella Coola, Hakai has no developed facilities and can only be accessed by sea or air. Sited within the Hecate Lowland ecoregion, which is represented by a large archipelago of outstanding natural beauty, Hakai boasts such special features as lagoons, reversing tidal rapids, tombolos, and white sand beaches.

**Bathrooms:** No

**ACTIVITIES:**

W S Pw F Sc C  
Cf Hu

## 45. Jackson Narrows

The park offers anchorage, fishing, and diving in an attractive little bay that's suitable for small boats. There is a small beach here, but no facilities. The passage is narrow at the east end with rocks and drying reefs. Navigate only at high tide. Refer to Canadian Hydrographic Charts 3734 and 3711. This park can be accessed only by boat. Klemtu is located to the west on Swindle Island, and supplies are available there. The nearest community with road access is Bella Coola.

**Bathrooms:** No

**ACTIVITIES:**

S F Pw Hu Pa Sc  
Cf W

## 46. Oliver Cove

Accessible by boat only. Refer to Canadian Hydrographic Charts 3710 and 3728. The local communities for supplies are Bella Bella and Shearwater. This marine park is also known as Port Blackney.

**Bathrooms:** No

**Moorage:** The cove offers good sheltered anchorage for smaller vessels.

**ACTIVITIES:**

W S Pw F Sc Pa  
Cf Hu

## 47. Penrose Island

Includes an archipelago of small coves and narrow channels, excellent for kayak and dinghy exploration. Refer to Canadian Hydrographic Chart 3921. Enter from Klawek Channel into sheltered anchorages on the east side of the island. A network of narrow channels with sand and white shell beaches run along the southwest shoreline.

**Bathrooms:** No

**Moorage:** Sheltered anchorages on the island's east side.

**ACTIVITIES:**

C Sc Pw F S Pa  
Cf Hu

## 48. Sir Alexander Mackenzie Provincial Park

Sir Alexander Mackenzie Provincial Park is a small coastal park near Elcho Harbour on Dean Channel. The park is located at the westernmost point in the journey of Alexander Mackenzie where, in reddish paint made of vermilion and bear grease, he wrote on a rock: "Alex Mackenzie from Canada by land 22nd July 1793." The rock, near the water's edge, still bears his words. Recreational use of the park is limited to one-day excursions by air or boat. The Canadian Hydrographic Chart is number 3729. Boaters can reference marine chart #3538 for more information on this area.

**Bathrooms:** No

**Moorage:** Temporary shallow, exposed anchorage possible in the cove immediately to the west of the point. Better protection is found at the head of Elcho Harbour, two miles west.

**ACTIVITIES:**

C Hu Pw F H

## 49. Kitson Island

Kitson Island and Kitson Islet, at the mouth of the Skeena River, are both included in this marine park. The small sandy island is popular with kayakers and other small-craft users for wilderness camping.

**Bathrooms:** No

**ACTIVITIES:**

F Pa Pw Cf C

## 50. Klewnuggit Inlet

Midway through Grenville Channel, Klewnuggit Inlet impels long fingers into the abrupt hills of the mainland coast. The middle finger, East Inlet, as well as Freda and Brodie lakes above it, are included in the park. The park is about 12 miles north of Lowe Inlet and is accessible only by boat. The closest communities, towns and cities are Hartley Bay, Port Edward, Prince Rupert and Kitimat.

**Bathrooms:** No

**Moorage:** The best anchorage can be found at the north end of the East Inlet in 50 feet over a nice bottom.

**ACTIVITIES:**

H S Pw F Pa Cf  
C

## 51. Lowe Inlet

One of the busier, more attractive and most regular stops on the Inside Passage due to the wondrous site of the waterfalls and migrating salmon viewing. Visitors may anchor on either side of, or in front of, the falls. Fishing in the park is prohibited from July 1 to October 31.

**Bathrooms:** No

**ACTIVITIES:**

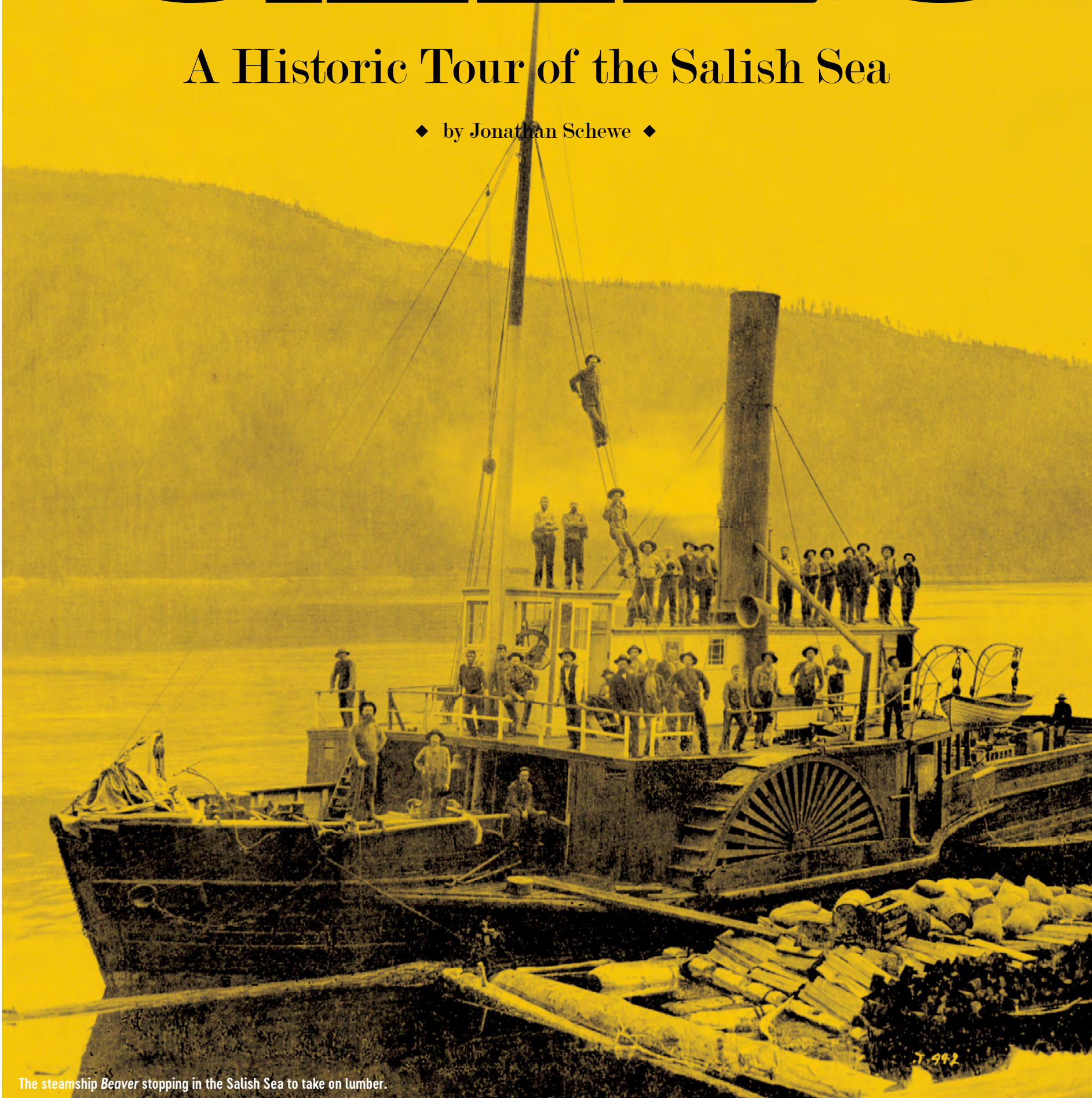
Pw F Pw W Hu C  
Cf



# Scalps, Seeds, and **SAILS**

A Historic Tour of the Salish Sea

◆ by Jonathan Schewe ◆



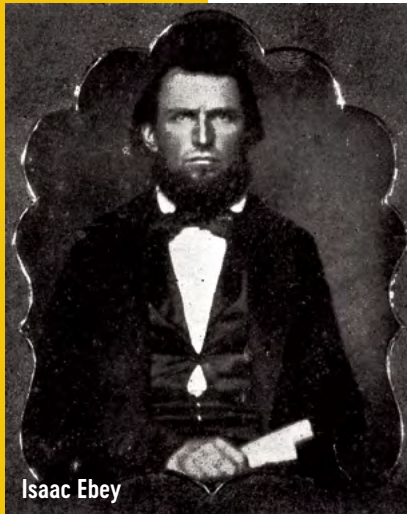
The steamship *Beaver* stopping in the Salish Sea to take on lumber.



*“The seemingly disparate events that define the history of the Salish Sea are the stuff of legend, but truth can be stranger than fiction...”*



The Pacific Northwest’s maritime history is infused with enough drama, intrigue, and romance to fill a hefty bestseller. The marine industry and the evolution of nautical technologies, together with the growth of natural resource exploitation and the ever-present lure of prospective gold, helped propel Northwest society from frontier living to gentrification in the span of a short century. The four vignettes that follow in many ways typify the seeming disparate events that shaped our region’s zeitgeist, and through them we can appreciate our beautiful backyard on a new, more intimate level. For example, the Indian Chestnut (*Aesculus indica*) tree from the Himalayas that you’ve probably walked by at the Carl S. English Jr. Botanical Garden at the Ballard Locks has a story to tell, as does the once-blood-soaked ground of Ebey’s Landing on Whidbey Island. All the stories become one. They become the story of us all.



## The Ebey Incident

Isaac Ebey, just 39 years old in 1857, had already panned for gold in California, bought a boat and sailed to Puget Sound, suggested “Olympia” for the name of a collection of rude shacks at the head of Budd Inlet, worked as a customs agent, claimed and farmed 641 acres of prime soil on Whidbey Island, built a landing and dock on Admiralty Inlet at the southern extent of his farm, and was appointed colonel in the local volunteer militia to defend against the native uprisings of 1855-56. He was enough of a public figure that a Port Townsend entrepreneur named his coastal trading sloop after him.

A large band of Tlingits from Kake, Alaska harassed settlers and natives as far south as Nisqually between April and October 1856. The naval commander at Fort Steilacoom dispatched the *Massachusetts*, a coastal patrol gunboat refitted from a commercial transatlantic steam packet, to confront the group and convince them to leave the area. After a short pursuit and failed negotiation, the Navy killed or wounded twenty-seven of the raiders in a skirmish at Port Gamble, took the survivors north, and admonished them to never return.

Because one of the fatalities was a chief, the Tlingits returned in August 1857 bent on securing a high-value target for revenge and after some deliberation decided on Ebey. Near midnight on August 11, they ambushed the Ebey homestead and took his head as a trophy. The news alarmed Americans and British alike who feared another outbreak of hostilities.

Since the Tlingits lived in Russian territory, they could not be punished without inviting political incident. James Douglas, once a Hudson Bay Company (HBC) factor (manager) and now governor of the British Columbia colony, instructed Charles Dodd (Dodd Narrows, Dodd Rock), captain of the HBC steamer *Beaver* and later her replacement *Labouchere*, to initiate enquiries in the hope of reclaiming Ebey’s scalp. On October 8, 1858, while on a HBC trading mission Dodd negotiated the exchange for six blankets, three pipes, one cotton handkerchief, six heads of tobacco, and one fathom of cotton cloth.

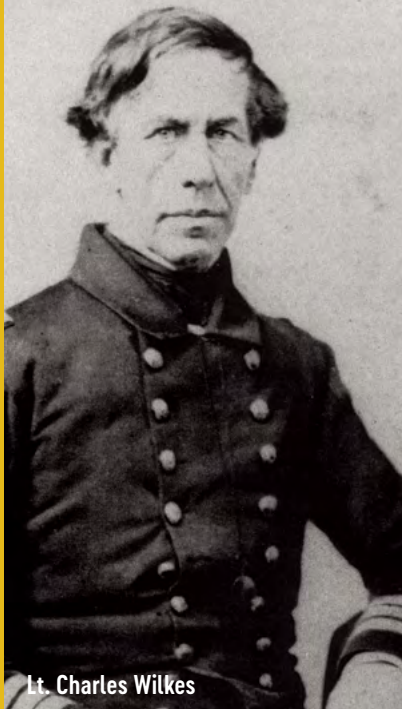
Ebey’s prairie is the remnant of a shallow meltwater lake formed during the retreat of the Vashon glacier. Today, Ebey’s Landing National Historical Reserve is the first of its kind created by the National Park Service to preserve the history, culture, and natural elements of Whidbey Island, such as the Golden Paintbrush (*Castilleja levisecta*) and the Taylor’s Checkerspot butterfly (*Euphydryas editha taylori*).

Ebey’s landing and dock provided fair weather access by canoe or small ship and was used primarily for passenger access, mail transfer, and light cargo. The Whidbey Island post office was located there for a while, but by the 1880s the lack of expedient transportation to the mainland rendered the landing and dock obsolete.

In 2014, on the 157th anniversary of Ebey’s assassination, members of the Kake community of Tlingits visited the site to establish a re-connection to the event. “We come in peace,” said tribal elder Ruth Demmert by way of introduction.

Continued on Page 72





Lt. Charles Wilkes

Continued from Page 71

## The Wilkes Expedition

It was a testament to Lt. Charles Wilkes' attributes of method and structure that when his U.S. South Seas Exploring Expedition of 1838-1842 arrived in the Northwest in May 1841, it was intact, healthy, and motivated. It was somewhat remarkable that the expedition made it that far at all.

Although Wilkes had headed the charts and instruments department of the Navy, he had virtually no time at command and, out of 40 lieutenants currently in service 38, had more seagoing experience.

Despite being dedicated and resolute, he tended to imagine ship-board conspiracies and consistently dispensed corporal punishment in the form of flogging that exceeded the limits of naval regulations. Twelve lashes were the limit that a captain could administer without benefit of court martial. Wilkes ordered up to 40.

After a decade of rancorous squabble and intense lobbying by an unlikely coalition of New England whaling and sealing interests (who wanted charts depicting new fish-

ing grounds), John Symmes Jr, (a crackpot geophysical theorist and proponent of the widely debunked "Holes in the Poles" theory that proposed that the earth was hollow and could be accessed by a hole in the South Pole), and the U.S. Navy (desirous of showing the flag in the South Pacific), the six ships and 490 crew of the expedition sailed from Hampton Roads on August 18, 1838.

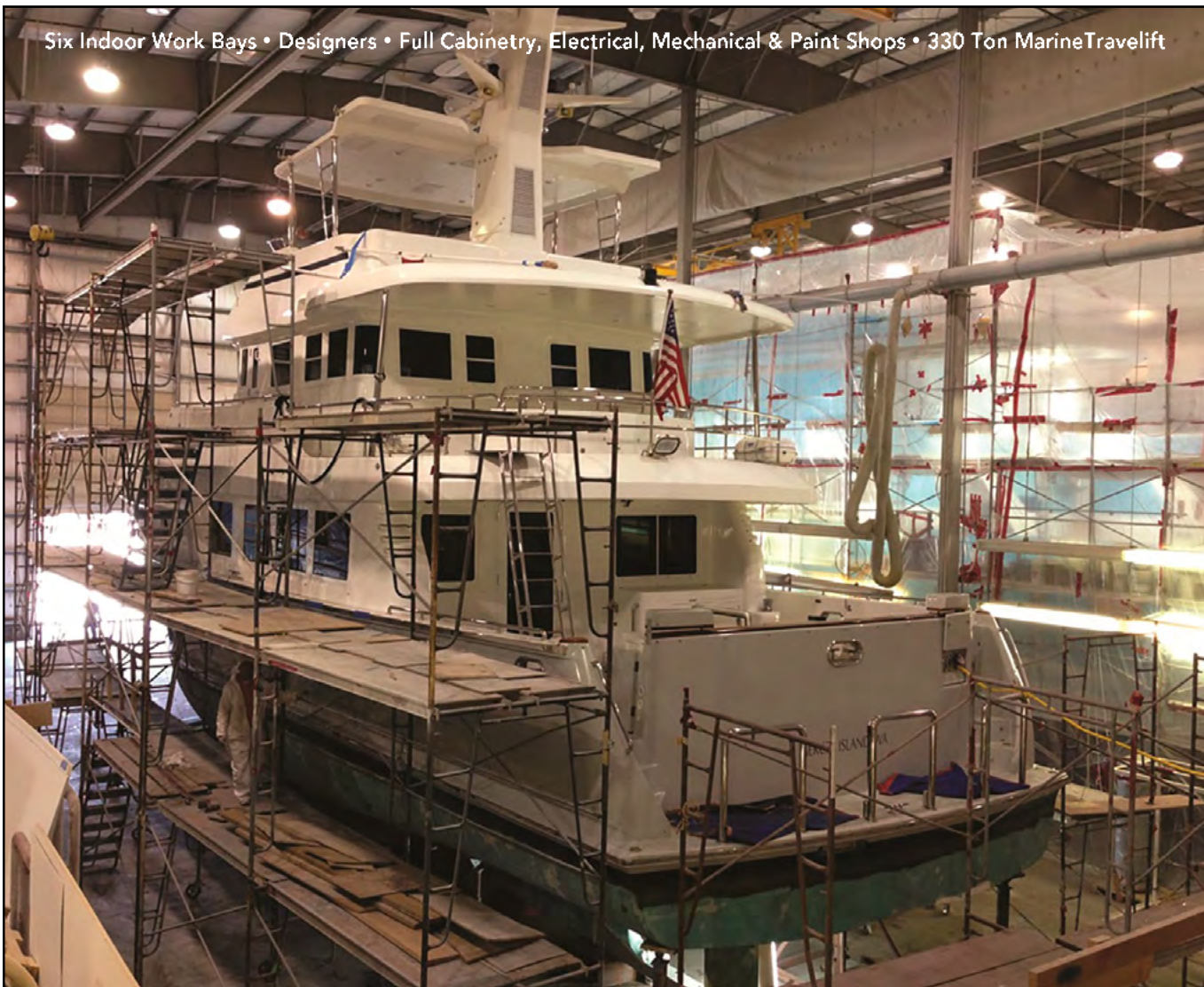
The expedition, the first public/private enterprise funded by the U.S. Congress, was mandated to produce charts and collect flora, fauna, and cultural artifacts. In the Pacific Northwest, the primary focus was to survey the Columbia River mouth in order to establish a geodetic baseline for the eventual negotiation and settlement of the Oregon boundary dispute. A secondary mandate required a comprehensive survey of the Puget Sound region and exploration on the east side of the Cascades.

Within a few days of arriving at the HBC post at Nisqually, Wilkes began construction of housing for astronomers and cartographers, sent one party to eastern Washington, organized two Puget Sound surveying crews, and began an overland trek to the Columbia River with a fourth group. The Puget Sound crews performed hydrographic surveys and named (and in some cases, renamed) over 250 geographic locations. The expedition organized the first Independence Day celebration in Washington Territory on July 4, 1841.

