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MARCH 2019

VOLUME 30, No. 9



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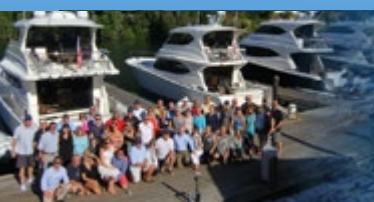


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NORTHWEST YACHTING

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UNLOCKING THE LOCKS

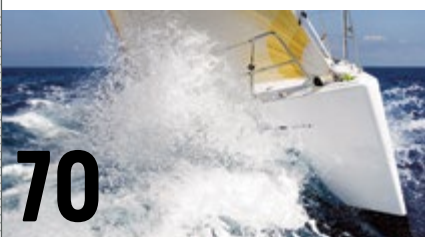
Basic preparation is the name of the game when it comes to passing through the Ballard Locks in stress-free fashion. Professional delivery captain and contributor Chris Couch offers some sage and easy-to-use advice in this month's feature.



64

A BOAT SHOW TO REMEMBER

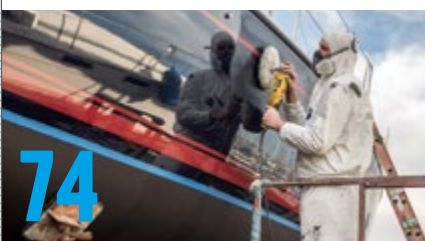
The Seattle Boat Show 2017 was yet another success for the Pacific Northwest boating community. We offer our impressions of the event within.



70

Conquering THE QUEASE

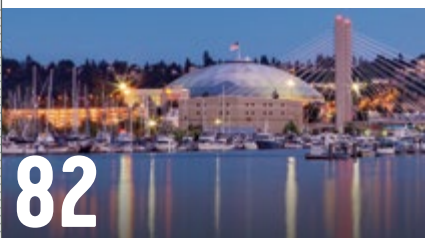
One would be hard pressed to find an experienced boater who has never experienced seasickness. But what is it and what can we do about it? Brianna King enlightens us.



74

KING COPPER *is Dead*

Washington's copper bottom paint ban is a big deal for both recreational boaters and maritime industry in the state. Peter Schrapen investigates the topic in this feature.



82

PORTS OF CALL TACOMA: THEA FOSS WATERWAY

Thea Foss Waterway of Tacoma is our boating destination of the month. The recently redeveloped waterfront is an urban South Sound experience with something for everyone.



84

ASK THE EXPERTS VINYL WRAPPING

March's maritime expert Brad Cole of Prism Graphics teaches us all about vinyl wrapping, an alluring alternative to topside paints.

ON THE COVER

Alex Kwanten || [Instagram.com/oldmotors](https://www.instagram.com/oldmotors)



The yacht on the cover this month is the Fleming 55 *End Game*. She is a regular at the Ballard Locks and has cruised South Puget Sound and the Broughton Islands of British Columbia.

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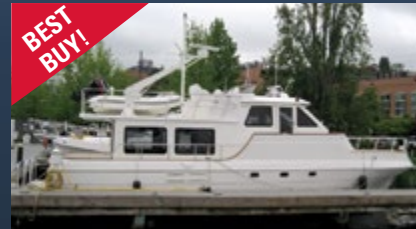
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Looking Forward



Norris Comer

I grow reflective as I contemplate the spring equinox, which occurs at 10:28 hours on March 20 this month. I was hired by *Northwest Yachting* as managing editor around this time last year as the nights of winter began to yield to the days of the spring. This position is quite an upgrade from my previous gig as a commercial albacore tuna fisherman bobbing 100-plus nautical miles off the coast of Oregon in an all-wood legacy boat, but that is a story for another time. Consider me an adopted stray of the *Northwest Yachting* family. As our publisher Michelle Zeasman-Gibbon skips the company forward into 2017, she is handing this monthly column over to me now that I have a year under my belt.

This March issue is one that I'm particularly excited to introduce. You probably noticed the physical difference of the magazine, as we have upgraded our stock and tweaked the spine to open more cleanly. We're very happy with the change and hope you are as well. What's more, we've resurrected our *Business Notes* section, a topical department devoted purely to both local and global industry developments.

The feature lineup includes *A Show to Remember*, a feature about our impressions of the 2017 Seattle Boat Show written by yours truly. As boaters eye the optimal cruising months ahead, favorite contributors Brianna King and Captain Chris Couch tackle the topics of seasickness (*How Mariners Conquer the Quease*) and how to navigate the Ballard Locks (*Unlocking the Locks*), respectively. Columnist and

longtime contributor Peter Schrappen of the Northwest Marine Trade Association also rolls up his sleeves on the current state of Washington's high-stakes copper paint ban in *King Copper is Dead*.

We took a trip to Tacoma for our *Ports of Call* this month and were blown away by the improvements to the waterfront scene. Additionally, Brad Cole of Prism Graphics sat down with us for an inside look into vinyl wrapping a boat, an alternative to topside paint. Of course, with *Nautical News*, our new-boat section *Arrivals*, the exciting products in *Chandlery* and *Hotwire*, and our columnists who cover everything from the Roche Harbor Salmon Classic (Tony Floor, *Tony's Tacklebox*), to the Center Sound sailboat racing series (Doug Hansen, *Race Sheet*), the preparation of local oysters (Bridget Charters, *Galley Gourmet*) to the No Dumping Zone political battle in Olympia (Peter Schrappen, *On Watch*), *Northwest Yachting* has something for just about everyone.

I feel like one of the luckiest people in the world as I write this letter, for I may have the best job on Earth. Not only do I get to write and read engaging content, two of my greatest passions, but I'm steeped in the Pacific Northwest boating world on a daily basis. As a local boat owner, marine science major, and aspiring old salt, this is all a dream come true. Thank you, our faithful readers and advertisers, who make what we do possible and truly worthwhile. We're more determined than ever to produce a top-tier independent publication, and will continue to embrace both the past and future in the spirit of the equinox's balance of both night and day.

— Norris Comer, Managing Editor, *Northwest Yachting*

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Views expressed by individual *Northwest Yachting* contributors are those of the authors and do not necessarily represent the opinions of the magazine.



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This Month's Guest Contributors



Brianna King was born and raised in the Pacific Northwest, did her undergrad in marine biology in California, lived in New Zealand and Australia, and now calls Anchorage, Alaska home. She has worked as an observer for the partial coverage groundfish and halibut fleet for the last couple of years, and has now started grad school in the Fisheries, Aquatic Science, and Technology lab at Alaska Pacific University, where she is studying commercial fishing gear modification.



Captain Chris Couch is a successful Pacific Northwest-based delivery captain who has been widely used by companies like Alexander Marine for the last 26 years. Couch enjoyed a 14-year career in the U.S. Coast Guard that took him around the country from the East Coast, Gulf, and West Coast on all kinds of vessels. He has been at the helm through the Panama Canal five times and four trans-pacific crossings.



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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By Norris Comer, Lara Roché-Sudar, and Peter Marsh

Community

Tacoma Awakens: Big Changes to Ruston Point

A major makeover of the Tacoma waterfront is in process, with big changes coming to Peninsula Park

By Norris Comer

Times are changing for the better in Tacoma, Washington (see our *Ports of Call*, page 88), and the west end of Point Ruston peninsula is currently ground zero. Tacoma Metro Park and the EPA are spending \$60 million to transform the former slag pile into an interconnected public gathering and green space dubbed Peninsula Park. This development is especially beneficial to the Tacoma Yacht Club (TYC), which resides at the tip of the peninsula across the water from the Washington State Ferry Terminal.

"It has been a long time coming for the Tacoma waterfront to get a complete makeover," says Marsha Baker, the

Membership Chair of the TYC. "There have been condos built, new restaurants, a movie theater, and now our basin. It's amazing!"

The ambitious development involves creating a grassy Peninsula Park on Point Ruston, complete with amphitheater for concerts and the like. A 60-foot high pedestrian bridge will also connect the park with the attractions of Point Defiance to the north-northwest, like the zoo and aquarium. The development will also connect the walking and biking trail to a current waterfront trail system that goes along the Thea Foss Waterway and ends at the Tacoma Dome. The ultimate goal

appears to make Tacoma a contender as a prime destination for boaters, ferry goers, and the general public. Construction is reportedly roughly on schedule, and elements of the project should be ready for use sometime this summer or fall.

TYC itself has answered the call with its own set of major improvements. One of the oldest membership clubs in the area, TYC was founded in 1889. The current clubhouse at Point Ruston was funded and built in 1971 by its members, along with full marina facilities to house over 300 boats from small dinghies to 100-foot plus yachts. A new boat launch pier being constructed as part of the Peninsula Park project will be equipped with a lift provided by TYC that has a haul-out capacity of 10,000 pounds. All parking and driving surfaces will be elevated from seven to 11 feet above the existing elevation to enhance the entrance to the soon-to-be renovated clubhouse.

Keep an eye on Tacoma, for the city and especially its waterfront is making moves. If you are interested in learning more about the Tacoma Yacht Club, an upcoming Open House on March 26, 2017 from 1400 to 1600 hours is something you won't want to miss.

Construction of the revised Peninsula Park and Ruston Point landscape is already underway.



An artist's rendering shows what the end result is anticipated to look like.

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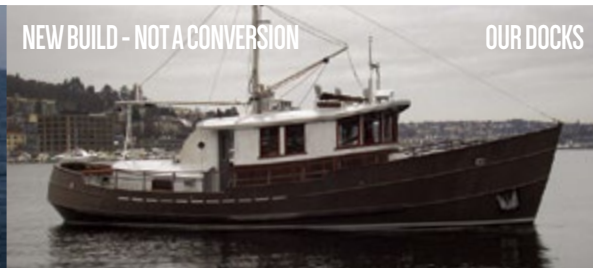


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54' NAVIGATOR 2004
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FYI

New Victoria Marina Makes Waves

O, Canada, we stand on guard for thee! Great news has come from our neighbors to the north who reside in Victoria, B.C. The new Victoria International Marina currently under development has announced that it will be accepting its first guests this summer.

What makes this marina different than the average marina is that it is tailored to larger yachts. The 28 slips are designed for vessels 65 to 175 feet in length.

"The boating community is

asking us what took so long, as Victoria's harbor is such a natural location for this type of upscale marina in the heart of the Pacific Northwest's spectacular cruising waters," says Craig Norris, CEO of Community Marine Concepts.

"We see ourselves as true ambassadors of Victoria's marine-based tourism and the Victoria International Marina as the gateway to what Victoria, Vancouver Island, and British Columbia has to offer."

Sitting only 66 nautical miles north of Seattle, the Victoria International Marina looks poised to be a go-to option for owners of larger yachts heading north for the summer cruising season. One of two the two rentable commercial buildings under construction is already spoken for by a Victoria-based restaurateur. We're definitely going to have to check it this budding destination this summer, one way or another! Check out their website at vimarina.ca.

Community

Workshops Galore with Washington Sea Grant

Did you know that the Washington Sea Grant (WSG), a research institute based at the University of Washington College of the Environment, offers great education for boaters and mariners? Well they do, and March has three workshops on the calendar in locations throughout Washington for those among us with healthy thirsts for knowledge and skills.

The first workshop is Diesel Engine Troubleshoot-

Continued on Page 18



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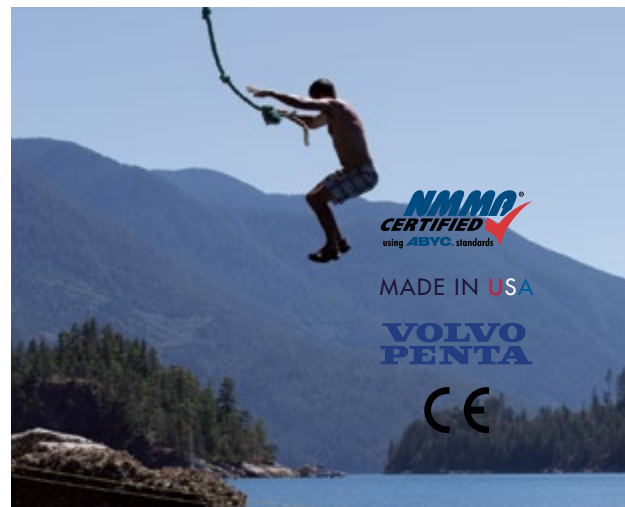
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Environment

Drones and Orcas? A Bad Romance

By Lara Roché-Sudar

New legislature from the Washington State House of Representatives seeks to keep our local orcas safe from drones and other unmanned vessels. Proposed at a hearing on January 9, 2017, House Bill 1031 would enact a 200-yard unmanned vessel-free zone around any southern resident orca whale. That distance applies to all directions, including vertical, so no more tourist video footage of orcas surfacing. Exceptions are, of course, in place for vessels used by law enforcement, vessel traffic

services, or emergency situations, however no mention is made as of yet about rules regarding an orca surfacing unexpectedly beneath a drone, or an orca swimming towards a drone.

Drones have become increasingly popular with photographers in recent years due to their ability to capture up-close footage of marine wildlife; drones allow for a closer aerial approach than helicopters, because they eliminate the noise that frequently frightens away any animals

before decent pictures can be obtained. Current regulations on buffer zones are relatively unclear. The Washington Department of Fish & Wildlife ticketed a Mercer Island photographer in 2014 for flying a drone within 20 or 30 yards from a group of orcas, as reported by KING5 TV, but because the buffer zone laws are vague and made no allusion to aerial drones, the ticket was contested and dropped.

The no-drone bill was favorably received by the Washington Department of Ecology, the Washington Department of Fish & Wildlife, and the Tulalip Tribes of Washington, and it has been referred to the Committee on Technology & Economic Development for further discussion. The bill, if made into a law, could be a big step toward clarifying the buffer zone laws regarding orcas and other native wildlife.

Community

Workshops Galore

Continued from Page 16

ing and Maintenance in Port Townsend on March 18. Topics included will be an overview of troubleshooting and maintenance of fuel, lubrication, electrical, cooling, and exhaust systems. The diesel engine workshop is at the Walt Trisdale's Shop, 81 Workman St., #7, Port Townsend, at 0900 to 1600 hours. The next workshop on March 19 is titled Marine Corrosion Protection Workshop and will cover a range of relevant content. This corrosion workshop is in the Northwest School of Wooden Boatbuilding in Port Hadlock at 0900 to 1600 hours. The final workshop this month, Marine Weather, is in Anacortes on March 30 at the Seafarer's Memorial Park Building from 0900 to 1600 hours.