Vancouver spent little time and effort in Puget Sound. One of his primary objectives was to verify or disprove the existence of the Northwest Passage and the waters south of Port Townsend trended in the wrong direction. Peter Puget and his crew spent but six days south of the Tacoma Narrows to perform only cursory soundings and named virtually no points of interest. Consequently, Wilkes' hydrographic crews were responsible for almost every place name south of, and including, Bainbridge Island to beyond Nisqually and several geographic locations north to the San Juan Islands. Elliott Bay, Gig Harbor, Commencement Bay, McNeil, Bainbridge, Maury, the Wasps and Waldron Islands were courtesy of Wilkes. Curiously, two fictitious islands, Gordon and Adolphus, were charted just off the northwest shore of Orcas Island by a disgruntled crew eager to embarrass Wilkes for his threat of court martial.

After three months, flush with a collection of artifacts presented by the HBC factor (manager), Wilkes

Continued on Page 84

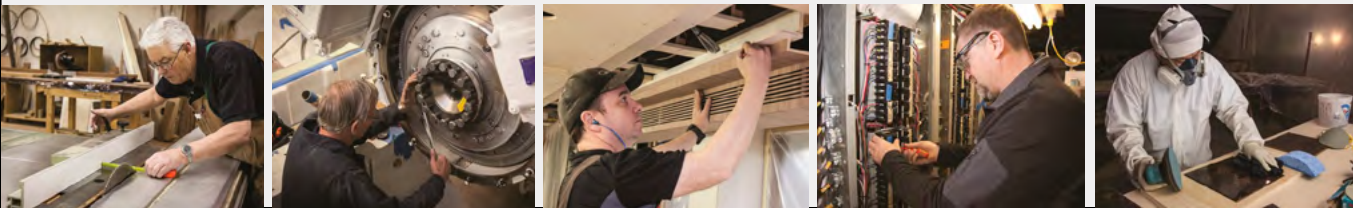


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# THE RETURN OF

# S U V V A

Many great and unlikely tales begin with a dream, and the historic vessel *Suva* of Coupeville is no exception.

Words: Norris Comer ♦ Photos: Jan Anderson



*Suva* is an all-wood schooner recently restored by the Coupeville Maritime Foundation for the purpose of sailing education and the preservation of local maritime history. She will be sailing for events and charters this summer out of Coupeville, a success story that is far from the ordinary that involves a seafaring Tai Chi Master, craigslist, and the year 1925.

The entire effort started with "Captain Mark" Saia's vision. Saia was exposed to sailing at a young age and grew up on the water as part of his father's chartering business. His roots are in the waters of Puget Sound, but he has chartered boats in far off places like Hawaii and the Caribbean.

"The sea has helped me," says Saia. Captain Mark, a martial artist and Tai Chi Master, has a deep relationship with

the ocean and a nautically inclined family history that spans generations. Teaching is Saia's great calling, whether we are talking about sailing or life in general. Saia started Leisure Yacht Charters and then Penn Cove Sailing in Coupeville on Whidbey Island where he offered crewed charter experiences aboard his Catalina Morgan 44 *Andiamo*. He shared Puget Sound's waterways with his guests and used *Andiamo* as a platform for marine education and recreation.

"Being on a boat is like Tai Chi, you got to keep your balance," says Saia, who likes to say that sailing, "brings us to a quieter time."

It's no wonder Saia fell in love with Coupeville, a small waterfront town nestled on Penn Cove and in the federal

Continued on Page 76



# THE RETURN OF SUVA



Continued from Page 75

Ebey's Landing National Historical Reserve. Sea captains founded Coupeville, and today the town enjoys a rich nautical history that captured Saia's passions as he taught people about sailing aboard *Andiamo*. The time eventually came to look for the next vessel with which to teach, and Saia combed the market. Should he get a new boat or an old one? Turns out, craigslist had the answer.

*Suva*, the 90-year-old all wood schooner, popped up on the web

and, although she needed a lot of work and was moored at Port Townsend, it was love at first sight. Saia dug into *Suva's* history and was blown away. Seattle's famed naval architect Ted Geary designed *Suva* for Frank Pratt, an iconic Whidbey Island businessman, and *Suva* was built in Hong Kong in 1925. *Suva* was delivered to Whidbey Island via Victoria, B.C. and has floated on the Puget Sound waters ever since.

"The interior is made of old-growth Burmese teak that could

be 1,000 years old," says Saia. "She retains a certain energy and spirit."

With a total 57'-length of waterline, *Suva* isn't as large as the tall ship *Lady Washington*. Instead, *Suva* is a respectable, and manageable, size with a gross tonnage of 27 tons that's well suited to Coupeville's dock space. She was originally a gaff-rigged schooner, but Ben Seaborne (another famous boat designer largely out of the Pacific Northwest) redrew her sail plan to her current staysail schooner rig. *Suva's* all-teak pilothouse is an example of the kind of craftsmanship one just doesn't see very often in this age of high-tech fiberglass and carbon fiber. Light passes through the large windows of the pilothouse, and the wood detailing evokes a feeling that one is stepping into a treasure chest.

"The pilothouse is like my grandfather's fishing boat," says Saia fondly, as if all the pieces are falling into place like some kind of cosmic puzzle. Saia realized he absolutely had to have her and sprang into action. He fronted half the money himself and got the other half from the bank.

Saia's vision for *Suva* wasn't for personal pleasure. He wanted to bring a restored *Suva* back to her home of Coupeville where he would continue his passion for teaching. He spearheaded the movement to establish the Coupeville Maritime Foundation, a nonprofit organization that's devoted to preserving the maritime history of Coupeville and Penn Cove. Saia believes *Suva* should be Coupeville's iconic sailing vessel due to her history in the town as Frank Pratt's vessel dating back to 1925.

"Everyone fell in love with *Suva*," says Saia, who explained that this list included everyone from his surveyor to the Coast Guard inspectors. Success tasted sweet last summer when *Suva* sailed to Coupeville and was put to work in the public spotlight. Saia's goal for the future is to move up from all-volunteer crew to a full-time, paid skipper with two additional paid hands. The Coupeville Maritime Foundation is currently preparing *Suva* for the summer cruising's season.

Continued from Page 86

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# THE ARCHITECT



Photo: ©Rick Estell

Leslie "Ted" Geary (1855-1960) was a naval architect who designed and raced numerous competitive sailboats, and designed many commuter yachts, fishing boats, tug boats, and wooden-hulled freighters during a golden era of American boatbuilding from the late 1800's to the Great Depression. He grew up in Seattle where he designed his first racing sloop, the *Empress*, at the age of 14 with a friend.

Geary would go on to design many legendary racing sailboats. His *Empress II*, a 24' centerboard racing sloop like the *Empress*, was never defeated in a race with Geary at the helm. He designed *Spirit* while a sophomore at the University of Washington, and the 42' racing sloop would go on to win the Dunsmuir Cup in 1907 and unseat the Canadian yacht *Alexandra*. Geary received education sponsorships to attend the Massachusetts Institute of Technology, in Cambridge, Massachusetts, and his career took flight.

Geary's career spanned a wide technological span that extends from his time designing the *Chickamunga* (America's first diesel-powered tug built in 1915), drawing plans for 330-foot wooden freighters during WWI, and designing dozens of luxury yachts (like the *Cora Marie*, above). Sadly, the Great Depression of the 1920s and 1930s heralded sparse times, and by WWII his ship designing days were over. His legacy lives on in boats like *Suva* that, as testaments to his designs, are still sailing to this day.

—N.C.

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# FINISHING LINE

## Summer's Early Arrival

Words: Doug Hansen // Photos: Jan Anderson

Settling into what has felt more like mid-summer than early spring, the 2016 Puget Sound sailing season is in full swing. This is the time of year where we shed the countless layers of fleece and hand warmers and begin to tempt the weather with shorts and flip-flops.

The final CYC Seattle Center Sound Series race, Three Tree Point, was scheduled for March 26. With a bleak wind forecast and not a single ripple of wind on the water, it did not take long to see that racing was going to be a long shot. As several of the high-performance boats hoisted their light-air sails and glided around the fleet, the majority of the fleet settled in for a bit of a wait. There was an attempt to send the fleet around a shorter racecourse, but after several starts the wind shut down for good. In the early afternoon it was unanimous that the best

option was to relocate the party to the clubhouse and present overall awards for the series.

The Sloop Tavern Yacht Club sailing season kicked off on April 2 with the Blakely Rocks Benefit regatta. A light drizzle and a cold marine layer put a damper on what had been one of the warmest weeks on record for this time of year, but nonetheless sails were hoisted and the boats headed out to the starting line. With 100 registered boats, the waters around the race-committee boat were busy as racing got under way. As the slower fleets started first and the big boats following after, keeping an eye on traffic coming up from behind was key. As the bulk of the fleet neared Blakely Rock the wind shifted to the west and then went quiet. Onboard the Moore 24 *Ray* there was just as much talk about the contents of the cooler as what other boats were doing, but it did not take long before we

began to see the first spinnakers set as a northerly breeze began to fill-in. As the new northerly stabilized, many classes found themselves engaged in tacking duels as boats battled to be the first to reach favorable tide or escape in a puff of private breeze. The fleet spread out and worked its way north to the finish, and Lou Bianco's Reichel/Pugh 55 *Crossfire* wove through boats as they chewed-up the miles. As is nearly a tradition with the Blakely Rocks Benefit regatta, at least one boat found the rocks and learned exactly how deep their keel was.

Back at the Sloop Tavern, the food and drinks were accompanied by a raffle full of great door prizes. All proceeds from the event went towards supporting Frog Prints, a non-profit that combines leadership opportunities with chances to learn more about science, technology, engi-

neering, and math in a sailing environment.

The season's opening dinghy event takes the form of the Corinthian Yacht Club's Seattle's Puget Sound Spring Regatta small-boat regatta (April 9-10). Unfortunately, we arrived at the club on Saturday morning to find coffee, doughnuts, and a flag telling us to wait on shore for some wind to materialize. A light and shifty breeze filled throughout the afternoon, the postponement flag was lowered, and racers launched their steeds and began battling the current as they worked their way from puff to puff around the racecourse. Fortunately, Sunday brought more wind, and the race committee was able to run four races before sending everyone in to the awards.

Several J/24's were in attendance, many of whom used the weekend as a practice regatta before the CYC Seattle evening racing series begins on Lake Washington on April 19. The developing RS Aero fleet is a welcome addition to the area, with many people trading in their trusted Laser in favor of this higher-performance single-handed dinghy. For the 505 fleet, the regatta was a shakedown for the upcoming North American Championships (June 1-5, 2016), which will be held at Bellingham Yacht Club later this spring. With over forty 505s already registered for the event it's shaping up to be one of the summer's most exciting regattas. The fleet has recently gained a lot of momentum with several new boats and a lot of new faces that are eager to learn. While young blood is essential, the old guard is on hand to remind us newcomers what hard work and experience bring to the table. Former Olympians and World Champions Carol and Carl Buchan have been dominant in the 505s for years and show little intention of letting their reputation change. Carol Buchan, whose worst finish of the weekend was a 2nd place, set the bar in the 505 fleet and took the win. Peter Nelson Won the Hobie 16's, and Michael Johnson led the J/24 class while Dave Watt came away with a strong win in the Stars. Michael O'Brien sailed home with an impressive win in the ever-expanding Aero fleet, while Jay Winberg and Paul Evenden took top honors in the Laser and Hobie 18 classes, respectively.

Smooth water and bright sunshine greeted sailors the following Saturday morning for CYC Seattle's PSSR Big Boat

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regatta (April 16-17). Most of the morning was spent ghosting around in small pockets of breeze that seemed to drift in and out of reality. Boats on the north course struggled in the light wind but were able to complete two short races late in the afternoon. Meanwhile, small pockets of breeze known as the "Meadow Point Hurricane" affected the south course, allowing three races to be sailed. The conversations around the bar that afternoon were full of stories of frustration and missed opportunities, but you would have been hard-pressed to find a happier group of sailors. Sunday morning greeted the fleet with a steady 10-knot northerly and the RC wasted no time in getting the day's racing started. With one point separating first from third in Class 5 and only two points separating 1st from 5th in Class 2, the stage was set for a dramatic day on the water. The steady breeze made for tight starts and the short courses resulted in every rounding being a make-it-or-break-it opportunity for the boats battling for the podium finishes. On the north course a special thank-you must be afforded to Principal Race Officer Brian Watkins and his team

for keeping the classes racing and the courses square and fair, which is no easy feat in over 700' of water.

At the end of the weekend, Charlie Macaulay's new *Absolutely* took home 1st place in Class 1, while Charles Hill on *Different Drummer* held off the fleet for a win in Class 2. Erik Kristen, sailing *More Jubilee*, stayed on top of the J/105 fleet, and *Trophy Wife*, skippered by Glenn Klute, came 1st in the Melges 24. John Cahill sailed *Goucho* to a win in a closely matched Class 5, Kwadwo Copeland's *Thunderbird Selchie* won Class 6, and Grauer Geist, skippered by Kenneth Johnson, came out on top of the San Juan 24s.

Next on the calendar for the keel boat fleet is the Seattle Yacht Club Tri Island series, beginning with Smith Island on the April 30 and Vashon Island on May 14. We also have another Sloop Tavern Yacht Club race to look forward to, Race to the Straights. This one will take double handed boats on a two day race to Port Townsend and back on May 7 and 8. With boating season now in full swing and the weather taking a turn for the better, it's starting to feel a lot like summer in Seattle.



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# PORTS OF CALL

## EAGLE HARBOR BAINBRIDGE ISLAND

◆ by Norris Comer ◆

Eagle Harbor of Bainbridge Island offers more to the boater than just the Winslow Way boutiques that are often full of tourists fresh off the ferry from Seattle. This harbor-age is protected from the wind on all sides with free anchoring, affordable (but limited) public docking and mooring buoys, and private slips of all sizes. Additionally, the array of restaurants, parks, recreation, and more make dropping the hook in Eagle Harbor an entire weekend affair if you have a little insider knowledge. A bicycle or kayak, both available for rent, can go a long way for those who wish to explore.

The warm, calm summers bring stunning Olympic Mountain views to the west and hoards of tourists from the east. The brooding, misty winters transform Bainbridge into a quiet community of locals, ranging from the sea salts of a bygone past that invoke imagery from *Snow Falling on Cedars* to tomorrow's yuppie tech families. Whether you're coming in from afar and want to take a rejuvenating break before continuing on an extended cruise or you need an escape from the Seattle hustle and bustle, Eagle Harbor is there for refuge.

Boaters should take notice of Eagle Harbor's relatively narrow entrance between Wing Point and Bill Point, for it is shared with the ferry that must be respected. Once in the harbor, one should consider Puget Sound's dramatic tides, for great swaths of Eagle Harbor are reduced to wading depths and mud flats at low tide. Mind the anchoring restrictions (described later) and the Markers, especially Marker 3 and Marker 5 off Pritchard Park as you exit Eagle Harbor (it gets shallow in there at low tide). Cruisers also need to be aware that there are no fuel docks in Eagle Harbor, so plan accordingly.

### 1. Hit the Beach

Most visitors to Bainbridge restrict their visit to the north side of Eagle Harbor, where the public dock and ferry terminal reside, only to gaze at the golden sands of Pritchard Park's towel-n'-sandcastle friendly beach from afar. But for those with a dinghy or kayak, the short paddle across with a picnic basket is a perfect afternoon waiting to happen. The park's short trails wind through a lush forest and, for those in need, bathrooms are situated near the park entrance. The Bainbridge Island Japanese American Exclusion Memorial is just down the road.



### 2. Pick up a Paddle

It's hard to avoid Waterfront Park, especially if one uses the public dock that is nestled inside of it. Showers and bathrooms are available, and old madrona trees (*Arbutus menziesii*) and shaded park benches by the water are a picturesque setting in which to relax. But Waterfront Park is also the perfect staging area for an afternoon of adventure, for the best way to explore Eagle Harbor is with a paddle in your hand. Great blue heron rookeries and harbor seals are a few of the common sights, along with hidden inlets to investigate. Fortunately there are rental options and a boat ramp.

To the Back of Beyond outfitters owns the historic barge *Furious II* that is permanently moored on the public dock and offers rentals of one- and two-person kayaks, stand up paddleboards (SUP; including the 10-person SUP Squatch, when available), and canoes. Eight-plus person Native American style canoes are also available for a voyageur-style experience. Exotic Aquatics Kayak and Scuba shop also delivers kayaks to the boat launch for your enjoyment.

### 3. Be Fresh, Be Local

The Bainbridge Island Farmer's Market is open from March 26 to December 17 every Saturday from 0900-1300 hours in the Town Square in front of City Hall and easily has enough vendors and offerings to fill up an entire morning. Local farmers offer their finest produce and crafters have everything from artisan lavender soaps to glasswork.



### 4. Take in the View

The Harbour Public House stands among Eagle Harbor's many great waterfront-dining options due to its English public house layout, local heritage feel, and raised outdoor deck. It is slightly off the beaten path off Winslow and is the perfect local mainstay to enjoy a salmon on rye sandwich over a local IPA or Bainbridge wine while gazing at the masts of sailboats. It doesn't get much more Puget Sound than that. Be warned, it gets crowded and minors are not allowed.

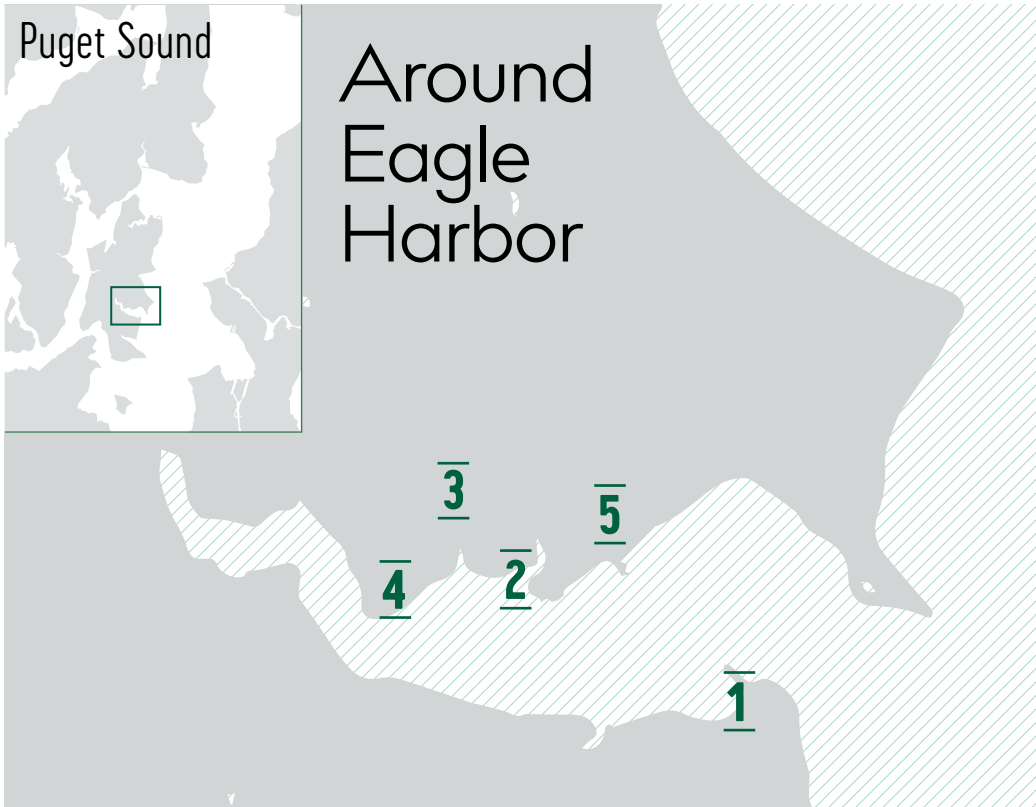
### 5. Venture Further

If you want to venture further afield, the Bike Barn is open seven days a week during the months of June, July, August, and September. The island is hilly and the shoulders aren't the best, but if you're bent on seeing the abandoned WWII bunkers of Battle Point Park on the island's south side, a bike may just be the way to go.