All of the workshops cost a modest \$60 per student and pre-registration is mandatory. Contact Sarah Fisker if interested in more information or attending one (or all) the workshops. You can reach her at 206-543-1225, or at sfisker@u.washington.edu. You can also subscribe to their mailing list for updates on wsg.washington.edu.

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Department of Corrections

Changes to... what cove?

We were awfully proud of ourselves for breaking the news about Vulcan Real Estate's development announcement to Chandler's Cove in the South Lake Union area of Seattle in the last issue (February, 2017). This development promises to radically change the local recreational boating scene, and we look forward to covering it in great depth as time goes on. Unfortunately, we misspelled Chandler's as "Chanlder's" in the title of the article (*Changes to Chandler's Cove*, page 14).

Viking Billfish Tweaks

Our profile on the Viking 37 Billfish on page 50 of the February, 2017 issue should read with these changes in mind, and we apologize for any miscommunication we may have cause for local dealer Stan Miller Yachts or our readers:

"She is also capable of extended family and friend oriented cruising with two different [DELETED: Master] stateroom layouts to choose from."

"The boat [DELETED: West Coat, should] debuts in February, 2017."

Forespar Clarification

We erroneously stated that the sink was not included in the PureWater+ All-In-One Clean Water Kit from Forespar on page 56 of our February, 2017 issue. The sink is included, as pictured in the original article and here.

We apologize for the confusion.



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41'	Back Cove 41	2016	Call	28'	Cutwater 28	2016	US\$ 169,000
38'	Sabre 38 Salon Express	2017	SOLD	28'	Cutwater 28 NW Edition...	2017	SOLD
37'	Back Cove 37	2017	Call	28'	Cutwater 28 With Trailer	2013	US\$ 159,900
37'	Back Cove 37	2015	US\$ 549,000	28'	Cutwater with EZ load...	2015	US\$ 174,500
33'	Back Cove 33	2008	US\$ 245,000	26'	Hourston Glascraft	1996	US\$ 29,500
33'	Back Cove Exp. w/hdtp	2008	US\$ 248,500	25'	Ranger Tugs R25	2008	US\$ 84,500
33'	Grady-White 330 Express	2015	US\$ 379,000	24'	Cutwater 24	2017	Call

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www.BackCoveYachts.com

34 - 41 ft.



Kevin and Vicki Klein

Hooked Together: Fishing as a Couple

By Kevin Klein

“How are you guys not all yelling at each other!” the bemused captain of the boat closest to us shouts after we, my wife and I, help land two winter Chinook in about ten seconds on a double header during the Roche Harbor Salmon Classic fishing derby. “We’ve been yelling at our wives all day!” he continued as we just grinned and got ready to get back on the troll. We just put on a deck dance that would have scored at least a 27 on *Dancing with the Stars*, and it felt darn good. Although,

I’ll be the first to admit, it doesn’t always go that smooth.

My wife Vicki and I, and our friends Andy and Carol, have been fishing every salmon tour-

nement we can together since Roche’s 2014 event when we won with a 20-pound blackmouth Chinook. It’s pretty hard to top that, but trying is most of the fun.

Most of your fishing adventures with your partner aren’t going to be as adrenaline filled as fishing a big-money tournament. However, tensions can still run high...

After a lot of time on the water, practice, and patience, we have really started to gel as a team and also as two individual couples fishing together. That’s why, in a high pressure situation like the Roche Harbor Salmon Classic, when one rod goes off followed by the other one a second later, we are able to put fish in the box. Vicki and Carol both reel in fish and let everyone know what is happening. I maneuver the boat, and Andy is on the net. A little give and take, a lot of patience and communication, and boom! Two fish in the boat, high fives all around, and back to business looking for a derby winner.

Most of your fishing adventures with your partner aren’t going to be as adrenaline filled as fishing a big-money tournament. However, tensions can still run high, especially if you both are still learning the ins and outs of boat control and fishing logistics. Keeping a positive attitude from the time you’re getting ready to go until the time you’re all done is paramount to a great time for both people.

Respect each other’s rituals. My wife, shall we say, takes a little more time than I do getting ready to go fishing in the morning. I’ve learned not to push her. I’m an early riser, so I’ll get everything ready that I can before we leave

Continued on Page 25

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AT OUR DOCKS

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1990 CALIFORNIAN 52 COCKPIT MY
SISTERSHIP \$158,8000



AT OUR DOCKS

ONE OWNER

2005 MCKINNA 481 SEDAN
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AT OUR DOCKS

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Cocktails of the Month

Ask the Pros

For this month's cocktails, we turn to a bona-fide professional. *The Boat Drinks Book* by Fiona Sims, an established food and drink writer and author, has hit the shelves and we had to pick up a copy. We wholeheartedly recommend it as a well-illustrated and enjoyable boat drinking reference that gives the reader a culinary world tour with drinks and appetizers matched with their perspective histories and locations. Our major critique?

The book's selection of West Coast wines is mostly limited to those of California, and somehow San

Diego is dubbed the "US craft beer capital"! While the lack of attention to the Northwest's clear craft beer superiority (Ballast Point isn't even independently owned anymore, look it up) and our underrated wine, distillery, and local-fresh-ethical-organic-sustainable-etc ingredient scene is a big strike against her, Sims clearly knows her stuff when it comes to the international picture. We picked two of her recipes and added a few

twists to make them special to the Northwest. Take note, Fiona Sims, and enjoy everyone!



◆ The Walking Sasquatch

- 3 teaspoons tea leaves – The ubiquitous PNW tea shop beckons, Earl Gray is recommended in the original recipe.
- 1 shot whiskey – We like Fremont Mischief Distillery of Seattle, but anything local qualifies.
- 1 teaspoon clear honey from your local farmer's market.
- Optional Garnish: Twist of orange peel or orange wedge.

Directions: The original recipe, called The Walking Earl, hails from Henrietta Lovell, founder of the Rare Tea Company. According to *The Boat Drinks Book*, Lovell wanted to bring back a 16th Century London favorite – punch made from tea, lemon, sugar, and brandy. We played with the formula to use all local ingredients (except the orange garnish). To make, infuse the tea leaves in 500 milliliters of cold water for an hour. Strain the tea infusion and mix 100 milliliters of it with a shot of whiskey in a cocktail shaker. Sweeten with honey and shake until it is all dissolved. Pour into an ice-filled glass and garnish with a twist of orange peel or an orange wedge.



(Washington) Apple Mac

- 2 shots of American single malt whiskey – Substituted from Scotch in the original recipe. We recommend Westland Distillery of Seattle.
- 1 1/2 shots of pressed apple juice – Organic, Washington-grown tart varietal, like Granny Smith.
- 1/2 shot Stone's Original Green Ginger Wine
- Optional Garnish: Apple Slices – Organic, Washington-grown [tart like above].

Directions: Sims credits the original recipe to Simon Difford, founder of difforsguide.com and publisher of many drink books, in *The Boat Drinks Book* as a riff on the classic Whiskey Mac. We tweaked it a bit to use Northwest ingredients. Just so you know, apples are the state's official fruit as of 1989. Simply shake all the ingredients with ice and strain into a chilled glass (Martini, like always for masculinity's sake, is ideal). Garnish with apple slices and serve.

We're thirsty for more recipes, so send yours to editorial@nwyachting.com for a chance to appear in the next issue.



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95' AZIMUT 1986/2006
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86' SKALLERUD 1979
Steel hull, long range pilothouse motoryacht. Contact Dan Wood.



82' LECLERCQ 2005
Four staterooms, four heads, plus crew. 20 knot+ cruise. Contact Dan Wood.



62' NAVIGATOR 2008
Kept in a freshwater boat house her whole life. Contact Mike Manning.



JUST REDUCED

70' MONTE FINO 1996
Fly bridge, canvas bimini, full canvas enclosure, 3 staterooms / 3 heads + crew. Contact Dan Wood.



73' KNIGHT & CARVER 1990
Alaska veteran, fish & cruise. Koa wood interior, 22' beam. Contact Dan Wood.



JUST REDUCED

83' WESTPORT MCQUEEN PILOTHOUSE 1989
Extended range, spacious interior, 4 staterooms, day head, dual wet bars. Contact Dan Wood.



60' PRECISION PH TRAWLER 2002
3 staterooms, 2 heads, master has ensuite head, spacious salon, raised PH. Contact Dale Partna.



55' MARITIMO OFFSHORE 2008
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57' JEFFERSON 2002
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50' ARCTUROS 2005
Mini megayacht, luxurious appointments, world cruiser! Contact Dan Wood.



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



JUST REDUCED

57' SYMBOL PILOTHOUSE 1997
16' 9" beam for solid ride & spacious interior, popular 3 stateroom. Contact Vic Parcels.



45' NAVIGATOR PILOTHOUSE 2011
Great power to fuel ratio and engine room, 2 staterooms / 2 heads. Contact Mike Manning.



JUST REDUCED

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



JUST REDUCED

58' NAVIGATOR 2007
Twin Volvo D9 500 hp, 3 staterooms, full-beam pantry/equipment room. Contact Dale Partna.



40' TOLLYCRAFT 1970
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60' AZIMUT MY 1984
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45' CRUISERS 2004
At our dock, aft cabin, Volvo diesels, upper & lower helm, custom stereo. Contact Dan Wood.



34' BOSTON WHALER 2012
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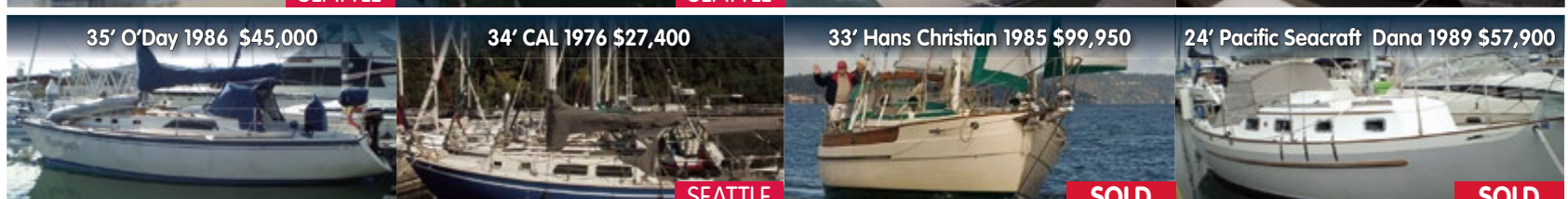
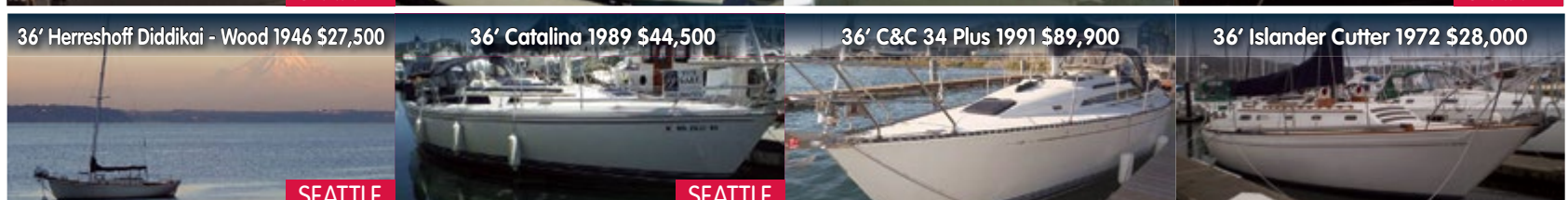
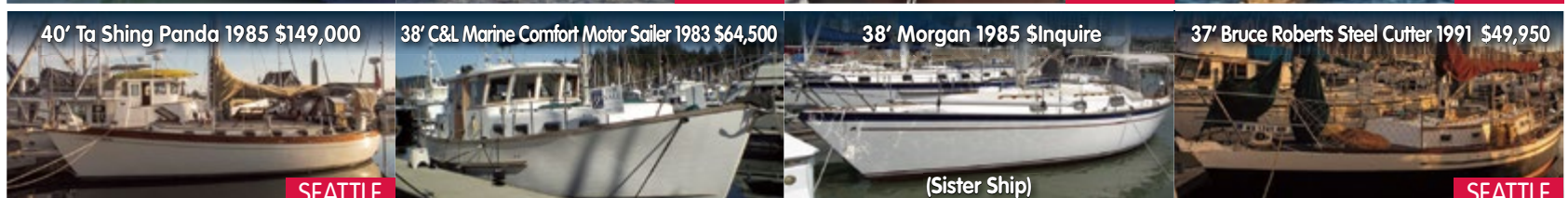
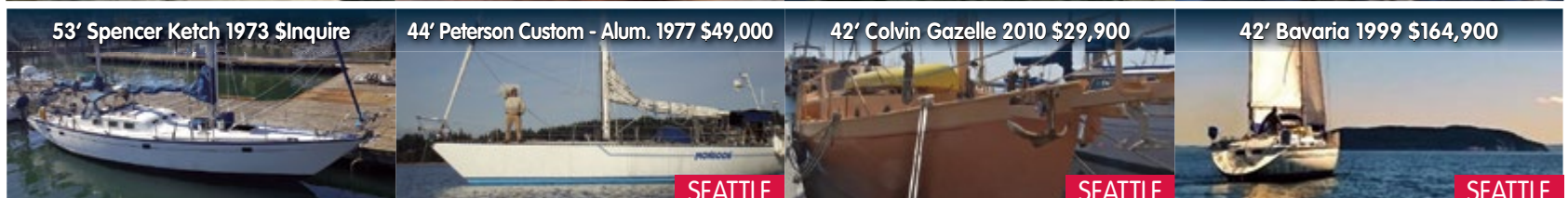
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Continued from Page 20

FYI: Hooked Together: Fishing as a Couple

to make it easier on both of us. If I feel a bit impatient, I just tell myself, "Hey, things could be a lot worse, and she loves to fish!" Really loving to fish, and looking forward to the next adventure, begins and ends with making fishing fun.

Prepare and be flexible. Look at the tides before your trip. Is there a tide change mid morning that may be productive? Maybe you don't have to leave so early. How does the weather look? If it's going to be blowing too hard or cold raining sideways, save the trip for another day. Before you go, make sure the boat is clean, organized, and well stocked with everything you will need. Have gear tied up and at the ready, so when you do have an inevitable moment when things go a little sideways, you will be ready to deal with it. Research where you're fishing together and have a starting game plan that can be changed.