Additionally, the Bike Barn is near the public buses of Kitsap County. If you're keen on rolling the dice at the Clearwater Casino of Poulsbo or want to get onto the Olympic Peninsula, this will be your hub.







## Attractions

- **Bainbridge Island Museum of Art** (550 Winslow Way E.): The intimate and tasteful art museum has free admission and features local artists from painters to sculptors. Well worth a visit if you are interested and have an hour or two to spare. [biartmuseum.org](http://biartmuseum.org).
- **Bainbridge Island Historical Museum** (215 Ericksen Ave NE): Bainbridge Island's past rich with Native American culture, the world's largest lumber mill, and the tragedy of WWII-era Japanese interment makes this a must-see for those interested. [bainbridgehistory.org](http://bainbridgehistory.org)
- **Eagle Harbor Book Co.** (157 Winslow Way E.): If the saying that a town is only as good as its local book store holds true, the independent Eagle Harbor Book Co. speaks volumes of good about Bainbridge. Shelves of new and used books and literary events like the Mad Hatter Tea Party draw in every bibliophile in sight. [eagleharborbooks.com](http://eagleharborbooks.com).

## Marinas

- **Bainbridge Island Marina & Yacht Club** (4200 Eagle Harbor Drive NE): This 50-slip, full service marina caters to the locals and vacationers alike from the north side of Eagle Harbor. More information is available at [bimarina.com](http://bimarina.com) and 206-953-6767. [bimarina.com](http://bimarina.com).
- **Eagledale Moorings Marina** (5842 main St. NE): This 13-covered boathouse, 23-slip marina is located on the south side of Eagle Harbor. The boathouse lengths are 35' - 37' and the open slips are 36' - 45'. There is also a 50' boathouse and 100' end tie. Details and rates are available at 206-842-7751 and [eagledalemoorings.com](http://eagledalemoorings.com)
- **Eagle Harbor Marina** (5384 Ward Ave. NE): Eagle Harbor Marina is located on the south side of Eagle Harbor across from the ferry docks. Slips are available from 32' to 55' and amenities abound. Details are available at 206-842-4003 and [eagleharbormarina.com](http://eagleharbormarina.com).
- **Winslow Wharf Marina** (141 Parfitt Way SW): Winslow Wharf Marina is a large marina in the middle of the action on the north side of the harbor. Guest slips range up to 50' and advanced reservation is required. More information is available at 206-842-4202 and [winslowwharf.com](http://winslowwharf.com)
- **Harbour Marina** (233 Parfitt Way SW): This marina is nestled under the Harbour Public House and offers transient moorage, but limited dock space means calling ahead is a good idea. Harbour Marina is available at 206-550-5240, and more information can be found at [harbour-marina.com](http://harbour-marina.com).

## Anchorage and Docking

**Anchoring** – Free anchoring is allowed, but one must stay clear of the restricted zone between Pritchard Park and the Bainbridge Island Ferry Terminal. Additionally, much of the harbor that's situated to the far west is an Aquatic Conservancy where moorage is illegal. Use good sense and stay clear of marinas and lanes used by maritime traffic. The best anchorage is in the middle of the harbor near the linear moorage line among the pack of regulars. Cruisers who plan to anchor or moor in the same area within the harbor for more than thirty consecutive days, or for more than a total of ninety days in any three hundred sixty-five day period, need to know that this is illegal as per the Bainbridge Island Municipal Code. "In the same area" is defined by the city's code as being within a five-mile radius of any location where the vessel was previously moored or anchored.

Details are available at [ci.bainbridge-isl.wa.us](http://ci.bainbridge-isl.wa.us).

**City Dock** – The City of Bainbridge Island maintains a public launch ramp, boat-trailer parking, 200-foot public dock, and offshore moorage system in Eagle Harbor.

Stays over 3 hours are charged as an overnight stay. Restrooms are open for day use. Overnight guests can access the restrooms/coinless showers by calling the Harbormaster at 206-780-3733. A pump out station is available 24-hours a day at no charge. There are no electrical services or potable water at the dock.



### City Dock Details

Launching .....	Free
Boat Trailer parking .....	\$8/day
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Annual boat-trailer pass .....	\$80/Year
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# ASK THE EXPERTS

## RADAR

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GREG ALLEN



**W**e're all either hitting the water or thinking about it with the clear sunny weekends of late. Some of us are buying fishing line for the spring salmon season, while others are servicing their trawler's engine for their annual Alaskan cruise north. Most of us are probably just keen to get out with the family for a great day of boating. But whether you're hunting for flocks of birds to show you where the baitfish are lurking or if you want to see incoming ship traffic through a sudden fog bank, radar has a place aboard.

There has never been a better time to get into the radar scene in terms of ease of use and the increasingly large swath of features. Today's radars are highly sophisticated pieces of tech that are able to track targets and plot vectors of said target's speed and direction while striving to be as easy to use as an iPad. The days of complex menu options and directions that only a software engineer can decipher are fast passing, but the choices and acronyms are still daunting.

We turned to local radar and marine electronics guru Greg Allen of Yacht Masters Northwest for the inside scoop on radar, from what modern radar is to what it can do. Yacht Masters Northwest handles everything from marine electronics to custom fabrication projects.

**Q: Why is radar a good idea for the Pacific Northwest?**

Well, our weather can change quite a bit in a short amount of time. You need radar to know where the other boats and targets are, and we can have fog banks that roll in or rain that can be amazingly heavy and inhibit your vision. With radar, you can see where the other boats are around you. We have a lot of commercial traffic that's going in and out all the time, so I look at radar as being a safety item.

Recently, radar overlay, which allows radar to be overlaid over the chart on your chart plotter, has become standard for all major producers. I was quoted once as saying that radar overlay was the greatest breakthrough in marine electronics since GPS.

Currently, we're seeing a shift in radar technology from essentially analog to digital, which is allowing for better target resolution with smaller antenna units. Also, Manufacturers are changing from magnetron to Doppler technology, and we're right on the cusp of all that beginning. Essentially, for less radar energy output, we're getting more accurate images and the ability to track targets.

**Q: Let's say you're a fisherman and you want to use radar to detect birds to find fish. Do you have any tips?**

Use it when you're out in open water, because you're essentially turning up the gain to show more returns that will show you birds

and flocks that are, of course, going after the baitfish that draws your big fish in. You can be challenged when you go into the harbor, because the gains will be a lot greater. So use the bird settings when you're out fishing.

What's nice is that most manufacturers now have made it very simple to go from harbor to offshore to fishing, where it used to be that you dialed each little piece in with your sea and rain clutter and gain. It's now preset, or even custom set depending on how you want to do that.

**Q: What is a good way to set up your radar so you can tell if the weather cells are coming in or not?**

With the previous radars, you could pick up rain because you could see it. But with the Doppler, because it's measuring the shift, it works significantly better. Previously we didn't use radar as much for tracking cells, but now we have the ability to do that.

**Q: It seems like a good time for radar?**

It's a good time for marine electronics. There was a period of time where a lot of new things came in, but it took a while for the engineers to design it for your average owner to use. A lot of our owners are fortunate if they can get on their boats once a month, and so it's sort of like you're learning a new product every time. It can take a lot of effort to learn how to use a new product every time. Now it all boils down to which one is the easiest to use.



*Greg Allen took us out on a 38' Little Harbor that was recently outfitted with a new Garmin electronics package that included a GMR 24 xHD Dome Radar. We had no problem highlighting targets from taxiing water planes to kayakers with the MARPA technology. The data was all overlaid on an electronic chart so that we would've been fine even with curtains drawn over the windows. Incoming targets turned progressively red and then turned a calming green color as they passed by and went along their way. Vector lines on highlighted targets assured us that accidents were not waiting to happen.*



**Q: What features are in modern radar that make boat collisions more avoidable?**

The new radars all have target tracking. Previously you had ARPA and MARPA. Now Garmin's Doppler radars have MotionScope software, so if a target is coming at you it is painted a certain color and if it is going away it turns another color. MotionScope is very user-friendly. Simrad's new Halo radars has new features, so does Furuno's DRS4D-NXT Doppler-enabled radar.

**Q: What are ARPA and MARPA?**

Basically, MARPA allows you to select a target and it draws a vector line showing the target's direction and relative heading of the target. ARPA does that but automatically, so you can set up a guard zone around you and if a target comes into that guard zone it automatically puts it on for you. AIS is getting to that too.

**Q: Could there someday be a super unit that does everything?**

As it is now, we have a central chart plotter that all the peripherals plug into, so I think we're going to see a black box radar and a black box sounder. That way you can pick and choose. You know, what you'll want on a 30' or 20'

fish boat will be significantly different than what you want on a 70' cruising boat.

**Q: Can you think of any big mistakes you'd caution people to avoid?**

Years ago it used to be that you'd see mounted radars in front of the fly bridge. As a result, you'd have forward-looking radars, but couldn't see anything behind. You'd also have issues with microwaves hitting your body. But you don't see that happening anymore, people either put radars on a hard top or on the mast, or build a mast to put the radar on.

**Q: Is there a risk of microwaves exposure to the body anymore?**

There is a consideration for it on older radars, I'm not sure I'd say risk, but consideration. The advantage of the new digital radars, especially with Doppler technology, is that microwave exposure is not a problem.

**Q: Do radar reflectors actually work?**

Some of them do and some of them don't. The ones that do can significantly increase the target resolution to other boaters.

We tested some years ago and were amazed that a few we thought were the best didn't work, and some of the cheapest ones actually worked really well!

**Q: Anything you're particularly excited about right now?**

In general, I'm excited about the technology of the radars, especially their ease of use. It is easy to develop technical products that have a lot of bells and whistles to do everything really well, but it's a whole other thing to make it in a user-friendly package. The average user didn't buy the boat for the radar, they bought the boat to have fun with their families. And, when they're suddenly crossing the Strait of Georgia and a fog bank rolls in and they have to rely on their radar, they want to know that their radar system is something easy and intuitive to use.

I encourage all of our clients to turn the radar on when they go out on the boats. Put the unit in radar overlay mode and use it that way. Even on a sunny day, I find the radar sees twice as many boats that I visually see. That way, when boaters actually have to use the radar, they'll know what their targets look like.



GREG ALLEN

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Continued from Page 72

sailed for home by way of Hawaii, the Philippines, and the Cape of Good Hope, having drawn over 180 charts, surveyed 200 islands, and collected a vast trove of natural and cultural ephemera that would result in the seminal collections of both the nascent Smithsonian Institution and the United States Botanic Garden.

Wilkes was accused of malfeasance by several crew and was court marshalled, but was acquitted of all charges other than illegal punishment. From 1844

## Carl S. English

Before Admiral Peary inaugurated the Ballard Locks on July 4th 1917, the concept of a deep-water passage between Puget Sound and Lake Washington had groaned through contentious decades of debate. The initial landscape design was drawn by C.F. Gould, known for his contributions to the University of Washington. Although the layout included roads, walkways, and grading, it did not include plantings. The grounds improvement project was completed in December, 1917 by Seattle Parks Board landscape architect P.B. Randolph using a spare specification of native flora accessed from parks inventory. Between 1917 and 1931, gardening was restricted to watering the native plantings and mowing lawns.

Carl S. English, an energetic farm lad from Camas, Washington, built for himself at sixteen a

to 1861 he worked on the report of the expedition and served on active duty during the Civil War. He was the instigator of the Trent Affair where his apprehension of the steam packet *Trent* and two British ambassadors caused an international incident that almost brought Britain into the war on the side of the Confederacy. There is some evidence that Wilkes' caustic personality would inspire Melville to immortalize him as *Moby Dick's* infamous Captain Ahab.

60'x15' greenhouse to house his burgeoning collections. While studying botany at the State College of Washington (now Washington State University) he met his future wife Edith Hardin who, although a zoology major, was also enthusiastic about botany. After graduating in 1929, Carl and Edith moved to Portland, Oregon. Carl worked as a landscaper for the Swiss Floral Company and he and Edith started a plant and seed nursery as a side business. In 1931 Carl landed a plum job as assistant horticulturalist at the locks.

In 1940, after nine years as assistant, English was promoted to chief horticulturalist and began to redesign and add to the plantings. As the prospect of war loomed larger and funds for expansion dried up, English supplemented the plantings with seed and stock

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Some of the many plantings of Carl S. English, which can be seen at Seattle's Hiram M. Chittenden Locks, in Ballard.

from their private inventory and from the contacts they had developed with numerous nurseries, botanical gardens, professional gardeners, and individual enthusiasts. Local lore mentions that in later years, ship captains passing through the locks would donate seeds and plants to the collection.

As his efforts were unauthorized by the Corps of Engineers, he operated under the radar and continued to add to the collection without the benefit of an official budget. This quasi-secret exercise nearly backfired when a federal lands examiner compared the plantings with the official design and demanded that the gardens be returned to the original parade ground layout. Only an organized uproar by gardeners, amateur and professional alike, saved the creations from bureaucratic protocol.

English's husbandry grew the collection to over 570 species and over 1,500 varieties including eight specimens of the dawn redwood (or "fossil tree"), a species that was thought to be long extinct until it was "rediscovered" in a remote Chinese village in 1941. In 1947 English bought some seeds and sprouted the first seedlings on the West Coast in over a million years.

He is credited with discovering and naming three rare plants: the "flame flower", the "bitter root", and the "spring beauty".

In 1969, English was named outstanding civil servant of military agencies and in 1974 shortly after he retired the gardens, they were officially dedicated to and named after him. Although he never kept records, he had an encyclopedic knowledge of botany and enthusiastically engaged viewers in conversation. He always referred to the plantings as "a garden worthy of study" and the Carl S. English Botanical Gardens remains the only garden among the 195 locations of the Corp of Engineers.

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# THE RETURN OF SUVA

Continued from Page 76

"The future will be having her in Coupeville for the next generation of Coupeville residents, guests, and aspiring sailors," explained Saia. "Working with schools to empower our kids on the water, and working diligently to receive a certificate of inspection to expand our charters to fifty people. That's the plan."

Serendipitously, *Suva's* original dinghy was found and is now reunited with its mother ship. The 90-year-old dinghy was a part of the Robert Pratt estate and resided in a Penn Cove boathouse where

it was used for casual rows in the harbor. The dinghy is getting a new coat of white paint to recreate her original look, and be will in service at boat shows and public events. The dinghy is the perfect find and yet another piece of Saia's cosmic puzzle coming together.

At the time of this writing (early April of 2016), *Suva* is wrapped up in Oak Harbor where deck and caulking repairs are underway to ensure that she will be ready for her second summer of charter service. Saia's team is addressing winter leaks and

treating *Suva's* beautiful but high-maintenance brightworks. After the "unwrapping party" (currently slated for April) *Suva* will be homebound for Coupeville. *Suva's* sails will be flying high at the Penn Cove Water Festival (May 13th and 14th), and she has charters, both for pay to private parties and free to nonprofit organizations, planned. The vision to educate has become reality for the Coupeville Maritime Foundation.

But not all the obstacles that Saia has been negotiating have been related to the typical wood-



*Suva's* original dinghy was reunited with the boat after spending decades at the Penn Cove boathouse.

en-boat restoration processes. For example, the historic Coupeville Wharf, on which *Suva* berths, is in need of repair. The 110-year-old wharf takes seasonal beatings from westerlies that typically blow in during the winter season.

"I've seen the wharf almost float a few times," Saia recalls. Unless the community steps forward, *Suva* may not have a home after all. The Coupeville Maritime Foundation is trying to remind the Port of Coupeville that the community is a maritime destination with seafaring roots that needs the wharf to help ensure its seafaring legacy. A Pennies for Preservation crowd-funding effort in partnership with Penn Cove Sailing and the Coupeville Chamber of Commerce has raised \$3,500 as a symbolic first step toward bringing the wharf back to life as a historic landmark and center of Coupeville's revitalizing maritime scene. However, the final bill for the much-needed wharf repair will be far greater. An assessment from Kelly LaFave of Marine Structures Engineering, Inc. from February put the total cost of the repair between \$517,000 and \$523,000.

Now is a great time to show one's support for the efforts of the Coupeville Maritime Foundation. *Suva* is the perfect excuse for a visit to Whidbey Island this summer, and donations are greatly appreciated. Check out [schoonersuva.org](http://schoonersuva.org) and the facebook page for more details about chartering, special events, and online-donation opportunities. Seeing *Suva* underway in Penn Cove is one of those rare dreams that are actually realized. *Suva* is home, but she needs the ongoing support of the Northwest community, from you and me, to keep her there safely and sustainably.

Special thanks to Jan Anderson for the pictures in this feature.

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“Salmon! Salmon!  
I just know that  
there’s got to be  
Salmon somewhere!”

*Pets on Boats* is one of *Northwest Yachting’s* newest departments, and one that we suspect that the entire *Northwest Yachting* community will have a lot of fun with in come issues. The idea is simple: Take a cute or funny photo of your favorite pet aboard your favorite boat, scribble down a funny photo caption, and send it to us at [norris@nwyachting.com](mailto:norris@nwyachting.com). We will collect images and captions and then our staff will select the best combination of imagery and words. Each monthly winner will have the honor of seeing his or her photo and

caption run in an upcoming issue of the magazine, and we will also set you up with a *Northwest Yachting* care package. Remember—we’re looking for the best *combination* of image and words, so grab your favorite four-legged (or winged) crewmember, cast the docking lines, and get creative with your camera and your notepad.

As for this month’s featured canine, “Miles” is a well-known Jezebel when it comes to securing Salmon treats, and he certainly isn’t above looking in low places for a “dividend.”



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# BOATS FOR SALE

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

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
<b>POWER</b>							25	Stimson	32	D	19,500	NWYachtnet	89	27	Ranger Tug	11	D	129,900	Bellingham	13	30	Bayliner	92	G	29,500	Seattle Yts	28
16	Century	59	G	16,900	NWYachtnet	89	25	Wellcraft 252	13	OB	89,900	NWYachtnet	89	27	Ranger Tug	12	D	155,000	RangerTugs	7	30	Bayliner	93	D	24,900	NWYachtnet	89
22	Surf Scoter	92	OB	47,000	West Yts	65	26	Bartender	11	G	49,950	Bristol	89	27	Sea Ray	95	G	19,900	LaConnerYS	93	30	Bayliner	99	TG	29,950	Bristol	89
23	Tiderunner	97	D	12,500	Bristol	89	26	Blackman	87	D	52,000	Stan Miller	11	27	Seasport	07	G	77,500	SJYachting	25	30	Bayliner 3055	99	G	38,000	Port Gardner	88
23	Trophy	04	G	34,750	LaConnerYS	93	26	Blackman	90	D	65,000	Stan Miller	11	27	Tiara 270	91	TD	35,000	WaterLine	30	30	Bayliner 3058	92	G	25,000	Irwin	9
24	Larson	07	G	43,700	NWYachtnet	89	26	Carver	86	G	21,500	NWYachtnet	89	28	Albin	05	D	92,500	Bellingham	13	30	Bertram	84	TG	30,000	ElliottBay	46,48
24	Larson Cabrio	07	G	44,900	NWYachtnet	89	26	Chris Craft	62	G	20,000	Port Gardner	88	28	Bayliner	06	G	44,500	ElliottBay	46,48	30	cobalt	08	TG	69,000	Irwin	9
24	Osprey	01	D	60,000	WaterLine	30	26	Grady White	99	OB	39,900	NWYachtnet	89	28	Bayliner	11	G	89,500	Denison Yts	102	30	Cruisers	95	OB	69,900	Irwin	9
24	Sea Ray	08	G	39,000	NWYachtnet	89	26	Nordic	95	D	85,000	BallenaBay	92	28	Bayliner	85	OB	9,500	Marine Srv	43	30	Cutwater	15	D	199,000	Bellingham	13
24	Sea Sport XL	99	G	49,000	West Yts	65	26	Nordic Tug	83	D	68,500	Bristol	89	28	Bayliner	93	G	17,500	LaConnerYS	93	30	Fino	75	TG	111,000	CrowsNest	21
25	Cobalt Cuddy	99	G	24,900	NWYachtnet	89	26	Sea Ray	10	G	79,950	Irwin	9	28	Bayliner	95	G	19,900	LaConnerYS	93	30	Hydroplane	11	D	549,000	ChuckHovey	27
25	Hackercraft	90	G	74,900	Irwin	9	26	Sea Ray 260	07	G	49,900	Irwin	9	28	Bayliner	98	G	27,500	LaConnerYS	93	30	Regal 3060	08	TG	87,500	NWYachtnet	89
25	Pursuit	07	OB	69,500	OceanAlex	2,3,8,51	26	Seaswirl 2601	02	D	49,200	NWYachtnet	89	28	Bayliner 285	05	G	47,500	Port Gardner	88	30	Seasport	04	TD	130,500	NHarborYS	91
25	Ranger Tug	08	D	92,500	Bellingham	13	26	Tollycraft	73	D	25,000	ElliottBay	46,48	28	Bayliner 2855	99	G	24,900	NWYachtnet	89	31	Albin	01	TD	149,000	West Yts	65
25	Rinker 250	02	G	25,000	Irwin	9	26	Tollycraft	73	G	14,900	NHarborYS	91	28	Bayliner 2859	01	G	34,900	WaterLine	30	31	Bayliner	10	TG	119,900	Irwin	9
							26	Tollycraft	78	G	24,500	Port Gardner	88	28	Bayliner Expr	99	G	29,900	West Yts	65	31	Bayliner 315	10	TD	119,950	Irwin	9
							26	Tollycraft	79	G	28,500	LaConnerYS	93	28	Boston Whaler	12	OB	190,000	Stan Miller	11	31	Blackfin	97	TG	79,900	Stan Miller	11
							27	Ranger	11	D	134,900	Denison Yts	102	28	Carver	90	TG	22,500	NWYachtnet	89	31	Camano Troll	03	D	119,500	NWYachtnet	89
													28	Chaparral	99	TG	24,900	Irwin	9	31	Camano Troll	03	D	119,500	NWYachtnet	89	
													28	Chris Craft	08	D	96,500	EmeraldPac	15	31	Four Winns	06	TG	89,900	Irwin	9	
													28	Chris Craft	73	TG	17,500	Port Gardner	88	31	Four Winns 31	06	TG	99,000	WaterLine	30	
													28	Custom	42	D	19,900	LaConnerYS	93	31	Ranger Tug	15	D	279,000	Port Gardner	88	
													28	Cutwater	15	D	195,000	Bellingham	13	31	Sea Ray	01	TG	44,900	Stan Miller	11	
													28	Cutwater	15	D	Call	Bellingham	13	31	Sea Ray 310	91	G	29,950	NWYachtnet	89	
													28	EagleCraft	01	D	135,900	EagleCraft	26	31	Sea Ray 310	96	TG	34,950	Irwin	9	
													28	EagleCraft	07	OB	118,900	EagleCraft	26	31	Sea Ray Sun	01	TG	68,500	Port Gardner	88	
													28	North Sound	92	D	58,000	LaConnerYS	93	32	Bayliner	83	TG	29,900	NWYachtnet	89	
													28	Sea Ray 280	04	TG	58,900	Irwin	9	32	Bayliner	87	D	45,000	Marine Srv	43	
													28	Sea Ray 340	00	TG	74,500	Irwin	9	32	Bayliner	91	TD	37,250	LaConnerYS	93	
													29	Bayliner 2859	95	G	24,900	Port Gardner	88	32	Bayliner	96	TG	39,200	ElliottBay	46,48	
													29	Blackfin	90	TD	49,900	OceanAlex	2,3,8,51	32	Bayliner 3218	81	TD	35,000	Port Gardner	88	
													29	boston whaler	02	OB	69,000	Irwin	9	32	Bayliner 3258	00	TG	47,950	Signature	19	
													29	Cobalt 293	02	G	44,900	Irwin	9	32	Bayliner MY	89	TD	39,900	NWYachtnet	89	
													29	Crystaliner	84	TD	94,900	Stan Miller	11	32	Carver 32 Aft	86	G	29,000	Port Gardner	88	
													29	Hinckley Tala	04	D	219,000	ElliottBay	46,48	32	Carver 3297	87	TG	28,000	Port Gardner	88	
													29	Sea Ray	06	TG	64,950	LaConnerYS	93	32	Cheyoy Lee	81	D	38,500	LaConnerYS	93	
													29	Sea Ray	08	TG	79,000	Stan Miller	11	32	Coastal Craft	02	D	205,000	Marine Srv	43	
													29	Sea Ray AJ	07	TG	74,950	Irwin	9	32	Downeast	96	D	255,000	BallenaBay	92	
													29	Tiara	04	TG	105,000	OceanAlex	2,3,8,51	32	Downeast	96	D	255,000	BallenaBay	92	
													29	Tiara	98	TG	59,950	OceanAlex	2,3,8,51	32	Eagle Trawler	86	D	94,500	Port Gardner	88	
													30	Almar	01	TD	199,900	NWYachtnet	89	32	EagleCraft	07	D	215,900	EagleCraft	26	
													30	Arrow Cat RS	13	D	184,000	Marine Srv	43	32	Four Winns	03	TG	64,900	ElliottBay	46,48	
													30	Back Cove	16	D	Call	Bellingham	13	32	Grand Banks	71	D	57,000	WaterLine	30	
													30	Back Cove	17	D	Call	Stan Miller	11	32	Grand Banks	74	D	59,000	Stan Miller	11	
													30	Baja Outlaw	08	TG	79,000	Blackfish	32	32	Grand Banks	74	D	47,500	WaterLine	30	
													30	Bayliner	04	TG	49,500	LaConnerYS	93	32	Grand Banks	76	D	100,000	Stan Miller	11	
													30	Bayliner	06	TG	58,500	LaConnerYS	93	32	Grand Banks	78	D	69,000	West Yts	65	

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SZ	TYPE	YR	PR	PRICE	BROKER	PG
32	Grand Banks	89	D	139,000	Stan Miller	11
32	GrandBanks	70	SD	39,000	Hebert	6
32	Grandbanks	74	D	75,500	NHarborYS	91
32	Monterey	00	TG	59,950	Irwin	9
32	Nordic	01	D	169,000	BallenaBay	92
32	Nordic	07	D	239,500	BallenaBay	92
32	Nordic Tug	02	D	209,000	BallenaBay	92
32	Nordic Tug	02	D	209,000	BallenaBay	92
32	Nordic Tug	08	D	256,648	BallenaBay	92
32	Nordic Tug	08	D	256,648	BallenaBay	92
32	Nordic Tug	89	D	149,000	BallenaBay	92
32	Nordic Tug	89	D	149,000	BallenaBay	92
32	Nordic Tug	90	D	119,900	West Yts	65
32	Nordic Tugs	86	D	110,000	WaterLine	30
32	Nordic Tugs	88	D	79,000	WaterLine	30
32	NordicTug	01	D	239,000	BallenaBay	92
32	NordicTug	01	D	239,000	BallenaBay	92
32	Regal	01	TG	99,500	Hebert	6
32	Tiara	05	TD	199,900	Stan Miller	11
32	Tiara 3200	05	TD	184,900	Irwin	9
33	Bayliner	77	TG	19,900	LaConnerYS	93
33	Bayliner 3388	96	TG	59,000	NWYachtnet	89
33	Bertram	77	TG	91,000	CrowsNest	21
33	Compton	04	TD	199,900	Stan Miller	11
33	Maxum	99	TG	44,900	WaterLine	30
33	Riviera	95	TD	79,950	EmeraldPac	15
33	Silverton	07	G	139,900	EmeraldPac	15
33	Wellcraft	94	TD	52,500	LaConnerYS	93
34	Ash Benford	84	D	29,000	Port Gardner	88
34	CHB	81	D	52,500	LaConnerYS	93
34	CHB Trawler	77	D	39,750	Irwin	9
34	Fu Hwa Europa	84	D	69,900	Irwin	9
34	Glacier Bay	05	TG	199,000	ElliottBay	46,48
34	Glacier Bay	05	OB	175,000	Marine Srv	43
34	Mainship	02	D	99,000	Denison Yts	102
34	Mainship	02	D	129,000	Stan Miller	11
34	Mainship 34	09	D	163,000	WaterLine	30
34	Meridian	03	TD	119,000	Irwin	9
34	Riviera	00	OB	164,500	EmeraldPac	15
34	Sea Ray	00	TG	114,000	NWYachtnet	89
34	Sea Ray	88	TG	24,850	LaConnerYS	93
34	Sea Ray	99	TG	69,000	WaterLine	30
34	Sea Ray 340	05	TG	109,500	Irwin	9
34	Sea Ray 340	05	TG	119,500	Irwin	9
34	Sea Ray SD	87	TD	19,950	Seattle Yts	28
34	Tollycraft	70	TD	29,000	NHarborYS	91
34	Tollycraft	72	G	19,900	Marine Srv	43
34	Tollycraft	74	TG	29,900	NWYachtnet	89
34	Tollycraft	75	TG	29,900	Port Gardner	88
34	Tollycraft	87	TG	52,950	Irwin	9
34	Tollycraft	89	TG	79,500	ElliottBay	46,48
34	Tollycraft	89	TG	74,900	LaConnerYS	93
34	Tollycraft	92	TD	84,900	Irwin	9
35	Bayliner	95	TD	89,900	NHarborYS	91
35	Bounty	79	TD	99,500	Bristol	89
35	Cabo	00	TD	169,000	Stan Miller	11
35	Cabo	07	TD	329,000	Stan Miller	11
35	Cabo	94	TD	179,000	Stan Miller	11
35	Carver	00	TG	99,500	ElliottBay	46,48
35	Chapparral 350	02	TG	70,000	Signature	19
35	Everglades	13	OB	325,000	Stan Miller	11
35	Fibercraft PH	00	TD	169,000	West Yts	65
35	Monk	50	G	29,900	NWYachtnet	89
35	Tiara	01	TD	199,500	BallenaBay	92
35	Tiara	01	TD	199,500	BallenaBay	92
35	Tiara	98	TD	124,000	Irwin	9
35	TiaraOpen	00	TG	165,000	CrowsNest	21
35	Viking	78	TG	39,000	WaterLine	30
36	Albin	78	D	54,500	Port Gardner	88
36	Carver	04	TD	119,900	OceanAlex	2,3,8,51
36	Cobalt	04	TD	99,500	EmeraldPac	15
36	G Banks Class	01	TD	209,000	NWExplor	103
36	G Banks Class	90	TD	174,500	NWExplor	103
36	Grand Banks	67	TD	49,900	Bristol	89
36	Grand Banks	71	TD	40,000	ChuckHovey	27
36	Grand Banks	71	TD	34,900	Stan Miller	11
36	Grand Banks	73	TD	49,900	ElliottBay	46,48
36	Grand Banks	74	D	99,000	Swiftsure	47
36	Grand Banks	76	TD	68,800	Denison Yts	102
36	Grand Mariner	78	D	59,500	Port Gardner	88
36	Krogen Mana	86	D	139,000	BallenaBay	92
36	Lobster	91	SD	155,000	Hebert	6
36	Sabre	99	TD	199,000	NWYachtnet	89
36	Sabreline	91	TD	89,500	WaterLine	30
36	Sea Ray	02	G	39,500	Irwin	9
36	SeaRay Sun	08	TG	149,000	Port Gardner	88
36	Selene	05	D	309,000	Denison Yts	102
36	Selene	05	D	349,000	Ocean Trawler Yts	73
36	Stephens	59	G	58,717	Stan Miller	11
36	Tiara	07	TD	349,000	ChuckHovey	27
36	Universal	80	D	49,950	Bristol	89
36	Willard	63	D	88,950	NWYachtnet	89
36	Willard	69	D	135,000	WaterLine	30
37	Back Cove	11	D	459,000	Ocean Trawler Yts	73
37	Back Cove	13	D	475,000	Bellingham	13
37	Back Cove	16	D	Call	Stan Miller	11
37	bayliner	97	TD	104,900	Irwin	9
37	Bayliner 3788	98	TD	92,500	WaterLine	30
37	Bertram	89	TD	149,900	Stan Miller	11
37	Carver	93	TG	66,950	Irwin	9
37	Carver	94	TD	90,500	NHarborYS	91
37	Cobalt 373	09	TG	280,000	Signature	19
37	Cold Water	09	TD	369,000	ChuckHovey	27
37	Formula	07	TG	175,000	Stan Miller	11
37	Formula	08	TG	195,000	OceanAlex	2,3,8,51
37	Fountaine Cat	05	TD	239,500	NWYachtnet	89
37	Fountaine Paj	16	TD	497,000	Signature	19
37	Grady White	13	OB	450,000	OceanAlex	2,3,8,51
37	Hershine	79	D	65,000	BallenaBay	92
37	Marinette	81	TD	69,000	Port Gardner	88

# Bristol Yachts

NORTHWEST





40' 1983 Ocean Alexander..... \$69,950    55' 1974 Columbia Custom ..\$89,950    40' 1987 Ponderosa..... \$99,950 ..... \$53,950





26' 1983 Nordic Tug..... \$68,500    138' 1944 Livingston..... \$1,950,000    48' 1975 Maple Leaf..... \$99,500

**Bristol Yachts Northwest / 520 E. Whidbey Ave., Suite 106 / Oak Harbor, WA 98277**  
**curtis.adams6@frontier.com 360-679-6779 www.yachtworld.com/bristol/**

LISTINGS NEEDED!

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## NW yachtnet

The Northwest's Premier Yacht Broker Network

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**Tacoma Waterfront Office**  
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888-641-5901

**Lake Union Waterfront Office**  
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Seattle, WA 98109  
877-215-0559





**1984 92' Broward Flush Deck MY**  
Quality Aluminum construction,  
cruise at 16knots! **\$699,000**

**1998 70' North Star Pilothouse**  
Major upgrades done in 2008.  
WOW! **\$699,000**

**2000 Bayliner 4788**  
Over \$100,000 in upgrades  
**\$249,900**



**1994 Symbol 55' Pilothouse**  
Stabilized, water maker,  
Alaska ready! **\$299,900**

**1982/2014 48' Defever Tri-cabin**  
Boathouse kept, extensive up-  
grades. Stunning! **\$219,900**

**1999 Bayliner 4788**  
B&S Thrusters, clean and  
loaded! **\$229,700**



**45' - 47' Bayliner Pilothouses**  
1986 - 2001. Three to choose from  
starting at **\$79,900**

**2008 Meridian 391**  
380hp QSB Cummins. loaded!  
**\$284,500**

**2011 43' Fathom Element**  
Highly customized Alaska  
veteran. **\$399,900**



**1983 40' Custom LRC Trawler**  
Hawaii capable, stabilizers,  
many upgrades. **\$249,000**

**2003 Camano Troll 31**  
Boathouse kept, great  
condition! **\$119,500**

**Come see our large selection of  
quality sailboats!**





**2009 Northern Marine 65' \$2.4 Million**  
Northern Marine has a great reputation for go anywhere yachts with outstanding systems and ease of use. This 65' Northern Marine is a great example.

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**57' Northern Marine**  
2004 • \$939,000



**46' Tollycraft Custom**  
1970/2014 • \$249,000



**57' Carver 570**  
Voyager Pilothouse  
2001 • \$490,000



**41' Marquis**  
2008 • \$399,000



**42' Nordic Tug Flybridge**  
2000 • \$349,000



**37' Nordic Tug**  
2003 • \$340,000

[www.capsanteyachts.com](http://www.capsanteyachts.com)

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Trawler Row in La Conner

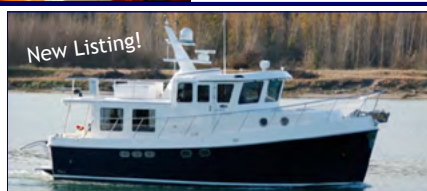


**2008 AT-41 Flybridge**  
now \$574,500

Gorgeous Flybridge American Tug 41 with companionway to the boat deck. Teak interior, 3-axis crane, Raymarine electronics. Low-hours & Super well kept. Transferrable Edmonds covered moorage!