Positivity goes a long way. When we're on the water, my main focus when fishing with my spouse is to relax and have fun. I've caught a lot of fish, so these days just watching her reel them in is a blast for me. She can be competitive when she really wants to catch some fish. So, while I'm pretty content to troll the same spoon and flasher I usually use, she likes to change out gear fairly often. I've developed a philosophy that if a lure worked yesterday, given the same conditions, it should work today. But, while my wife and I are very similar people, especially when it comes to things that truly matter, we are different on this one. And guess what? This is small stuff. I embraced the difference, bought a tackle bag just for her, and we went and filled it up with gear she likes to use. That way I can troll my old boring stuff on my side and she can run what she wants on her side. Which side do you think catches more salmon? Truth be told, it's probably about even.

Being on the boat together should be a great escape where a couple can share a growing passion for fishing together. Play

to each other's strong suits. My wife likes driving the boat while salmon trolling, and she's really good at it. The more she does it, the more she learns. I'm always trying to learn more about structure and tides where we fish. I've also learned that the more we



Andy and Carol Holman with catch.

learn together, the more fun it is when we catch fish and have success. Learning together, and making life on the water more enjoyable for each other, is really the best catch of all!



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2004 DeFever PH 49' \$519,000



2006 Nordic Tug 37' \$359,000

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Complete Our Survey and Win!

NWY Wants to Hear From You

By Lara Roché-Sudar

Our resolution this year at *Northwest Yachting* is to be better than ever, and that means taking the time to find out who our readers are and what content they are hungry for. The magazine is about you, the reader, after all!

We put together a brief online survey on our website so that we can get to know more about you and your interests. Survey information helps us bring you the kind of quality content you want to pick up every month. The team is proud of the publication we produce, but self-improvement is a lifelong pursuit.

In case you're not the kind of person who loves filling out surveys, we also added a little incentive with a prize drawing.

That's right, just take a few minutes out of your day to tell us a little about yourself, and you will be entered for a chance to win a Cristel cooking system starter set. This starter set, valued at around \$800, includes six pieces of Cristel cookware that features their innovative removable handles.

Remember, a survey only takes a minute, but quality cookware lasts for years. This is our last month for this survey, so don't miss out!

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Honoring the F/V Destination

The search for Seattle-owned commercial crabbing vessel *F/V Destination*, with her six crewmembers, was called off in the Bering Sea on February 13, 2017 by the U.S. Coast Guard. The vessel was reportedly en route to start the snow crab season when her emergency locator beacon activated at 0611 hours on Saturday, February 11, 2017. When the Coast Guard arrived to the area of distress, no trace of the vessel was found except for some floating debris including a life ring, buoys, and a slick of oil.

The search, which included the cutter *Morgenthau*, an HC-130

Hercules helicopter, and a search area of 5,073 miles, braved the icy, rough conditions of the Bering-Sea winter, but no more sign of the boat or the six crew members were found. The 98-foot vessel and all hands effectively disappeared about two nautical miles off the Pribilof Island of St. George.

At the time of this writing, the U.S. Coast Guard has sent its condolences to the families of the crew. Please give a reflective moment of your day to honor the *F/V Destination*, and if you can, leave flowers at the Seattle Fisherman's Memorial at Fisherman's Terminal.

The *F/V Destination* at Fisherman's Terminal in 2016. (Photo: Jeff Pond)



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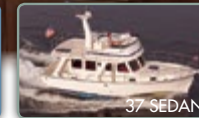
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1974 BARRY FARREL 38
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Community

Northwest Yachting's 30th Birthday "Year of Giving"

We're Celebrating All Year Long

It's time for another monthly prize in honor of *Northwest Yachting* magazine's 30th birthday year! Our prize bundle for this month is perfect for those romantic evenings out on the water now that the weather is starting to warm up a bit. Thanks to our good friends from Fisheries Supply for providing the March prizes. If you're a frequent reader of the magazine, you've probably seen our write-ups about the Tribella wine aerator (as seen in our December,



2016 issue's *Holiday Gift Guide*) as well as the Coleman Soft Cooler (January 2017 Chandlerly).

Now you have a chance to win these fabulous products for yourself. The stainless steel wine aerator from Tribella aerates the wine as you pour through the magic of its multi-stream design. The Coleman Cooler keeps beverages chilled for up to 36 hours and has room for up a couple of bottles of vino. We're also adding two Strahl wine glasses to complete the package, because if you're going to aerate the wine you'll need something to pour into. These elegant wine glasses are hand-finished and designed in New Zealand, and are dishwasher safe for easy clean-up. The entire prize package is valued at approximately \$100,



and could be yours if you enter to win today. We'll be awarding four lucky readers that will each win this fantastic prize bundle.

Simply sign up for our online newsletter at (see below) and you'll be entered to win! Winners will be selected randomly and notified after the prize drawing. Make sure to check out the magazine every month for our 12 Months of Giveaways announcement. You won't want to miss out!

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Freedom is Here!

The 15,000-strong member Freedom Boat Club has arrived in Seattle

Boat sharing companies are growing as an alternative to boat ownership, and Freedom Boat Club has been one of the companies leading the charge. Freedom has now expanded into Seattle, and CEO John Giglio has announced that Nick Hooge will be the owner/operator for the new Freedom Boat Club situated at Elliott Bay Marina. The new franchise club officially launches April 1 with four brand new boats. The fleet features a Champion sport cabin, sport utility, cuddy cruiser, and pilothouse rigged with fishing and crabbing gear. More boats will be added to the fleet as the club grows.

Thought to be the nation's oldest and largest boat club, Freedom Boat Club reports over 15,000 members across 21 states and Canada. With 1,200 boats in their fleet and 115-plus locations, this network of resources allows members access to most of the waterways of North America. You may live in Washington, but maybe you've got a business trip to Florida and will be visiting family in Chicago this year. If you're a member of Freedom, just show up to the nearest location and you'll be on the water in no time.

Hooge, a former military combat veteran who served in Afghanistan, serves as Freedom Boat Club—Seattle's membership executive overseeing all aspects of membership development as well as club operations and logistics. Hooge most recently worked directly for the corporate franchisor in Ft. Myers, Florida, prior to opening his new franchise operation in Seattle.

"I am very excited about launching Freedom Boat Club into the Seattle marketplace as I believe the concept is ideally suited for boaters in the area," says Hooge. "The Northwest has a limited number of boat clubs,

but Freedom Boat Club brings some very exciting and exclusive benefits to boaters. We provide a full-service concierge dock master service for our members to add a unique and personally detailed one-on-one experience

Continued on Page 32



Going to Chicago to see Grandma? If you wanted to go boating, Freedom gives you that choice even far from home. (Photo: Alex Kwanten)



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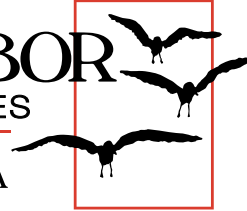
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Continued from Page 31

to make Freedom Boat Club best in class. Besides providing free one-on-one unlimited training by licensed instructors and social events for our members, Freedom Boat Club also features reciprocal access to all of our club locations. So whether you're traveling in Florida, Texas, Massachusetts, or California, for example, if there is a Freedom Boat Club, you can enjoy boating there!"

Freedom Boat Club has focused on expanding its footprint to the Northwest, opening four California and two Vancouver, B.C. locations over the past few years. In addition, Hooge expects to expand to additional club locations in the Seattle area in the future.

"If Seattle boaters respond as I'm predicting, we will look to open additional club locations here in the future," says Hooge. "The maintenance-free lifestyle is an affordable alternative to boat ownership, and certainly an attractive option for Millennials, fishermen, and experienced boaters alike who buy into today's sharing economy."