**2011 American Tug 41 \$599,500**



**2005 American Tug 41 \$469,500**



**2006 American Tug 34 \$309,500**



**2007 American Tug 34 \$329,500**



**2007 American Tug 34 Sold!**



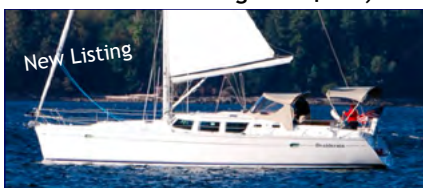
**2007 American Tug 34 \$329,500**



**2008 Nordic Tug 37 \$374,500**



**1977 Chris Craft 360 \$139,500**



**2005 Jeanneau 43 DS \$239,500**



**2004 Camano 31 now \$137,500**



**1980 Nauticat 44 now \$164,500**



**2013 Ranger Tug 31 Sold!**

SZ	TYPE	YR	PR	PRICE	BROKER	PG
37	Nordic	07	D	399,000	BallenaBay	92
37	Nordic Tug	01	D	360,000	BallenaBay	92
37	Nordic Tug	01	D	299,000	BallenaBay	92
37	Nordic Tug	03	D	369,000	BallenaBay	92
37	Nordic Tug	08	D	399,500	BallenaBay	92
37	Nordic Tug	08	D	387,500	West Yts	65
37	Nordic Tugs	02	D	299,900	NWYachtnet	89
37	NordicTug	99	D	299,000	BallenaBay	92
37	Nordic	02	D	299,000	BallenaBay	92
37	President	87	D	74,900	Seattle Yts	28
37	SeaRay Sun	90	TG	43,500	Port Gardner	88
38	Bayliner	83	TD	59,900	NWYachtnet	89
38	Bayliner	86	TD	39,900	NHarborYS	91
38	Bayliner	87	TD	39,000	Stan Miller	11
38	Bayliner 3888	84	TD	44,900	Irwin	9
38	Blackfin	97	TD	155,000	Stan Miller	11
38	Californian	77	TD	96,500	Stan Miller	11
38	Chris Craft	67	TG	34,500	Port Gardner	88
38	Golden Star	86	TD	57,500	ElliottBay	46,48
38	Hatteras	90	TD	139,000	ChuckHovey	27
38	Helmsman Traw08	D		269,000	WaterLine	30
38	Helmsman Traw08	D		269,900	WaterLine	30
38	Helmsman Traw08	D		267,400	WaterLine	30
38	Nordlund	66	D	45,000	WaterLine	30
38	Perf Trawler	83	D	115,000	BallenaBay	92
38	Sabre	15	TD	Call	Bellingham	13
38	San Juan	05	TD	424,950	Irwin	9
38	Sea Ray 380	00	TG	115,000	Irwin	9
38	Tiara	06	TD	320,000	OceanAlex	2,3,8,51
38	Trojan Sea Vo	68	TG	49,500	WaterLine	30
38	True North	07	D	339,500	ElliottBay	46,48
39	Bayliner	96	TD	97,500	West Yts	65
39	C&L Europa	80	TD	79,900	NWYachtnet	89
39	C&L Europa	80	TD	79,900	NWYachtnet	89
39	Grand Banks	06	TD	399,000	Hampton Yts	4,104
39	Hatteras	95	TD	219,000	Stan Miller	11
39	Kadey krogen	00	D	329,000	BallenaBay	92
39	KadeyKrogen	99	D	459,500	BallenaBay	92
39	KadeyKrogen	99	D	459,500	BallenaBay	92
39	Meridian 391	08	TD	184,900	NWYachtnet	89
39	Silverton	00	D	129,900	Marine Srv	43
39	Trojan	95	TD	74,500	Irwin	9
40	Bayliner	82	D	93,900	Marine Srv	43
40	Bayliner 4087	00	TD	99,900	NWYachtnet	89
40	Carver	96	TD	115,900	NWYachtnet	89
40	Eagle	00	D	199,000	ChuckHovey	27
40	Fathom	15	D	New	NWYachtnet	89
40	LRC Trawler	83	D	249,000	NWYachtnet	89
40	Nordhavn	05	D	409,000	AAA Yts	86
40	Nova	85	TD	89,500	NHarborYS	91
40	Ocean Alex	79	D	76,500	LaConnerYS	93
40	Ocean Alexand	83	TD	69,950	Bristol	89
40	Pacific Blue	79	TD	159,000	Stan Miller	11
40	Pacific Trawl	01	D	199,000	WaterLine	30
40	Ponderosa	87	TD	99,995	Bristol	89
40	Ponderosa	87	TD	121,000	NHarborYS	91
40	Puget Trawler	77	D	39,750	LaConnerYS	93
40	Puget Trawler	78	D	114,000	WaterLine	30
40	Sea Ray	07	TD	265,000	Hampton Yts	4,104
40	Sea Ray 400	03	TD	189,000	Irwin	9
40	Tiara	97	TD	217,000	NWYachtnet	89
40	Tollycraft	72	TG	64,500	West Yts	65
40	Tollycraft 40	78	TD	89,900	Irwin	9
41	Back Cove	15	D	Call	Bellingham	13
41	Eagle	14	D	Call	Seattle Yts	28
41	Maxum	00	TD	139,000	NWYachtnet	89
41	Meridian 411	04	TD	222,222	Irwin	9
41	Meridian 411	06	TD	309,000	Irwin	9
41	Mikelson	04	D	265,000	ChuckHovey	27
41	Performance T	82	D	129,900	WaterLine	30
41	President	81	TD	65,000	Irwin	9
42	Aquanaut 125004	D		249,000	NWYachtnet	89
42	Arden/Histar	87	TD	119,900	Seattle Yts	28
42	Californian	77	TD	74,000	WaterLine	30
42	Californian	78	TD	99,500	BallenaBay	92
42	CHB	81	TD	79,000	NWYachtnet	89
42	CHB	84	TD	135,000	NHarborYS	91
42	CHB Aft Cabin	87	D	125,000	WaterLine	30
42	DeFever	64	D	69,000	BallenaBay	92
42	Devlin Sockey	00	D	420,000	Marine Srv	43
42	G Banks Class	03	TD	379,000	NWExplor	103
42	G Banks Class	94	TD	269,000	NWExplor	103
42	G Banks Eurpa	79	TD	159,900	NWExplor	103
42	G Banks Eurpa	99	TD	389,000	NWExplor	103
42	G Banks MY	83	TD	189,000	NWExplor	103
42	G Banks MY	99	TD	379,000	NWExplor	103
42	Grand Banks	03	TD	499,500	Stan Miller	11
42	Grand Banks	05	TD	530,000	Stan Miller	11
42	Grand Banks	70	TD	84,900	NWYachtnet	89
42	Grand Banks	87	TD	195,000	Stan Miller	11
42	Grand Banks	98	TD	319,000	Stan Miller	11
42	Jefferson	91	TD	74,900	Port Gardner	88
42	Krogen	88	D	235,000	NHarborYS	91
42	Lien Hwa	86	TG	99,500	WaterLine	30
42	Nordic Tug	00	D	340,000	NHarborYS	91
42	Nordic Tug	05	D	440,000	West Yts	65
42	Nordic Tug	08	D	599,000	BallenaBay	92
42	Ocean Alexand	86	TD	109,900	NWYachtnet	89
42	Ocean Alexand	86	TD	119,900	NWYachtnet	89
42	Ocean Alexand	90	TD	149,000	NWYachtnet	89
42	OceanAlexandr	04	TD	249,900	ChuckHovey	27
42	Ponderosa	84	TD	98,750	WaterLine	30
42	President	02	TD	249,900	Stan Miller	11
42	Riviera	04	TD	405,000	Irwin	9
42	Sabre	16	TD	Call	Bellingham	13
42	SeaRay	90	TD	94,500	ElliottBay	46,48
42	Symbol Trwl	00	TD	199,500	West Yts	65
42	Tiara	08	TD	449,000	Stan Miller	11
43	Azimut	07	D	349,000	EmeraldPac	15
43	Bayliner	93	TD	90,000	NWYachtnet	89



SZ	TYPE	YR	PR	PRICE	BROKER	PG
43	Bayliner 4387	91	TD	125,000	WaterLine	30
43	Bayliner 4387	93	D	89,950	NWYachtnet	89
43	Cabo	02	TD	349,000	Port Gardner	88
43	Californian	84	TD	129,000	Irwin	9
43	Fathom	11	D	419,000	NWYachtnet	89
43	Helmsman Traw16	D		495,010	WaterLine	30
43	Mikelson	00	TD	329,000	Stan Miller	11
43	Mikelson	11	TD	689,000	EmeraldPac	15
43	Nordhavn	06	D	575,000	AAA Yts	86
43	OA	83	TD	129,850	Irwin	9
43	Riviera	97	TD	250,000	West Yts	65
43	Silverton	08	TD	299,000	OceanAlex	2,3,8,51
43	Tiara	07	OB	395,000	EmeraldPac	15
43	Wellcraft	91	TD	115,000	CrowsNest	21
44	Cruisers	05	TD	229,000	ElliottBay	46,48
44	Defever	83	TD	149,900	West Yts	65
44	Defever	85	TD	179,900	Irwin	9
44	Huckins	03	TD	198,000	Denison Yts	102
44	Island Gypsy	87	TD	249,000	ChuckHovey	27
44	Navigator	02	TD	290,000	ChuckHovey	27
44	Navigator	05	TD	299,950	Irwin	9
44	Nova Galaxy	88	TD	99,950	ElliottBay	46,48
44	Ocean Alexand	82	TD	79,900	NWYachtnet	89
44	Pacifica	84	TD	229,000	Stan Miller	11
44	Puget	78	D	59,900	NWYachtnet	89
44	Riva	04	TD	450,000	Irwin	9
44	Riva	05	TD	699,000	ChuckHovey	27
44	Riviera	12	TD	699,000	EmeraldPac	15
44	SeaRay	07	TD	299,000	Hampton Yts	4,104
44	Tiara	04	TD	329,000	ChuckHovey	27
44	Tiara	06	TD	349,000	EmeraldPac	15
44	Trojan 440	96	TD	139,500	Irwin	9
45	Bayliner	86	TD	199,000	Hebert	6
45	Bayliner	88	TD	129,000	Denison Yts	102
45	Bayliner	89	TD	120,000	NHarborYS	91
45	Bayliner 45PH	86	TD	134,900	NWYachtnet	89
45	Bayliner 45PH	86	TD	79,900	NWYachtnet	89
45	CHB	85	TD	148,000	Denison Yts	102
45	Chris Craft	85	TD	72,500	ElliottBay	46,48
45	Coastal Craft	07	OB	599,000	AAA Yts	86
45	Devlin	07	D	790,000	ChuckHovey	27
45	GB Eastbay	09	TD	715,000	Stan Miller	11
45	Hans Christia	88	D	359,000	AAA Yts	86
45	Sea Ray	96	TD	129,000	ChuckHovey	27
45	Silverton	05	TD	429,000	EmeraldPac	15
46	Angel	88	TD	190,000	NHarborYS	91
46	Bertram	70	TD	104,995	NHarborYS	91
46	Grand Banks	88	TD	189,000	Irwin	9
46	Grand Banks	89	TD	229,000	Irwin	9
46	Grand Banks	98	TD	395,000	Stan Miller	11
46	Maxum	00	TD	184,500	ChuckHovey	27
46	Nordhavn	01	D	459,000	AAA Yts	86
46	Nordhavn	99	D	395,000	AAA Yts	86
46	Sea Ranger	87	TD	164,000	NHarborYS	91
46	Sea Ray	87	TD	89,500	ChuckHovey	27
46	Spindrift	87	TD	135,000	ChuckHovey	27
47	Bayliner	01	TD	205,000	Hampton Yts	4,104
47	Bayliner	94	TD	249,500	CrowsNest	21
47	Bayliner	96	TD	179,000	Stan Miller	11
47	Bayliner 4788	95	TD	179,900	Premiere Yts	16,17
47	Bayliner 4788	96	TD	159,900	NWYachtnet	89
47	CHB	84	D	58,000	Stan Miller	11
47	DeFever 47	60	D	129,000	WaterLine	30
47	Diesel Duck	06	D	675,000	Denison Yts	102
47	Grand Banks	06	TD	655,000	Stan Miller	11
47	Jefferson	90	TD	169,900	NHarborYS	91
47	Journey Cat	14	TD	889,000	Ocean Trawler Yts	73
47	Lien Hwa	87	TD	179,500	ElliottBay	46,48
47	Selene	03	D	595,000	Ocean Trawler Yts	73
47	Selene	05	D	599,000	OceanAlex	2,3,8,51
47	Selene	06	D	529,500	NWExplor	103
47	Selene	06	D	629,000	Ocean Trawler Yts	73
47	Selene	07	D	639,000	AAA Yts	86
48	48 Maritimo	09	TD	699,000	Blackfish	32
48	Chris Craft	87	TD	139,000	ElliottBay	46,48
48	DeFever	82	TD	239,000	NWYachtnet	89
48	DeFever Lind	59	D	99,500	Stan Miller	11
48	DeFever PH	88	TD	167,500	Irwin	9
48	Hatteras	77	TD	199,900	NWExplor	103
48	Hatteras	89	TD	155,000	ChuckHovey	27
48	Krogen	97	D	489,000	EmeraldPac	15
48	McKinna	04	TD	398,500	ChuckHovey	27
48	McKinna	04	TD	345,000	ChuckHovey	27
48	Meridian PH	73	TD	95,500	WaterLine	30
48	Monk	70	D	45,000	Denison Yts	102
48	Navigator	09	TD	569,000	NWYachtnet	89
48	Norseman	06	TD	349,000	Stan Miller	11
48	Offshore	85	TD	155,000	Stan Miller	11
48	Offshore	91	D	349,000	Hampton Yts	4,104
48	Offshore	00	TG	385,000	Hampton Yts	4,104
48	Riviera	98	D	299,999	EmeraldPac	15
48	Sabre	17	D	Call	Bellingham	13
48	Sea Ray 480	00	TD	269,000	Irwin	9
48	Tollycraft	76	TD	109,000	ChuckHovey	27
48	Tollycraft	79	TD	219,900	Premiere Yts	16,17
48	Tollycraft	94	TD	249,000	ChuckHovey	27
48	TriStar LRC	80	D	325,000	ElliottBay	46,48
49	American Mari	73	TD	189,900	Denison Yts	102
49	Beneteau	15	TD	New	Denison Yts	102
49	GB Eastbay	02	TD	449,000	Stan Miller	11
49	Hyundai	88	TD	149,500	ChuckHovey	27
49	Meridian	08	D	395,000	EmeraldPac	15
50	Arcturos	05	TD	1.595M	CrowsNest	21
50	Bertram	88	D	315,000	EmeraldPac	15
50	Cruisers	07	TD	390,000	ChuckHovey	27
50	GrandBanks	74	SD	235,000	Hebert	6
50	McKinna 481	05	TD	399,000	Premiere Yts	16,17
50	Mikelson	97	TD	350,000	ChuckHovey	27
50	Monk-Grandy	42	TD	49,500	WaterLine	30
50	Oc Alex Sedan	89	TD	209,000	Premiere Yts	16,17

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Up galley, 3 berths.

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

### DIESEL HEAT



List with us!

1981 Bayliner 3270. Repowered in 1990, full canvas, market priced. **\$26,500**

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Alaska Veteran

2011 36' Seahorse Coot Economical, reliable Deere power, loaded! **\$265,000**

### LONG RANGE TRAWLER



Huge cockpit & walkarounds

1983 34' Californian Very clean, wide open and roomy, economical diesel power. **\$54,900**

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- High volume sales office
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- Located in Anacortes, Gateway to the San Juans
- Full services available at North Harbor Diesel and Yacht Service

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PHMY comfort.

1989 Bayliner 4588 Clean, and cruise ready. **\$134,500**

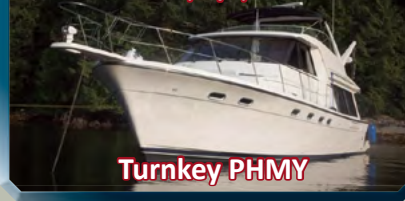
### DIAPER CLEAN



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1989 40' Defever Hard to find sport cruiser. **\$139,900**

### DIESEL HEAT, A/P, THRUSTER



Turnkey PHMY

2000 Bayliner 4788 Very clean, well maintained, PHMY comfort. **\$225,000**

### TRUCK VALUE PRICED



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2006 48' Novatec Market priced, professionally maintained. **\$312,500**

### READY TO SAIL!



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

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Huge extended cockpit

2001 Four Winns 268 Vista Super clean and affordable. **\$29,500**

1991 4200/47' Corsair Alaska veteran, super roomy and warm **\$135,000**

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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
50	Ocean Alexand	06	D	495,000	OceanAlex	2,3,8,51	56	Navigator	01	TD	369,000	Irwin	9	65	Viking	01	TD	1,895M	CrowsNest	21	25	WD Schock	07	G	39,900	Stan Miller	11
50	Riviera	13	TD	969,000	EmeraldPac	15	56	Nordhavn	09	D	1,199M	AAA Yts	86	66	Sabre	17	TD	Call	Bellingham	13	26	MacGregor	11	OB	24,500	Marine Srv	43
50	Riviera	14	TD	1,295M	EmeraldPac	15	56	Pama	05	TD	509,000	Hampton Yts	4,104	66	Selene	08	TD	2,195M	Hampton Yts	4,104	26	MacGregor/trl	01	OB	18,000	West Yts	65
50	Sea Ray 500	91	TD	99,000	Irwin	9	56	Sea Ray 560	98	TD	329,000	Irwin	9	68	Kato Bertram	81	TD	191,500	WaterLine	30	26	Seaward	16	D	112,750	Signature	19
50	Seahorse	05	D	535,000	ChuckHovey	27	57	Bayliner	97	TD	385,000	EmeraldPac	15	68	Nordlund	93	TD	899,000	OceanAlex	2,3,8,51	27	Cascade Sloop	80	D	11,000	NWYachtnet	89
50	Stephens	29	TD	199,000	ChuckHovey	27	57	Bayliner	97	TD	389,000	EmeraldPac	15	68	Tollycraft	88	TD	649,000	EmeraldPac	15	27	Catalina 275	14	D	Call	Seattle Yts	28
50	Willard	97	D	28,000	Marine Srv	43	57	Carver	01	TD	445,000	OceanAlex	2,3,8,51	68	VikingSC	01	TD	1,195M	CrowsNest	21	28	Freedom	87	D	26,000	Seattle Yts	28
51	navigator	08	TD	529,000	Irwin	9	57	Carver	02	TD	389,000	ChuckHovey	27	69	Marquis	08	TD	1,295M	Hampton Yts	4,104	28	PearsonTriton	64	D	8,900	Port Gardner	88
51	Symbol Yachtf	86	TD	199,950	Irwin	9	57	Carver	02	TD	550,000	SJYachting	25	70	Ditmar Donald	86	TD	189,000	Port Gardner	88	28	San Juan	79	D	15,500	Port Gardner	88
52	Cruisers	07	TD	399,000	OceanAlex	2,3,8,51	57	Eagle	14	TD	Call	Seattle Yts	28	70	North Star	88	TD	699,000	NWYachtnet	89	29	Cal 2-29	77	TD	14,900	Bellhaven	yn
52	Grand Banks	98	TD	729,000	Stan Miller	11	57	Grand Banks	68	TD	49,000	Stan Miller	11	70	Viking	06	TD	1,795M	ChuckHovey	27	29	CAL Jensen	73	D	15,900	Marine Srv	43
52	Hatteras	84	TD	195,000	NHarborYS	91	57	Tolly	92	TD	749,000	Hebert	6	71	AdmiralMarin	96	TD	1,199M	CrowsNest	21	29	Ericson Sloop	78	D	24,000	West Yts	65
52	Hi Star	87	D	199,000	EmeraldPac	15	57	Tollycraft	90	TD	349,850	Irwin	9	72	CheoyLee	04	TD	1,850M	CrowsNest	21	29	Gulf PH Sloop	85	D	29,500	NWYachtnet	89
52	Nordlund Pilo	70	D	114,000	WaterLine	30	57	Tollycraft	95	TD	489,000	Hampton Yts	4,104	72	Grand Banks	97	TD	850,000	Irwin	9	29	Hunter	96	OB	29,950	Signature	19
52	Ocean Alexand	91	TD	299,950	Irwin	9	58	Angel	84	TD	379,000	ChuckHovey	27	72	Monk McQueen	77	TD	599,000	AAA Yts	86	29	Beneteau	83	D	25,000	Marine Srv	43
52	Seahorse	09	D	519,000	Ocean Trawler Yts	73	58	Azimut	02	TD	599,000	ChuckHovey	27	72	viking	02	TD	995,950	Irwin	9	30	Cape Dory	83	D	42,500	Marine Srv	43
52	Sunseeker	08	TD	795,000	Hampton Yts	4,104	58	Hampton 580	08	TD	1,195M	Premiere Yts	16,17	73	Classic MY	22	D	150,000	WaterLine	30	30	Catalina	80	D	18,900	West Yts	65
52	Viking	07	TD	995,000	Stan Miller	11	58	Hatteras	78	TD	347,000	Denison Yts	102	73	CustomSteel	85	TD	1,800M	Hebert	6	30	Catalina	84	D	24,500	West Yts	65
53	Carver	98	TD	329,000	CrowsNest	21	58	Hatteras	80	TD	249,000	Port Gardner	88	73	Horizon	05	TD	1,795M	EmeraldPac	15	30	Catalina	85	D	24,500	West Yts	65
53	Eagle	14	TD	Call	Seattle Yts	28	58	Meridian	06	TD	569,000	EmeraldPac	15	74	Horizon	09	TD	2,195M	EmeraldPac	15	30	Catalina	84	D	24,500	West Yts	65
53	GB Aleutian	11	TD	1,595M	Stan Miller	11	58	Navigator	99	D	399,000	NWYachtnet	89	74	Horizon	11	TD	2,695M	EmeraldPac	15	30	Catalina	88	OB	29,900	Signature	19
53	GB Aleutian	12	TD	1,950M	Stan Miller	11	58	Riviera SY	12	D	1,495M	EmeraldPac	15	75	Kha Shing	89	D	599,000	EmeraldPac	15	30	CatalinaMKIII	03	D	539,000	Seattle Yts	28
53	Navigator	03	TD	395,000	Irwin	9	58	Viking	96	TD	495,000	ChuckHovey	27	75	McQueen	88	TD	699,000	Hampton Yts	4,104	30	Emily Cutter	99	D	14,900	Bellhaven	yn
53	Navigator	98	TD	295,000	Hampton Yts	4,104	58	West Bay	00	TD	749,000	Irwin	9	75	Titan	08	TD	2,895M	Stan Miller	11	30	Fisher PH	75	D	83,700	NWYachtnet	89
53	Pacemaker	67	TD	69,500	Port Gardner	88	58	West Bay	94	TD	499,000	Irwin	9	76	HudsAlum	72	TD	675,000	Hebert	6	30	Hunter	79	D	23,450	NWYachtnet	89
53	Selene	01	D	499,000	Hampton Yts	4,104	58	West Bay	97	TD	499,000	EmeraldPac	15	76	Monk McQueen	80	TD	325,000	Denison Yts	102	30	Islander	84	D	25,000	West Yts	65
53	Selene	07	D	829,000	Denison Yts	102	58	Westbay	99	TD	699,000	Hampton Yts	4,104	77	Nordlund	98	TD	1,695M	EmeraldPac	15	30	Jenneau	85	D	19,000	Port Gardner	88
53	Selene	07	D	899,000	Premiere Yts	16,17	59	Grand Harbor	89	D	349,500	Hampton Yts	4,104	78	Classic Tug	90	D	184,000	WaterLine	30	30	Newport	79	G	9,500	Marine Srv	43
54	Bracewell	00	TD	549,000	ElliottBay	46,48	59	Selene	07	D	1,195M	AAA Yts	86	78	Nordlund	91	TD	1,100M	ChuckHovey	27	30	Nonsuch Ultra	84	D	52,500	Signature	19
54	Eastbay GB	04	TD	725,000	ChuckHovey	27	59	Selene	08	D	1,415M	ElliottBay	46,48	78	Ocean alexand	12	TD	3,495M	OceanAlex	2,3,8,51	31	Beneteau OC	16	D	Call	Signature	19
54	Hatteras	04	TD	865,000	Stan Miller	11	60	Alaskan	00	TG	795,000	OceanAlex	2,3,8,51	78	Stephens CMY	70	TD	250,000	West Yts	65	31	Catalina 315	14	D	Call	Seattle Yts	28
54	Mediterranean	05	TD	479,000	Stan Miller	11	60	CapeFoulweath	77	TD	99,000	ChuckHovey	27	80	Cheoy Lee	06	TD	2,100M	ChuckHovey	27	31	Island Packet	88	D	62,500	Marine Srv	43
54	Ocean Alexand	10	TD	1,195M	OceanAlex	2,3,8,51	60	Compass	01	TD	449,000	AAA Yts	86	80	Horizon	15	TD	New	EmeraldPac	15	31	Pac SeaCraft	81	D	59,000	NWYachtnet	89
54	Ocean Alexand	85	TD	229,000	OceanAlex	2,3,8,51	60	Egg Harbor	86	TD	269,000	Irwin	9	80	Lazzara	97	TD	997,500	ChuckHovey	27	32	Ericson	88	D	26,000	Stan Miller	11
54	Ocean Alexand	96	TD	659,000	Denison Yts	102	60	Egg Harbor	88	TD	675,000	Stan Miller	11	84	Horizon	15	TD	5,525M	EmeraldPac	15	32	Kettenburg	37	N	49,900	Stan Miller	11
54	OceanAlexand	92	TD	399,000	CrowsNest	21	60	Hoquiam	94	TD	949,000	Hebert	6	84	VikingSC	03	TD	2,295M	CrowsNest	21	32	Kettle Creek	82	D	29,900	West Yts	65
54	OceanAlexand	96	TD	769,000	CrowsNest	21	60	Ocean Alexand	10	D	1,249M	AAA Yts	86	85	Burger	65	TD	395,000	Hampton Yts	4,104	32	Nauticat 321	02	D	159,500	Marine Srv	43
54	OceanAlexandr	10	TD	1,070M	ChuckHovey	27	60	Ocean Alexand	10	TD	1,250M	OceanAlex	2,3,8,51	85	Onetta Boat W	70	TD	897,000	Denison Yts	102	32	O'Day 322	89	D	29,900	Signature	19
54	Pama	04	D	475,000	EmeraldPac	15	60	Ocean Alexand	85	D	399,000	EmeraldPac	15	86	Cheoy Lee	98	TD	1,295M	ChuckHovey	27	33	Hans Christin	85	D	89,500	NWYachtnet	89
54	Pama	05	TD	449,000	Hampton Yts	4,104	60	Ocean Alexand	86	TD	449,000	Hampton Yts	4,104	86	Queenishp	00	TD	1,995M	AAA Yts	86	33	J/100	05	D	79,900	Swiftsure	47
54	Sabre	16	TD	Call	Bellingham	13	60	Vega	80	TD	425,000	ChuckHovey	27	88	Jones Goodell	84	TD	1,795M	Hampton Yts	4,104	33	Legendary Yac	00	D	180,000	WaterLine	30
54	Vicem	06	TD	725,000	ChuckHovey	27	60	Vic Franck/Ga	65	TD	145,000	NWYachtnet	89	88	Ocean Alexand	10	TG	3,495M	OceanAlex	2,3,8,51	33	Nauticat	84	D	82,500	Marine Srv	43
55	Fleming	02	D	1,100M	ChuckHovey	27	61	Lit. Hoquiam	81	TD	299,000	West Yts	65	90	Ocean Alexand	12	TD	5,350M	OceanAlex	2,3,8,51	33	Nauticat MS	83	D	84,500	Marine Srv	43
55	Fleming	94	TD	595,000	ChuckHovey	27	61	Navigator	02	TD	895,000	CrowsNest	21	90	Sovereign	01	TG	2,450M	OceanAlex	2,3,8,51	33	Nauticat MS	85	D	114,000	Marine Srv	43
55	Hampton	03	TD	475,000	EmeraldPac	15	61	Offshore	91	TD	475,000	Hampton Yts	4,104	90	Vic Franck	99	TD	1,495M	Denison Yts	102	33	Ben-First 10R	07	D	87,000	Signature	19
55	JonesGdell	90	TD	825,000	Hebert	6	61	Offshore	04	TD	1,200M	Stan Miller	11	92	Allseas	10	TD	7,500M	West Yts	65	34	CAL Mk III	76	D	27,500	West Yts	65
55	Prestige	14	TD	1,100M	OceanAlex	2,3,8,51	62	Blanchard	58	TD	349,000	Hebert	6	92	McQueen	84	TD	750,000	CrowsNest	21	34	CAL Mk III	76	D	32,800	West Yts	65
55	Santa Barbara	73	TD	99,000	ChuckHovey	27	62	Monk McQueen	74	TD	199,700	NWYachtnet	89	92	Stephens	77	TD	1,100M	EmeraldPac	15	34	CAL/Jen. MkII	75	D	17,400	West Yts	65
55	Sea Ranger	80	TD	299,000	ChuckHovey	27	62	Ocean Alexand	10	TD	1,395M	OceanAlex	2,3,8,51	92	Viking	16	TD	New	Stan Miller	11	34	Catalina	91	D	49,999	Seattle Yts	28
55	Seahorse	06	D	449,000	EmeraldPac	15	62	Offshore	05	TD	1,075M	EmeraldPac	15	92	Transworld	03	TD	1,980M	Hampton Yts	4,104	34	Catalina	91	D	49,999	Seattle Yts	28
55	Symbol	94	TD	309,000	NWYachtnet	89	63	Hatteras	87	TD	400,000	OceanAlex	2,3,8,51	98	Broward	82	D	895,000	EmeraldPac	15	34	Irwin Citat	82	D	27,900	NWYachtnet	89
55	Carver	04	TD	399,000	OceanAlex	2,3,8,51	63	SeaRay	92	TD	349,000	CrowsNest	21	101	Hargrave	10	TD	6,350M	Hampton Yts	4,104	34	Jeanneau	00	D	89,900	Marine Srv	43
56	Jenkins	13	D	810,000	ChuckHovey	27	64	Grand Alaskan	01	TD	959,000	SJYachting	25	110	Horizon	12	TD	8,800M	EmeraldPac	15	34	Jeanneau 349	16	D	175,427	Marine Srv	43
							64	Northern	98	TD	2,595M	Hebert	6	116	Transworld	14	TD	6,995M	Hampton Yts	4,104	34	Jeanneau 349	16	D	164,989	Marine Srv	43
							64	West Bay	05	TD	1,295M	OceanAlex	2,3,8,51	125	Boeing of Can	30	D	1,650M	EmeraldPac	15	34	Panda	84	D	59,000		



SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
38	CT Cutter	78	D	59,000	ChuckHovey	27	47	Vagabond	79	D	134,950	WaterLine	30
38	Hodgdon Bros.	78	D	95,000	Denison Yts	102	47	Vagabond	83	D	175,000	BallenaBay	92
38	Kettenburg	54	D	16,000	Port Gardner	88	47	Vegabond K	81	D	127,900	Seattle Yts	28
38	Marina Berth	95	N	28,000	WaterLine	30	48	Arthur Tiller	41	D	59,900	Marine Srv	43
38	Nauticat	80	D	96,000	Marine Srv	43	48	C&C	73	D	248,000	Swiftsure	47
38	Nauticat	82	D	98,000	Marine Srv	43	48	Cal	66	D	51,000	Marine Srv	43
38	Nauticat	85	D	139,000	Marine Srv	43	48	Maple Leaf	75	D	99,500	Bristol	89
38	Nauticat	85	D	149,900	NHarborYS	91	48	Oceanis	16	D	Call	Signature	19
38	Nauticat 38	01	D	269,000	Marine Srv	43	48	Swan	72	D	90,000	Swiftsure	47
38	Ohlson	71	D	23,900	Tradewind	sss	48	Tayana	93	D	275,000	Swiftsure	47
38	Sabre	07	D	249,900	Signature	19	48	Tayana DS	12	D	529,500	Seattle Yts	28
38	Shannon Ketch	81	D	96,000	NWYachtnet	89	49	Beneteau OC	07	D	270,000	Signature	19
38	TaShing Panda	78	D	79,500	ElliottBay	46,48	49	Fife 8 Metre	29	N	250,000	Swiftsure	47
38	TaShing Panda	86	D	148,900	NWYachtnet	89	49	Jeanneau49P	07	D	349,500	Marine Srv	43
39	Beneteau	90	D	79,000	West Yts	65	49	Outremer	12	TG	799,000	Swiftsure	47
39	Cal	78	D	69,900	Signature	19	49	Reinke 15m	96	TD	160,000	WaterLine	30
39	HallbergRassy	00	D	259,000	Swiftsure	47	50	Celestial PH	96	D	199,000	Swiftsure	47
39	HallbergRassy	01	D	265,000	Swiftsure	47	50	Dubbel	89	D	285,000	Swiftsure	47
40	Abaco	15	D	919,941	ChuckHovey	27	50	Farr	85	D	119,000	Marine Srv	43
40	Beneteau OC	11	D	189,900	Signature	19	50	Valiant	02	D	529,500	NWYachtnet	89
40	Catalina	05	D	195,000	ElliottBay	46,48	51	Alden Skye	80	D	198,500	Marine Srv	43
40	CS Yacht	88	D	89,500	Marine Srv	43	52	Irwin	85	D	179,000	Port Gardner	88
40	Hinckley	70	D	169,500	ElliottBay	46,48	52	Tayana	90	D	279,500	Seattle Yts	28
40	Hunter	94	D	80,000	ElliottBay	46,48	53	Spencer PH	78	D	170,000	Swiftsure	47
40	Jonmeri	86	D	129,000	Swiftsure	47	54	CT	85	D	220,000	Tradewind	sss
40	Lagoon 400	10	D	398,500	Marine Srv	43	54	Jeanneau	16	D	652,789	Marine Srv	43
40	Pilothouse	46	D	12,000	Bristol	89	54	Mason CC	90	D	312,000	Signature	19
40	S&S Loki Yawl	53	D	69,000	ElliottBay	46,48	55	ChristensenPH	02	D	299,000	Marine Srv	43
41	Alden	99	D	194,500	NWYachtnet	89	55	Columbia	74	D	89,950	Bristol	89
41	Beneteau OC	13	D	265,000	Signature	19	56	Herreshoff	56	D	215,000	WaterLine	30
41	Cheoy Lee	77	D	89,500	WaterLine	30	57	Skookum	82	TD	299,000	WaterLine	30
41	CooperPH	81	D	89,900	BallenaBay	92	60	Farr 60PH	97	D	675,000	Swiftsure	47
41	CooperPH	81	D	89,900	BallenaBay	92	64	Lucander	05	D	120,000	Bristol	89
41	CT PH Ketch	76	D	39,900	NWYachtnet	89	64	Roberts PH 64	88	D	298,000	Marine Srv	43
41	Hanse 411	04	D	159,000	Swiftsure	47	73	German Frers	87	D	700,000	Denison Yts	102
41	hunter 410	98	D	109,900	Signature	19							
41	Hunter DS	05	D	159,900	Signature	19							
41	Hunter DS	09	D	179,900	Signature	19							
41	Isl. Freeport	77	D	62,500	West Yts	65							
41	Jeanneau 419	16	D	265,869	Marine Srv	43							
41	Passport 41C	90	D	175,000	ElliottBay	46,48							
41	Rhodes Bounty	59	D	29,500	WaterLine	30							
41	S&S Yawl	60	D	185,000	Swiftsure	47							
41	Tartan	73	D	49,000	Bristol	89							
42	Beneteau	83	D	87,500	Marine Srv	43							
42	Beneteau OC	07	D	159,900	Signature	19							
42	Cascade	79	D	49,500	Seattle Yts	28							
42	Catalina	05	D	25,000	Bristol	89							
42	Endeavour	88	D	60,000	NWYachtnet	89							
42	J Boat J/42	00	D	189,500	Stan Miller	11							
42	Jeanneau 42DS07	04	D	219,500	Marine Srv	43							
42	Nauticat PH	04	D	439,500	Marine Srv	43							
42	Person	80	D	85,000	NHarborYS	91							
42	Roberts PH	94	D	141,000	Swiftsure	47							
42	Spencer Sloop	66	D	34,900	NWYachtnet	89							
42	Valiant	08	D	432,500	BallenaBay	92							
42	Valiant	08	D	432,500	BallenaBay	92							
42	Valiant 42	93	D	209,000	Marine Srv	43							
43	Atkins Custom	02	D	199,950	Tradewind	sss							
43	HallbergRassy	04	D	425,000	Swiftsure	47							
43	Hans Christia	79	D	60,000	WaterLine	30							
43	Jeanneau 43DS05	05	D	214,500	Marine Srv	43							
43	Kettenburg	65	D	42,000	Tradewind	sss							
43	Mason	84	D	132,500	Seattle Yts	28							
43	Nauticat	83	D	130,000	West Yts	65							
43	Perry	77	D	240,000	Swiftsure	47							
43	Schucker 430	79	D	62,500	WaterLine	30							
43	Tartan	10	D	219,500	Marine Srv	43							
43	Wauquiez	00	D	259,500	Marine Srv	43							
44	Brewer PH	87	D	124,000	Marine Srv	43							
44	Bruce Roberts	81	D	69,000	WaterLine	30							
44	Catalina 445	14	D	Call	Seattle Yts	28							
44	Fantasi PH	04	D	429,000	Swiftsure	47							
44	J/44	91	D	159,000	Swiftsure	47							
44	Nordic	80	D	124,500	ElliottBay	46,48							
44	Norseman	83	D	169,000	ChuckHovey	27							
44	Norseman	83	D	169,000	ChuckHovey	27							
44	Norseman	86	D	179,500	ChuckHovey	27							
45	Beneteau O	15	D	Call	Signature	19							
45	Beneteau OC	14	D	359,950	Signature	19							
45	Catalina	10	D	289,900	Stan Miller	11							
45	Hardin	81	D	146,500	NWYachtnet	89							
45	Hardin	83	D	60,000	ElliottBay	46,48							
45	Hunter Legend	86	D	69,800	Marine Srv	43							
45	Jeanneau DS	10	D	294,500	Marine Srv	43							
45	Lagoon	12	D	549,500	Marine Srv	43							
45	Nauticat 40+5	85	D	235,000	Marine Srv	43							
45	Waterline	95	D	279,000	Swiftsure	47							
46	Amazon CC	92	D	225,000	Swiftsure	47							
46	Beneteau	09	D	299,000	Ocean Trawler Yts	73							
46	Cal 2-46	74	D	97,500	WaterLine	30							
46	Hunter	01	TD	169,900	ChuckHovey	27							
46	Jeanneau	00	D	198,500	Marine Srv	43							
46	KellyPeterson	87	D	189,950	Signature	19							
46	Norseman	89	D	225,000	Swiftsure	47							
46	Outbound	08	D	498,500	Swiftsure	47							
46	Swan	84	D	275,000	Swiftsure	47							
46	Tayana PH	13	D	574,021	Seattle Yts	28							
47	Beneteau 473	06	D	245,000	Marine Srv	43							
47	Custom PH	04	D	450,000	Seattle Yts	28							
47	Gulfstar MS	81	D	139,900	NWYachtnet	89							
47	Hunter	07	D	275,000	Denison Yts	102							