If you want to learn more or become a Freedom Boat Club member, contact Nick Hooge at 206-900-1291, or via email at nickh@freedomboatclub.com. You can also check out Freedom Boat Club's website at freedomboatclub.com.

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NMMA Laments Death of TPP

Nat'l Marine Manufacturers Association says abandoning the Trade Deal puts U.S. Marine Manufacturers at a Disadvantage

The National Marine Manufacturers Association (NMMA), a group that represents marine industry interests, has spoken out against the United States' withdrawal from the controversial Trans-Pacific Partnership (TPP). The NMMA was publicly very supportive of the TPP.

"Without the TPP, the recreational boating industry and specifically, the U.S. boat manufacturers, are at a disadvantage – limiting growth in the international marketplace," stated the NMMA's Government Relations Vice President Nicole Vasilaros in an email to *Trade Only*. "Specific benefits for boating included: lower tariffs, mechanisms for standards harmonization and development of best practices for countries without a regulatory regime, customs transparency and opportunity for adjudication, and reduced technical barriers to trade," she said.

The NMMA also hosted a trade symposium prior to the

Miami International Boat Show on February 15, 2017 to discuss the issues regarding developments in international trade. Of concern to many is that revision of the North

American Free Trade Agreement (NAFTA) could affect trade with Canada, the number one importer of U.S. boat builds, and Mexico, a top trade partner.




Lots of Shipbuilding goes on in TPP countries, and the U.S. may not get access as favorable in smaller-scale deals.

Peoples Bank On the Move

Peoples Bank, a local leader in marine-related loans, has moved its South Lake Union Seattle branch to Ballard. The new Ballard branch, dubbed the Ballard Marine Loan Center, should feel right at home in the nautical neighborhood. Among the benefits of the move is easier parking, and Jennifer Patterson, the Marine Loan Manager, is excited for new opportunities.

Peoples Bank is a local Bellingham-based chain founded as the Peoples State Bank in 1920. The new address, 5600 24th Ave N., 98109, is open and running at the time of this writing. If interested in marine-related loans, contact them at 206-352-7040.














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We here at *Northwest Yachting* love hearing from our readers. Below are a few correspondences we've received. If you've got two cents to share, feel free to send us a snail mail letter to *Northwest Yachting Magazine*, 7342 15th Ave NW, Seattle Washington, or an email to editorial@nwyachting.com.

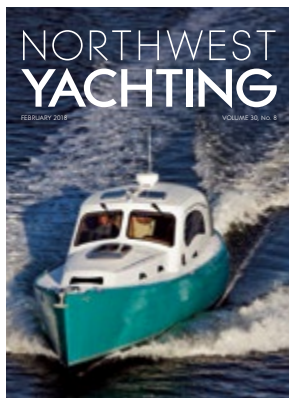
I'll Keep That One

Dear *Northwest Yachting*,

Thank you very much for the great article you did on me last month. Over the years I have had several articles written about me. Usually I get about halfway through the article and ask myself, "Who are they writing about?"

I think Norris wrote the best article on me ever. He captured what I consider is the "real me," warts and all. But that's OK. It was written with sensitivity and curiosity.

I'll keep that one. Thanks,
-Bob Perry



The gratitude is all ours, Bob. Keep us in the loop with regards to cool new boats and say hi to Ruby. By the way, your home office, complete with wall-mounted boat hull molds, roaming space, and guitars, have raised the bar for our managing editor. Talk about life goals!
-Ed.

Everybody Loves Bob

Dear Norris,

I enjoyed the article on Mr. Perry. I can remember a talk he gave to our South Sound Sailing Society in Olympia. He joked about his successful, double-end Valiant design, "Never could understand why people wanted 'a pointy end' on the bow and the stern. You only go one way when you are sailing!"

As a side note, there are lots of interesting marine folks scattered around the Salish Sea: Sam Devlin of Devlin Design, Dan Parker of Monaro Marine, and the talented folks at Westport Shipyards, Nordlund, Delta, etc. I hope to read more from you in the future. Again, thanks for catching up with a PNW marine icon in our area and bringing us up to date.

Sincerely,
Ralph Lovelace

Thank you for the kind words and suggestions, Ralph. We truly are blessed to be in an area as rich in maritime talent as the Pacific Northwest, and it's our pleasure to give them some of the attention they deserve. Stay tuned, more personality profiles and industry features are in the works.

-Ed.

Swap Meet Specials

Dear *Northwest Yachting*,

In response to your request for customer feedback, I wanted to pass on a thought for an article or a recurring notice to address and identify the many Boater Swap Meets occurring throughout the year in the Pacific Northwest.

I have been boating for over 10 years and have appreciated the many events and activities supporting our recreational boating community. One area which is great fun and helpful for boaters on a budget is the "Boater's Swap Meet." These events are scattered over the year and across the area. Unless you get connected to the local knowledge, they can be hard to find. Once connected, however, you have a string of gatherings through the year that are enjoyable to attend, informative in the sharing of a variety of boating topics, and can produce some incredible bargains or treasures of hard-to-find boat parts. The next one I know of is at Des Moines on March 25, 2017.

I do not recall seeing this topic covered before, and believe it is the kind of topic that would cause boaters to seek out your monthly publication to find the next swap meet.

I really enjoy your magazine, so keep up the good work!

Best wishes in 2017!

-Bill Linscott
Sunshine
1984 Pilgrim 40

Excellent suggestions, Bill. As a boater, our managing editor is a huge sucker for boat swaps and still remembers with fondness a perfectly serviceable tiller he picked up at a swap for \$10. Let's talk about this idea some more to flesh it out!

-Ed.

Long Time Fans

Hi Michelle!

I got my shirt today and as I attempt to write this I'm wearing it. It fits perfectly!

Northwest Yachting is still the best dang mag in the country and abroad, and I sure enjoy the articles. Today must be a good omen day, for I went to cancer care and the cancer is in remission.

Tell your crew they are the greatest and thank you for all you have done for us.

We love you all!

-The Templetons

What great news! We hope the shirt serves you well and that you continue to enjoy our publication. Much love from all of us at the "the best dang" magazine. For those who are curious, we do offer shirts on a limited basis, and are looking for ways to bring more NWY merch to you.

-Ed.

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Lindell Navigator 42'

The Lindell Navigator 42' comes to us from Lindell Yachts out of Camano Island, Washington. The Navigator is summarized by the manufacturer as "aggressive, yet elegant," which seems appropriate to us. Between the forward angled "attack" style pilothouse and emphasis on performance and extended cruising capabilities, the Navigator looks like a new poster child for Pacific Northwest luxury sport utility boating. The vessel is designed by Jim Lindell, who founded Lindell Yachts with his business partner Brian Kott.

Lindell grew up on Camano Island and spent his young adulthood as a commercial fisherman in Alaska. He grew into the boat building role as he designed bespoke commercial fishing vessels that launched his career. The ready-for-anything aspect

of commercial vessels clearly enters the recreational world with his new boats.

The Navigator is ready for the long haul with layout options for two or three cabins, each with a queen-size berth. A separate head with shower and luxuries from teak cabinetry to a custom glass bowl for the sink are standard. A spacious salon with adjacent full galley is a natural gathering space. The two-burner propane cook top, microwave/convection oven, and stainless steel, 12-volt drawer refrigerator/freezer will keep the company seated around the teak table and dinette happy come supper time. A roomy stateroom and comfortable helm will be appreciated by the skipper.