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**40' OCEAN ALEXANDER 1979**, S/120 Lehman, 1.5 gph, 13'8" beam, Radar, AP, 2000W inverter, great condition, asking **\$76,500**



**40' PUGET TRAWLER 1977**, S/120 Lehman, 2 gph at 6.5 knots, 24-mi radar, AP, Espar diesel, 7.5kW gen, anchor windlass, asking **\$49,500**



**34' SEA RAY EC '88**, T/7.4L IB's, 2011 remans, 11'11" beam, windlass, 5kW Kohler, radar/GPS combo, reverse air, REDUCED **\$24,850**



**34' CHB TRAWLER 1981**, total rebuild on 120 Lehman, GPS, radar, diesel heat, stern thruster, anchor windlass, asking **\$52,500**



**34' TOLLYCRAFT SEDAN 1989**, T/454 IB's, low hrs, wide beam, color GPS, inverter, 10' dinghy, 15hp OB, super clean, asking **\$74,900**



**33' WELLCRAFT 1994**, T/3116 Cat diesels, 1800W inverter, Yanmar generator, Radar, GPS, super cool, asking **\$52,500**



**32' BAYLINER 3288 1991**, T/150 Hino's, GPS, 2000W inverter, windlass, PSS seals, s/s risers, 2400 hrs, super clean. **\$37,500**



**32' CHEOY LEE SEDAN 1981**, 2005 85hp diesel engine, 12' beam, AP, GPS, radar, 2000W inverter, dark green hull, asking **\$38,500**



**30' TOLLYCRAFT SEDAN 1985**, T/Crusaders, wide beam, handsome lines, Hot Box cabin heat, anchor windlass, asking **\$29,900**



**30' BAYLINER 305 SB 2006**, Clean! 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 V/O's, man/risers 2014, Radar/GPS, anchor windlass, tender, outboard, asking **\$49,500**





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Ballena Bay Yacht Brokers  
Marina Village Yacht Harbor  
Oakland Yacht Club  
Pacific Yacht Imports  
Richard Boland Yachts  
West Marine

**ANTIOCH**  
Twin Rivers Insurance

**CHULA VISTA**  
Chula Vista Marina

**CORONADO**  
Coronado Cays Yacht Club

**EMERYVILLE**  
Rubicon Yachts

**EUREKA**  
Englund Marine  
Ship Shop

**FAIR OAKS**  
Sterling Associates

**LONG BEACH**  
West Marine  
Stan Miller

**MARINE DEL REY**  
Blue Pacific Boats

**NEWPORT BEACH**  
Crow's Nest Yachts  
Chuck Hovey Yachts  
Factory Direct Yachts  
Ocean Alexander Yachts  
Orange Coast Yachts  
Sailing Pro Shop  
Stan Miller  
West Marine

**OXNARD**  
Channel Islands Harbor Marina  
Vintage Marina

**SAN DIEGO**  
All The Kings Flags  
Crow's Nest Yachts  
Downwind Marine  
Fraser Yachts  
Marine Exchange/Sailing Supply  
Seabreeze Ltd.  
Stan Miller  
Sunshine Coast Yachts  
West Marine

**SAN FRANCISCO**  
City Yachts  
Oyster Cove Marina  
West Marine

**SAN RAFAEL**  
Marin Yacht Club  
Rubicon Yachts  
Windjammer Yacht & Ship

**SANTA BARBARA**  
Santa Barbara Yacht Sales

**SAUSALITO**  
Marotta Yachts  
Oceanic Yachts  
West Marine

## ADDITIONAL

### WEST MARINE STORES

Dana Point  
Marina Del Rey  
Oakland  
Orange  
Palo Alto  
Redding  
Sacramento  
San Carlos  
San Pedro  
Santa Cruz  
South San Francisco  
Stockton  
Ventura

## FLORIDA

**DUNEDIN**  
Ross Yacht Sales

**VENICE**  
Venice Youth Boating Assoc

## COLORADO

**HIGHLANDS RANCH**  
West Marine

## HAWAII

**HONOLULU**  
West Marine

**KO OLINA**  
Ko Olina Marina

## IDAHO

**BAYVIEW**  
Bitter End Marina

**COEUR D'ALENE**  
Yacht Club Sales & Service

## ILLINOIS

**NORTHBROOK**  
Valve Tech

## MONTANA

**DAYTON**  
Dayton Harbor Yacht Club

## OREGON

**ASTORIA**  
Astoria Mooring Basins  
Englund Marine  
Pier 39

**CHARLESTON**  
Englund Marine

**CRESCENT CITY**  
Englund Marine

**EUGENE**  
The Sailing Center  
Eugene Yacht Club

**MEDFORD**  
Collins Sailing Center

**NEWPORT**  
Embarcadero Resort & Marina  
Port of Newport - South Beach

**PORTLAND**  
Channel Marine  
Columbia Crossing  
C Donaldson Marina  
Fred's Marina  
Hayden Island Yacht Center  
Inflatable Boat Center  
Irwin Yacht Sales  
Marine Land  
Marine Tech  
McCuddy's Marine  
Northwest Inflatable Boats  
Oregon Yacht Sales  
Passion Yachts  
Portland Yacht Club  
Rocky Pointe Marina  
Rodgers Marine Electronics  
Rose City Yacht Club  
Royal Marine Sales  
Sailboats Of Oregon  
Salpore Bay Marina  
Schooner Creek Boat Works  
Sextons Chandlery  
Tye Yacht Club  
Vercoe Yachts  
West Marine (2)  
Yacht Spot

**SALEM**  
Dennis' Boat Shop

**SCAPPOOSE**  
Channel Marine Services

**ST HELEN'S**  
St. Helens Marina

**UMATILLA**  
Umatilla Marina & RV Park

**YACHATS**  
Dublin House

## UTAH

**WEST VALLEY CITY**  
FCI Watermakers

## WASHINGTON

### SEATTLE

**BALLARD**  
Alaska Diesel Electric  
All Aboard Upholstery  
AMC Clifftus  
Ballard Inflatable Boats  
Ballard Mailbox  
Ballard Marine  
Canal Boatyard  
Canvas Supply

## WASHINGTON -Cont'd

Captain's Nautical Supply  
Coastal Marine  
CSR  
Deli Market  
Hattan Inc  
Haynie Insurance  
Kam Gear  
Lunde Marine Electric  
Marine Engine/Repair  
Maritime Brewing  
Nikerson  
North Lights  
Pacific Fishermans Shipyard  
Pacific Marine Fiberglass  
Pats Marine Engine  
Salmon Bay Café  
Sloop Tavern  
Sure Marine  
Volvo Penta  
WesterN Fire & Safety

**BOAT STREET**  
Always Perfect Upholstery  
Wolfe Marine

**EASTLAKE/FAIRVIEW**  
Chandler's Cove  
Chuck Hovey Yachts  
Center For Wooden Boats  
Crow's Nest Yacht Sales  
Emerald Pacific Yachts  
Irwin Yacht Sales  
Lake Union Sea Ray  
Northwest Yacht Brokers Ass.  
Ocean Alexander  
Pete's Grocery  
Tye Yacht Club

**BELLVUE/EASTSIDE**  
Bellevue Financial  
Eastside Marine Brokerage  
Harbor Village Marina  
Kenmore Air Harbor  
Kirkland Yacht Club  
MaydenBauer Bay Yacht Club  
Newport Yacht Club  
Seattle Boat Company  
Seattle Watersports  
West Marine  
Yarrow Bay Marina

**NORTHLAKE**  
Dunato's  
Fisheries Supply  
Gallery Marine  
Gas Works Park Marina  
High Seas Technology  
Marine Sanitation  
Mariner's General Insurance  
Northwest Marine Trade Ass.  
North Sails  
Ocean Alexander  
Pacific Maritime Title  
Seacraft Yacht Sales

**SHILSHOLE/BALLARD**  
Corinthian Yacht Club  
Ballard Sails  
Ballard Sails and Yacht Services  
Dockside Solutions  
Marina Office  
Sail Northwest  
Sailboats at Shilshole  
Seattle Yachts  
Seaview Boatyard  
Signature  
Way Pointe Marine  
West Marine  
Windworks

**WESTLAKE**  
Boathouse Deli  
Robinson-Maurer-Welts Ins  
Denison Yacht  
Herbert Yachts  
Hidden Harbor Yachts  
Kenmore Air  
Marine Service Center  
Morrison's Fuel  
Scan Marine  
Selene Seattle  
Selene Yacht Sales & Services  
Signature Yachts  
Smart Plug Systems  
Sundance Yachts  
Swiftsure Yachts  
Waterline Boatshed  
Westlake Deli & Grocery

**NICKERSON**  
The Electric Boat Company  
MER Equipment  
Pat's Marine Engines  
Redden Marine  
Rich Haynie Insurance

**FISHERMAN'S TERMINAL COMMODORE WAY**  
Care Free Boat Club  
Chinooks  
Lockhaven Marina  
Miller/Miller  
Salmon Bay Marine  
Seattle Marine/Fishing Supply  
Terminal Lunch Room  
Terminal Office  
The Station

**SALMON BAY MARINE CENTER**  
Stan Miller Yachts  
Fraser Yachts  
MER Equipment  
S3 Maritime  
Salmon Bay Development Corp  
Seawide Distribution  
Westport Yacht Sales

## WASHINGTON -Cont'd

**ELLIOTT BAY**  
Elliot Bay Yacht Sales  
Emerald Harbor  
Marina Office  
Boat Insurance  
Nordhaven

**MISCELLANEOUS**  
Cascade Engine Center  
Lakewood Marina  
Leschi Sailboat Moorage  
Queen City Yacht Club  
Ranger Tugs  
Seattle Yacht Club  
Sorensen Marine  
South Park Marina  
West Seattle Yacht Club

**ANACORTES**  
AAA Yacht Finders  
ABC Charters  
Anchor Yachts  
Anacortes Marina  
Anacortes Marine Insurance  
Anacortes Yacht Brokerage  
Anacortes Yacht Charter  
Banana Belt Boats  
Cap Sante Boathaven Office  
Cap Sante Marine  
Marine Servicenter  
Marine Supply & Hardware  
Nordic NW Yachts  
North Harbor Diesel  
North Island Boat  
NW Career Academy  
Northwest Yachts Skyline  
Pacific Marine Center  
Ship Harbor Charters  
Skyline Deli  
Skyline Marina Office  
Tom N Jerry's  
Twin Bridges Marina  
West Marine  
West Yachts

**BAINBRIDGE ISLAND**  
Dockside at the Wharfside  
Doc's Marina Grill  
Eagle Harbor Books  
Eagle Harbor Marina  
Eagledale Moorings  
The Harbour Pub  
Winslow Wharf Marina Office  
Parfitt Way Chandlery

**BELLINGHAM**  
Alaska Ferry Terminal  
Bellhaven Marine  
Bellingham Yacht Club  
Bellingham Yacht Sales  
Bellweather Boat Launch  
Colony Wharf Boat Yard  
Squalicum Harbor Office  
Marina Gate 12  
Northwest Explorations  
Pacific Marine Exchange  
San Juan Sailing  
Seaview Boatyard  
Web Locker Deli  
West Marine

**BLAINE**  
Blaine Harbor  
Blaine Marine Services  
Diamond Yacht Sales  
Semiahmoo Marina  
Visitor Information Office  
Western Yacht Systems  
West Marine

**BREMERTON**  
Bremerton Yacht Club  
Port Washington Marina  
West Marine

**BRINNON**  
Pleasant Harbor Marina  
Home Port Marina

**BROWNSVILLE**  
Brownsville Marina  
Port of Brownsville

**DES MOINES**  
Classic Yachts  
CSR Marine  
Des Moines Library  
Des Moines Marina  
Des Moines Yacht Club

**EDMONDS**  
Edmonds Post Office  
Edmonds Smoke Shop  
Edmonds Yacht Sales  
Firdale Market  
Harbor Inn  
Harbor Square Athletic Club  
Harbor Square Professionals  
Pancake Haus  
Port of Edmonds  
Port Office of Edmonds  
Prime Marine Supplies  
Ranch 99 Market

**EVERETT**  
All Ocean Services  
Bayside Marine  
Bob's Beef & Brew  
Cross Water Yacht  
Dagmars Launching  
Everett Yacht Club  
Harbor Marine  
Inn at Port Gardner  
John's Sporting Good  
Kama'aina Grindz  
Karl's Bakery  
Mikies Drive-in

## WASHINGTON -Cont'd

Milltown Sailing  
One Stop Deli  
Performance Marine  
Port Gardner Yachtbrokerage  
Port of Everett  
Providence Hospital  
S & S Deli  
Shell Express Market  
West Marine  
Westernco Donuts  
Xfinity Arena

**FEDERAL WAY**  
Quartermaster Marina

**FIFE**  
West Marine

**GIG HARBOR**  
Arabella's Landing  
Emerald Yachts  
Gig Harbor Yacht Sales  
Gig Harbor Boat Works  
Gig Harbor Sailing Club  
Harbor Homes Design  
Harborview Marina  
Lighthouse Marine  
Murphy's Landing  
Ship to Shore Marine Supply  
Sunset Yachts  
Tides Tavern  
West Marine

**ILWACO**  
Englund Marine  
Port Of Ilwaco

**KENNEWICK**  
Clover Island Yacht Club

**KEYPORT**  
Keypoint Mercantile

**KINGSTON**  
Kingston Marina Office  
Kingston Yacht Club

**LACONNER**  
Boater's Discount Marine  
LaConner Fuel Dock  
LaConner Marina Office  
LaConner Maritime Services  
LaConner Yacht Sales

**LANGLEY**  
Langley Clock & Gallery  
Port of South Whidbey

**LONGVIEW**  
Longview Yacht Club  
Willow Grove Marina

**LYNNWOOD/BOTHELL**  
Factory Donuts  
H Mart  
Henry's Donuts  
Lynnwood  
Manor House  
Moe's Market  
Old Country Buffet  
Park & Ride  
Rose's Shell  
Silver Horde Fish  
Ted's Sports Center  
Whole Foods

**MARYSVILLE**  
Astro-Mary Mini Mart  
RV & Marine Supply  
Boatland USA

**MILL CREEK**  
Shell Express Market

**MT VERNON**  
Sunchaser Yachts

**NINE MILE FALLS**  
Harborside Yachts

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

**OLYMPIA**  
Capital City Yachts  
Flagship Maritime Training Ctr.  
Motor Boat Mart  
Olympia Yacht Club  
Swantown Marina & Boatworks  
U.S. Marine Sales  
West Bay Marina  
West Marine

**PASCO**  
Columbia Marine Center  
Richland Yacht Club

**POINT ROBERTS**  
Point Roberts Marina Resort  
West Wind Marine

**POULSBO**  
Bay Marine  
Liberty Bay Marina  
Longship Marine  
Port of Poulsbo  
Poulsbo Yacht Club  
Gig Harbor Yachts of Poulsbo  
That's-A-Some Italian Ristorante  
Tradewind Yachts

## WASHINGTON -Cont'd

**PORT ANGELES**  
Mariner Yacht & Boat Sales  
Platypus Marine  
Port Angeles Yacht Club  
Port Book & News  
Waypoint Electronics  
Westport Yacht

**PORT HADLOCK**  
Flagship Grill  
NW School of Wooden Boat  
Building  
Port Hadlock Inn

**PORT LUDLOW**  
Port Ludlow Marina

**PORT ORCHARD**  
Dockside Sails & Service  
Kitsap Marina  
Port Orchard Marina  
Port Orchard Marine Railway  
Port Orchard Yacht Sales  
Port Orchard Yacht Club  
Ship to Shore Marine Supply  
Suldans Boat Works  
Sinclair Inlet Marina  
The Swim Deck Gastro Pub

**PORT TOWNSEND**  
Admiral Ship & Supply  
Blue Moose Cafe  
Doc's Marina Grill  
Edensaw Woods  
Hasse & Co. Sails  
Boat Haven Marina Office  
Marine Exchange  
Point Hudson Marina Office  
Port Townsend Rigging  
SEA Marine  
Shipwright's Co-op  
Shoreline Marine Diesel  
Sound Sails  
West Marine  
Wooden Boat Foundation

**RICHLAND**  
Richland Yacht Club

**SAN JUAN ISLANDS**  
Cascade Bay Cafe  
Deer Harbor Boat Works  
Deer Harbor Marina  
Friday Harbor Yachts  
Island Marine Center  
Jensen Marine  
Kings Marine  
Orcas Store  
Port Of Friday Harbor  
Rosario Resort  
Roche Harbor Store  
Shipyard Cove Marina  
Tanbark Marina  
The Toy Box  
West Sound Marina  
West Sound Marina

**SEAVIEW**  
Bennett Boats

**SEQUIM**  
John Wayne Marina

**SHELTON**  
Jerrrel's Cove Marina  
Northwest Powersports  
Shelton Marina

**SPOKANE**  
Harborside Yachts  
Jimmy's News Express  
West Marine

**TACOMA**  
Breakwater Marina  
Chinook Landing  
Citadel Marine Center  
Crow's Nest Marina  
Day Island Boat Works  
Day Island Marina  
Day Island Yacht Club  
Delen Docks  
Dock Street Marina  
Foss Waterway Marina Store  
Hyatt's Harbor Services  
Hylebos Marina  
J & G Marine Supply  
Modutech Marine  
Narrows Marina  
NorthwestBoatNet.com  
Northwest Yachtnet  
Point Defiance Boathouse  
Puget Sound Sailing  
Tacoma Yacht Club  
Tye Yacht Club  
West Marine Products  
Woody's Wharf

**UNION**  
Alderbrook Marina

**WESTPORT**  
Englund Marine

## CANADA

**CAMPBELL RIVER**  
Ocean Pacific Marine

**COAL HARBOR**  
Grand Yachts  
Wright Mariner Supply

## CANADA - Cont'd

**VANCOUVER**  
Blackfish Marine  
Blue Pacific Yacht Charters  
Bonnie Lee Charters  
Royal Vancouver YC (Stanley)  
Burrard Marina  
Cooper Boating  
False Creek Fuels  
Fraser Yacht Sales  
Jericco Sailing Club  
Mt Seymour Yachts  
Roton Industries Ltd.  
Royal Van Yacht Club  
Specialty Yachts  
Stamps Landing Yacht Club  
Vancouver Rowing Club  
West Marine  
Yacht Sales West

**RICHMOND**  
Bridgeport Marina  
Chevron Gas Barge  
New West Quay  
Nikka Ind.  
Platinum Marine  
Richmond Yacht Club  
River Rock Casino Resort Marina  
Shelter Island Marine  
Story Book Country Bread  
Vancouver Marina  
Wolff Marine Supply

**LADNER**  
Ladner Yacht Club  
Massey's Marine

**NORTH VANCOUVER**  
Burrard Yacht Club  
Calibre Yachts  
Marisol Marine  
Martin Marine  
Pro-Tech Yacht Services  
Sea Boats