But the Navigator is not all plush accommodations. She's got a generous fish

hold and large cockpit with optional rod holders for those who want to chase the salmon. The Navigator has a cruising speed of 30 knots propelled by Volvo IPS 500 or 600 horsepower engines. She can reportedly reach an impressive 42 knots when pushed.

All in all, the Lindell Navigator 42' looks like a natural addition to the Pacific Northwest recreational boating scene. The first three hulls were all spoken for or going fast when we checked in with the local supplier, Inside Passage Yacht Sales, at the Seattle Boat Show. If you're interested, contact Washington-based Inside Passage Yacht Sales for more information and pricing. You can also check out Inside Passage Yacht Sales' website at ipysales.com



SPECS

LOA: 42' 2" • **Beam:** 13' 6"

Displacement: 17,500 lbs.

Draft: 3'6"

Tankage (Fuel/Fresh/Black): 450 gals./135 gals./45 gals.

Local Dealer: Inside Passage Yacht Sales, ipysales.com



Fairway 370

The Fairway 370 is a mid-sized, semi-displacement addition to the local boating scene. This yacht from United Motor Yachts, an Australian distributor, has undergone a recent revamp to produce what we see plying our waters today.

The 370 has two single berths, a double berth, two cabins, and a complete head for accommodations. Prominent features of the exterior include the bimini-covered flybridge, generous deck space forward for lounging, and a covered cockpit. A ladder connected the flybridge and the cockpit, both

of which have ample seating for several guests.

Did we mention the swim step? The generous swim step aft, complete with safety rail, looks ideal for the deployment of kayaks or a dinghy during a cruise up the Inside Passage.

The Fairway 370 is pushed by 350 horsepowers from a single 8LV-350C Yanmar diesel direct-drive engine. She is said by the manufacturer to maintain a crisp cruise speed of about 15 knots and a maximum speed of around 17 knots, which puts her

somewhere between a trawler and a sport cruiser. The best of both worlds, perhaps?

If the Fairway 370 has caught your eye, she's available for

\$399,500 from the Pacific Northwest's newest dealer, NW Yachtnet. For more info, you can also check out the NW Yachtnet website at nwyachtnet.com.



SPECS

LOA: 42' • Beam: 12'
 Displacement: 15,400 lbs.
 Draft: 3' 3"
 Tankage (Fuel/Fresh/Black):
 92 gals./72 gals./50 gals.
 Local Dealer: NW Yachtnet,
nwyachtnet.com



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*Based upon USD/CAD exchange rate



2003 32' EagleCraft Cruiser - Twin Volvo Penta KAD300 HP Diesel w 1400 hrs. New Volvo legs/ stern drives. New Garmin Plotter, Radar, 2800 watt inverter, AGM house & starting batteries installed spring of 2016. Equipment includes Galley, Head/ Shower, Furnace, Stove, Windlass. Cockpit aft helm station. **\$219,900 US***

*Based upon USD/CAD exchange rate



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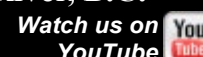
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Fish On 522



The 522 on display at the recent Seattle Boat Show.

The feisty Fish On 522 from Ferndale, Washington company Fish On Boats is a little boat with a big boat appetite. The 522 looks to be a sort of pocket blue water sport fishing boat. The modest length overall of 24 feet and outboard implies a coastal craft, but the enclosed cabin and helm station (with sliding glass door access to the cockpit), convertible forward seating area with table/v-berth, closeable head with pressurized water system, and more are features that encourage open water applications.

The 522 is also clearly geared toward sport fishermen with a foredeck fishing area, upholstered waterproof seating, and ample rod holders. She's powered with a standard

150-horsepower Honda outboard with a recommended maximum engine power of 200 horsepower. Many options exist ranging from radar, trailer, and outboard types.

Fish On, in a statement of confidence, even provides five-year warranties for both the

Honda engine and the hull. Care to give a local a shot? Contact Fish On for more details and pricing options, the introductory price is \$62,000. The Fish On Boats website, complete with company profile, is available at fishonboats.com



SPECS

LOA: 24" • Beam: 7' 8"
 Displacement: 3,080 lbs.
 Draft: 1' 4"
 Tankage (Fuel): 47.5 gals.
 Local Dealer: Fish On Boats, fishonboats.com

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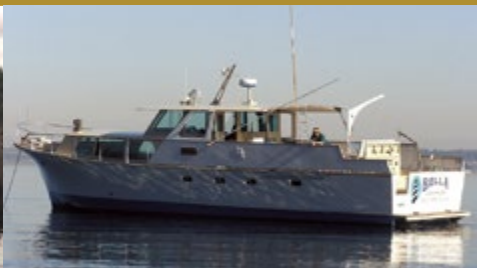
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Hawaii capable, stabilizers, many upgrades **\$199,900**



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Hampton Endurance 720 LCR

You may have thought that 2017 was just beginning, but for some boat builders, 2018 is just around the corner. The Hampton Yacht Group's 2018 Hampton Endurance 720 LRC Sky Lounge is available for pre-order, and she looks like a stunner.

From the outside, the 720 LRC Sky Lounge clearly has much to offer in terms of accommodations. Covered cockpit seating by the swim step isn't all you get to enjoy, for the deck space forward on the bow features seating that may be the best aboard on a nice day when underway. Of course, the namesake enclosed sky lounge doesn't pull any punches, with plenty of mingling space and a formal dining area to entertain up to eight people. In a lot of

ways, the sky lounge is a second salon.

The interior is just as posh, complete with three staterooms, three en suite heads, and crew quarters. The Hampton Endurance 720 LRC Sky Lounge has all the comforts of home; washer and dryer, air conditioning, deep freezer, dishwasher, and more.

She's pushed by twin 1,136-horsepower Caterpillar C-18 direct-drive, inboard diesel engines paired with five-blade propellers.

The 2018 Hampton Endurance 720 LRC Sky Lounge is available for pre-order from local dealer Hampton Yacht Group. Visit their website at hamptonyachtgroup.com.



SPECS

LOA: 74' 4" • Beam: 18' 10"

Displacement: 116,000 lbs.

Draft (Min/Max): 5' 2"

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

Local Dealer: Hampton Yacht Group, hamptonyachtgroup.com

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SAILBOATS

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- 54' Sparkman & Stephens '73 \$195,000
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- 40' Kalik '80 \$55,000
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Bavaria Virtess 420 Fly

The whole German-made Bavaria family of yachts is new to the Pacific Northwest, and local dealer JK3 Nautical Enterprises is excited to be a part of the action. The new Bavaria Virtess 420 Fly combines the luxurious with the sporty in a mid-sized, Euro-style package that looks great with a mountain studded Salish Sea backdrop.

What jumps out at a glance is the outdoor-oriented exterior. The 420 Fly features a generous swim step off the stern, covered adjustable cockpit seating at a dinette table, and plenty of deck space forward in the form of a sun bed for taking in the view while lounging. The swim step can even be lowered in order to be completely submerged, which is great for tender deployment or fun with the kids. A ladder from the cockpit leads to the helm of the open flybridge, the best seat in the house on a sunny day.

The cabin is well lit with almost entirely glass side work. With three cabins, a wet bar,

two separate heads, and a complete galley paired with generous salon seating, the accommodations seem quite nice for a boat this size. The master suite is especially luxurious with walk around king-sized bed. To make her even more fun oriented, the helm in the pilot-house features a racecar-style layout to help satiate that need for speed. She's powered with

twin Volvo Penta IPS D6-370 EVC inboard diesel engines for a total power of 740 horses. That beloved Volvo dual joystick steering is standard, and gives the skipper complete control over each engine independently.