**WEST VANCOUVER**  
Sewells Marina  
Thunderbird Marine  
West Van Yacht Club  
Olive & Anchor

**SUNSHINE COAST**  
B & J, Halfmoon Bay  
Bittersend Marine, Gibsons  
Gibson's Yacht Club  
Jervis Marine  
Petro Can, Madierra Park  
Secret Cove Marina  
Union Steamship Marina  
Village Store, Gibsons

**SURREY**  
Crescent Beach Marina

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

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

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

**DUNCAN**  
Cowichan Bay Marina

**NANAIMO**  
Anchorage Marina  
Charles David Yachts  
Petro Can  
Palms Harborside Marina  
Nanaimo Yacht Club  
Stone's Marine Center

**NANOOSE**  
Schooners Cove Yacht Club

**PARKSVILLE**  
Pacific Boat Brokers

**FRENCH CREEK HARBOUR**  
French Creek Marine

**ESQUIMALT**  
CFSA  
Goldstream Boathouse  
Goldstream Store  
Metchosin Country Store



# CLASSIFIEDS

## SAIL



**72' GEARY/BLANCHARD SCHOONER "RED JACKET"**. Own a piece of NW history! Lovingly refurbished and maintained. Named one of the 100 greatest sailing yachts of N America '93. Tradewind Yachts 360-697-400. **S370-10**



**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. **S360-2**



**1986 ERICSON 32**. Rebuilt diesel, 21 hrs. 6'3 headroom, dodger, espar, cng stove and oven[safer], shaft seal, Campbell prop, cockpit speakers, full batten main, lazy jacks. **\$36,000 Can. More Info. montyembree@gmail.com S365-7**



**HINCKLEY 38**. Beautiful Sparkman and Stephens design, fiberglass hull, fin keel, 1970. Gorgeous mahogany interior, sails like a dream, beautiful brightwork. North main and genoa, Hood spinnaker, Harken furler, ST Lewmar winches, all rope halyards, 4-107 Westerbeke, Ideal windlass, deck wash, Gel house bank + AGM starting battery, dual Xantrex chargers, Adler-Barbour refrigeration, hot/cold running water, shower with sump pump, EchoMax, LED tri-color, Furuno radar, Garmin 740s color plotter at helm, Standard Horizon VHF with remote mic, Alpha auto pilot, ST-60 instruments, holding tank, individual covers for all exterior teak, full cover for winter. **P556-8**

## POWER



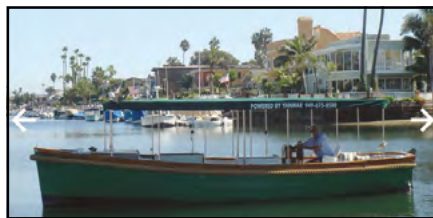
**35' MARINER/HELMSMAN 2007 DEMO**, 380 hp. Cummins, bow & stern thrusters, gen set, inverter, 2 refers, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. **Bring Offers: www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-10**



**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**



**44' Puget Trawler**, '79 Owner Anxious to Down Size. Two Cabin/Head. Single diesel with Bow Thruster. New Motor/Trans 2010-2012, 400 hours. RIB dinghy & OB. Kept under cover. **P531-5**



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



**THE RINKER 250 FIESTA VEE** is fully equipped and trailerable at a beam of 8'6" (no trailer). LOA: 27'1" Beam: 8'6" Draft: 3' Weight: 6350 lbs. Fresh water capacity: 33 gal. Fuel capacity: 75 gal Includes 8' dinghy with Weaver davits, camper canvas, and Heater Craft heater in salon and cockpit. Moored under cover in fresh water at Tillicum Marina Lake Union. Moorage is transferable. Yacht Certified. **\$27,000. claimco@comcast.com P565-10**



**31' CAMANO TROLL - 2004** New listing, this one shows very well and has been well cared for by the third owner. Volvo Penta 200HP with 1030 hrs, bimini for flybridge and cockpit, canvas for flybridge and front windows, Webasto diesel forced air heat, Vacuflush head, propane cooktop/oven, dinghy with 8HP Honda and Seawise davit, Raymarine GPS / Chartplotter / Pilot, AIS, laptop with Coastal Explorer. **\$128,500 San Juan Yachting 800-677-7245 Bellingham, WA brokerage@sanjuanyachting.com P569-10**



**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. **\$59,500.00. 360-720-4480 P409-9**



**CRUSIERS VILLA VEE 29' 1978** Updated exterior/interior, twin gas direct drive, flybridge sport fish. Lifetime under cover, excellent condition, chart plt, 2VHF, 2 dpth, radar, bridge & ckpt canv, 2 brn prop stv, refig, micro, cat heat, elec-trasan, 650 amp hr hse, bat, Hart 2000 invt, Link 10, Bruce anch, 120' chn, 120' line, windls. Cabin set as sitting room, sleeps 4. Great retirement fishing boat. **\$15,400 425 746 4272 P542-9**



**1990 15 ft. Arima w/60 Hp.** Johnson, VHF, GPS, Fish Finder, Depth Finder and equipped for two down riggers. Dual batteries, new tires on Caulkin trailer. **\$5500.00 contact Anacortes WA 360-293-3586. P551-8**



**65' EX ARMY T-BOAT #478 "T-SARGE"**. Sea of Cortez, MX. **\$88,000**. All steel, Detroit 12V71, complete rewire, Furuno electronics, great galley, open salon/opening skylight, huge cargo hold, needs deck work. Cruising to Puerto Penasco for haul-out at steel boatyard, 3.5 hour drive from Tucson. **Steal at \$88,000. Contact Clint at (360) 316-1180 or clintanddebbie@hotmail.com P557-9**



**2000 37' BAYLINER**. Twin Diesels, 2 state rooms 2 helm model. Full flybridge enclosure, Gen Set, inverter, vacuum flush, much more. One Owner. **\$137,500. 206-824-3715. P532-6**

**REMINDER**  
The deadline for Classified Ads is the 5th each month.

## 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 business directory ad per column inch. Four inches maximum.

Ads may be placed online at [www.nwyachting.com](http://www.nwyachting.com), by mail or email. Visa/MC accepted. Payment must accompany ads.

**THE DEADLINE FOR CLASSIFIED ADS IS THE 5<sup>TH</sup> OF EACH MONTH**

**"Run 'til you sell" ads run up to six months maximum.**

MC/VISA # \_\_\_\_\_ EXP. \_\_\_\_\_ Verification Code: \_\_\_\_\_

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



# CLASSIFIEDS



**2005/2006 40' COASTAL CRAFT** Twin Volvo 350D6, 3 Station, Raymarine Electronics, Seatel, Big Bay Computer, watermaker, bow thruster, Northern Lights genset, 11'6" tender on Seawise Davit, built in vacuum, icemaker, hydronic heat, ultra leather, bright quilted maple interior, 3 zone Bose sound system, sat phone, TV, NOTE: LOA of 45 feet, Deck 40 feet, not to be confused with a 37 foot model called a 43. **\$550,000 CDN (approximately \$400,000 US)** bgermaniuk@telus.net P558-9



**CARVER 1' ACMY-2006-SOLD NEW 2008.** 300 hrs on twin 310 h.p. Volvo Diesels. 9 kw genset. Bow & Stern Thrusters. Three heat pumps. Espar heat on bridge. Auto Pilot, 2 Raytheon E80's-charts to S.E. Alaska. Electric oven, also microwave-convection oven. Central vacuum. Two Tv's with DVD, Sirius radio. Nine ft Caribe with 9 h.p. tohatsu, 10 ft inflatable with 5 h.p. Mercury, Epirb, lifesling. Laptop with Nobeltec charts to Alaska. **\$222,000. More Details: bettysrig@gmail.com. Phone: 360.697.9850. P559-9**



**1976 CONVERTED WORKBOAT \$26,000-/OBO.** Currently in use as a uninspected passenger vessel for hire / water taxi .Cruising at 7.5 knots / 1.5 gal (diesel ) per hour. Fuel 350 gallons , water 175 gallons , head USCG approved , Foruno radar, Nav Com 1001 autopilot, Vesper class B AIS, 120 hp Cummins 5.9 liter 6 cylinder 2000 hours, 2 steering stations , 3 VHF radios. Copy of last survey on request via e-mail Laying Friday Harbor WA. **360-317-5475 / ggwickman@gmail.com P560-9**



**2005 NORDIC TUG 32.** Perfect couple's cruiser. Maintained in turnkey condition. 270hp Cummins 758hrs. Bow Thruster, Windlass. Espar, engine & electric heat. Raymarine GPS, Plotter, Depth, Speed, Radar, Pilot. VHF, Stereo. Magnum 2800 Inverter/Charger. Propane Stove/Oven. Refrigerator, Freezer. Vacuflush, Macerator. Bullfrog Dinghy, Seawise Davit System, 20HP electric start Honda and too much more to detail here. For specifications & pictures: **360-738-3422 or roco@openaccess.org \$207,500 P536-6**



**Grand Banks 32-1966 Hull #11.** No outdated electronics on this purist's yacht - chart and compass! New batteries, Force 10 stove, alternator, starter, sink, lectrasan, plumbing, bottom paint '15. **\$19,000 Cdn. Boathouse available. Victoria 250-888-5708. P543-7**



**2003-38 FT. 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**



**2014 NORTH PACIFIC YACHTS 39' \$330,000** Cummins Electronic Control 230hp 400hrs Full Raymarine Bow & Stern Thrusters Stainless Window Frames Lofrans Tigres 440' 3/8 High Test WASI Swivel Rocna 55 Diesel Heat **360-420-5418 or 360-420-1106 P954-10**



**2000, 42' Nordic Tug.** Low hours, fully equipped, covered freshwater moorage, see at www.boattrader.com (Portland, OR area). Email **adhoffman69@gmail.com or call (503) 320-5748. \$325,000 P539-7**



**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 P460-6**



**2002 CARVER 570 PILOTHOUSE** Exceptionally clean, highly maintained Carver 570 Pilothouse cruiser. Features the desirable Cummings 635HP engines, 1500 hrs, with 800gal fuel capacity. At eco cruise, range is over 550nm. At high speed cruise, run at 20 kts and beat the weather, max 27 kts. Bow / stern thruster with wireless remote and dockside hold mode. Electronic engine controls with monitoring displays and sync. Stern camera. Onan genset 17KW with 1850 hrs. Accommodations featuring two staterooms, master amidships and guest suite forward both with walk-around queen births. Dual bunk third cabin. Two heads (Vacuflush, 100 gal holding capacity) with separate showers (integral bathtub in master) and 200 gal fresh water. Stacked washer / dryer. Four zone heating / air conditioning. Spacious pilothouse with deluxe captain's chair and seating for the crew. Open, bright main salon with 6'-8" headroom, Oceanair blinds, mood lighting, L-shaped divan with triple recliner seating, barrel chairs, breakfast counter stools and adjacent gourmet galley with generous counter space. Galley includes separate fridge and freezer, three burner electric range, convection microwave, trash compactor and lots of storage. Electronics includes Raymarine chartplotter, radar, autopilot, sensor instrumentation and VHF. Flybridge is equally equipped for operation from above. Entertainment features include TracVision Satellite TV with dual receivers, TV's in salon and both staterooms, Harman Kardon stereo / DVD player. Flybridge has full enclosure, winter weather cover and Jenn-Air BBQ. Zodiac RIB dinghy with offset console helm, 25HP Yamaha and power davit crane. **\$380,000. SAN JUANYACHTING 800-677-7245 BELLINGHAMWA brokerage@sanjuanyachting.com P545-7**



**1981 GRAND MARINER 36 TRICABIN TRAWLER** 120 hp Ford Lehman diesel, four berths, two heads. bow thruster - dinghy - autopilot - navigation suite - hinged mast - davits. Well maintained - 2015 survey - \$Can 89,000. Call Larry **604 922 3710 P534-6**



**1920 34' FANTAIL LAUNCH BY CHARLES HARRIS PH.D. UW.** Scamper is a one-of-a-kind eye catcher. Complete restore 2013-16. Yanmar 35E Aquamarine Drive 2200 hours 7kt, 1gph! Uniquely constructed yellow cedar hull. **34,500 OBO. 712-490-7955 P568-10**



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**61' TOLLYCRAFT PILOTHOUSE 1991.** This late model 61 Tolly is exceptionally clean and has been very well maintained. She features twin 735HP Detroit diesels, two Kohler generators, two inverters, bow thruster, two diesel furnaces, huge array of electronics, satellite TV, electronic engine controls, new watermaker, 13'5" Boston Whaler. The exterior has a great shine and the large French doors open up to a beautiful teak salon. This is a grand yacht that will provide her new owners years of joyful and reliable cruising. **danbyrd39@gmail.com 509-929-3535 P549-8**



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**1999 42' Grand Banks Europa.** Excellent condition. Survey. Twin J.D.300hp 1570 hours. 12' Rigid Dinghy, Steelhead ES1000 hydraulic crane, 40hp. Northstar AGM batteries. Electronics suite, bow thruster, Onan 8kw genset. Friday Harbor. **\$399,000 360 378-3605. P548-8**

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**1989 34' TOLLYCRAFT SPORT SEDAN.** Twin 454 Mercruisers. Invertor. GPS with AIS. 9' hard bottom inflatable dinghy with newer 15 hp Honda, on davits. Great Condition. No brokers. **\$76,900. 360-466-2149. P550-8**



**34 Tollycraft - Ready to cruise!** Perfect for the San Juan's and Puget Sound. One of the roomiest '34's you'll find. Recent/New: Canvas, Carpet, Upholstery, >100 hours on new 315hp Mercs, rebuilt Velvet Drives. & much more... **call/text 360-303-8159 for more info & pics or to arrange viewing in Bellingham. P547-8**



**2014 Ranger Tug 21EC, LADY IN RED.** Considering a new 21EC? See Lady in Red first, and save thousands. Delivered May 2014, her Volvo D1-30 came with a 5 year warranty, has 69 hours, and has been professionally maintained. Shore power, reefer, thruster, Garmin navigation w/g2 Vision chip, radar, spotlight, fusion stereo system, head, holding tank, macerator; alu minum trailer with hydraulic brakes; \$4400+ in custom King Marine cockpit enclosure and numerous interior and exterior window coverings; transom platform rail, Achilles dinghy, and too many extras to list. Anchor and stove have never been used. Trailer has never been in the water. She has been stored under cover (no oxidation). A breeze to single hand and handled with TLC, she looks and smells factory fresh, and is a TRUE 10! Selling because I won't have time to use her in the foreseeable future - RV living in spring and sailing to Alaska next summer. Located in Anacortes. **Call Jeanie at 360-293-8209, 360-202-9089, or e-mail jeanieb1@myfrontiermail.com for more info and price. P540-5**



**32' Grand Banks (1972) "The Great NW Cruiser"** Rebuilt Lehman diesel, STERN THRUSTER, New 2500-watt inverter; Yanmar genset, dual GPS chartplotters; Radar, Whaler tender, Auto-pilot, and more.. \$34,950.00 Contact: Dave 206-949-6866 or **daveb@hebertyachts.com P561-10**



**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. **P505-3**



**2003 HALVORSEN CRUISER GC32,** 35'5" LOA, 12' beam with 6'4" headroom! Economical Cummins 330TA diesel, 2014 Raymarine electronics, AIS 2014 Achilles, Yamaha 9.9, SeaWise davit. Stateroom larger than many 36' boats, separate head-shower, queen walkaround, plenty storage, quality construction, VERY CLEAN & maintained, beautiful, classic styling, seaworthy. Perfect couple's boat. You don't often see a boat of this quality. **Full specs & photos at www.Halvorsen4Sale.com \$179,500 360-378-7595 P553-10**



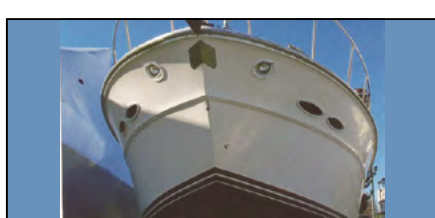
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**1988 Bayliner 3218 MY Flybridge Sedan, \$43,900.** Twin Hino 135 Diesels. Low hours. Furuno Fish Finder, Wallas Furnace, Trace 2000 inverter/charger, Lofran's electric windlass. Cockpit hardtop, canvas enclosures, flybridge bimini, horizontal dinghy lift. Anacortes. (425) 275-7734. P567-5



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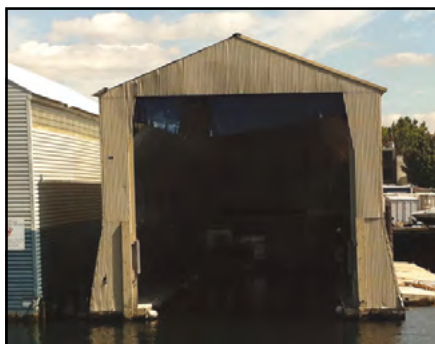
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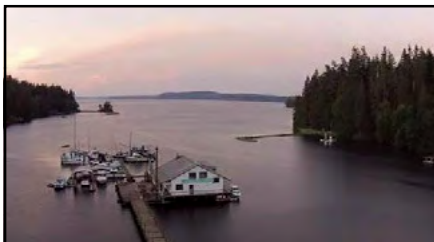
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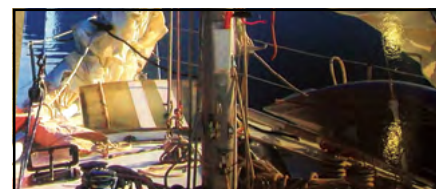
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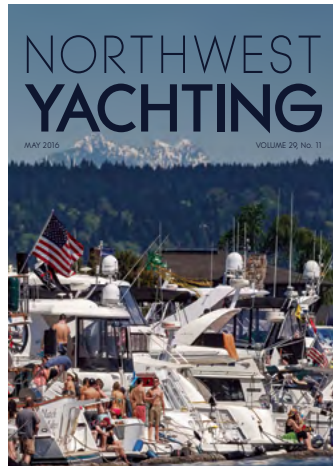
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 69' Marquis PH 2008



66' Selene Trawler 2008



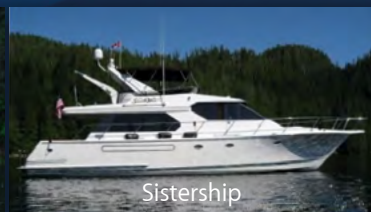
65' Marlow Pilothouse 2004



60' Ocean Alexander 1986



59' Symbol Classic 2007



Sistership  
 58' West Bay Sonship 1999



57' Tollycraft PH 1995



56' Pama 2005



54' Pama PH 2005



53' Selene Trawler 2001



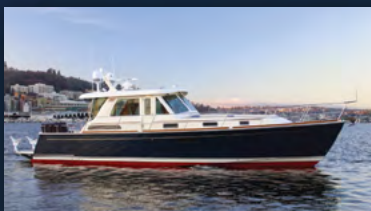
53' Navigator Classic 1998



52' Sunseeker Manhattan 2008



48' Riviera MY 2000



48' Sabre Salon 2013



48' Offshore Yachtfisher 1991



47' Bayliner PH 2001/1998



44'/40' SeaRay Sundancer '07

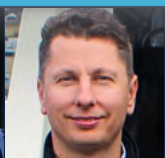


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