Want to fly away with the Bavaria Virtess 420 Fly? You can learn more from the local dealer (JK3 Yachts) at jk3yachts.com.



SPECS

LOA: 40' 8" • Beam: 13' 10"
 Displacement: 25,132 lbs.
 Draft (Min/Max): 2' 6"/3' 8"
 Tankage (Fuel/Fresh):
 317 gals./108 gals.
 Local Dealer: JK3 Nautical
 Enterprises, jk3yachts.com



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CHANDLERY

Written by Norris Comer
and Lara Roché-Sudar



FRIB is A-O.K.

Four Seas Foldable Rigid Inflatable Boats || \$2,995.00 - \$5,349.00

We saw the UK-based Four Seas lineup of foldable rigid inflatable boats (FRIBs) at the Seattle Boat Show and thought they were an intriguing tender option that seems uncommon to American shores. Many boaters are well versed in the pros and cons of roll-up inflatables vs. the classic rigid inflatable boat (RIB). To sum it up, we all want the performance benefits of a rigid hull and the compact stowing capabilities of the roll-ups. But how?

Enter the FRIB, which has a hard bottom with sets of built-in hinges in the hull so that it folds onto itself. Once folded, the whole thing fits into an easily carried handled bag and can be assembled in about five minutes with an automatic pump. Don't believe us? You can watch videos online in real time at fourseas.us.com. Practical features like outboard brackets and oarlocks are standard.

What's more, there are plenty of models suited to different applications from around

nine feet in length to 15 feet. There is also a wide range of compatible accessories, like bow or full canopies that transform the FRIB into a proper life raft. Rod holders and launch wheels are also available.

If you're on the market for a dinghy and are tired of the usual options, the FRIB might be your solution. Prices of FRIBs range from \$2,995 to \$5,349, check them out if you're interested at fourseas.us.com.

—N.C.



Down with the Rig

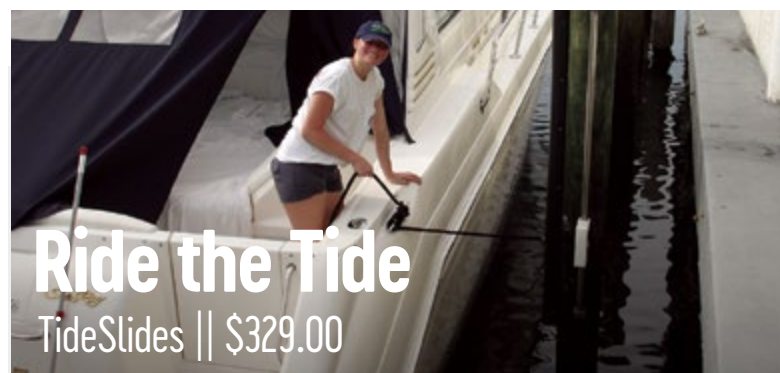
Scotty Electric Downriggers || \$499.00

Many fishermen know that it can be hard to get that lure to the perfect depth, and hence, many opt for a downrigger. Whether you're after a manual or electric setup, British Columbia-based Scotty has downriggers and downrigger accessories that you best check out.

As far as electric downriggers are concerned, the company touts its High Performance and Depthpower lines with nuanced differences to cater to boats of just about any size. Differing lengths of 150- to 250-pound tested line are included, and physical dimensions of the units vary. The manual downriggers tend to be more compact and many would be right at home on a fishing kayak or skiff, or on larger vessels for those who like to sweat for their salmon.

What's more, Scotty has loads of accessories ranging from release grips to mounts. If you're looking at downriggers, Scotty may have what you're after. Prices vary, the popular 1106 Depthpower Electric Downrigger is \$499.99 at Fisheries Supply. To see the complete Scotty lineup, check out scotty.com.

—N.C.



Ride the Tide

TideSlides || \$329.00

We all know, or should, that one has to take the tides into account when tying up to the dock. How much line one uses matters. For example, tying the docklines too tight at a high tide means the boat can damage the cleats as the water lowers. One needs to loosen their lines too allow for different water levels, but loose lines don't always get the job done, especially in long-term mooring situations. *Ugh!*

With TideSlides, the struggle is over. The idea is simple; attach a vertical stainless steel rod that acts as a runner for a cleat. Once you're tied nice and tight to the cleat, it rises or falls along the rod with the tide. Then you can just walk away and rest assured that your docklines will stay at the desired length no matter what tide. They come in a variety of sizes and are built to withstand rough storms and seas. Prices start at \$329 and include hardware and delivery. For more information, check out tideslide.com.

—N.C.

Soft Shackle, Tough Performance

DUROknot soft shackle || \$27.95 - \$32.95

These days, many serious racers and far-roaming cruisers opt for soft shackles. Not only are soft shackles strong and light enough to float on the water, but one doesn't have to worry about hard metal shackles on the loose dishing out damage to spars, deck, and crew. Columbia River Gorge sailor and product designer Tyler Bech couldn't agree more, and he has developed the patent-pending DUROknot soft shackle for those who want a soft shackle that is easy to use.

The composite design of the DUROknot soft shackle incorporates an infusion-cast epoxy end-fitting that makes closing and opening the shackle easier than the fuzzy knots, thimbles, and buttons of previous designs. The DUROknot also incorporates a loop that quickly opens the shackle when pulled. What's more, the shackles are built out of urethane coated SK78 Dyneema

braid for strength and UV stability. Applications on sailboats include sheet and halyard connections, as well as attachments for sail controls. They can be used to attach blocks and with low friction rings to create super functional and lightweight sail control systems.

Pretty cool, huh? DUROknot currently comes in three sizes, each in a range of lengths. Prices range depending on size between \$27.95 and \$32.95 each. DUROknots are available at duroknot.com.

—N.C.



Lock the SUP

SUP Lock || \$49.95



If you're a bike commuter in Seattle, you know that a good quality bike lock is worth its weight in gold. Now for the boating community there's a lock to keep your stand-up paddleboard (SUP) secure as well. From the WindPaddle creators in Hood River, Oregon comes the new SUP Lock specifically designed for your favorite SUP. The SUP Lock works for boards with a concave carrying handle recess, and can be secured to roof racks, park benches, other boards, a dock, a tree—really any sturdy object you might have on hand when you need to lock up your board! Just insert the SUP Lock into the handle cavity of your paddleboard, turn the locking pin, and put the included cable lock through the hole to lock your board.

The SUP Lock comes with two separate locking pins to fit various handle cavity sizes, as well as a six-foot long cable lock with two keys. It weighs approximately 11 ounces, and is tough and durable with a lifetime warranty. The lock even comes in blue or gold. The SUP Lock is available for \$49.95 at the time of this writing from windpaddle.com.

—L.R.S.

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CHANDLERY



Electric Paddle's Linda Grez demonstrates a new, enlarged electric paddle motor at the recent Seattle Boat Show.

Portable Power

Outboards come in all shapes and sizes these days, but if you're looking for a modest little motor that you can sling over your shoulder like a guitar on the road a local company, PropEle Electric Boat Motors, has an intriguing unit. Designed for fishing kayaks, day sailors, fishing skiffs, and dinghies, the Electric Paddle is an all-electric outboard that is powered by a lithium battery housed in a waterproof and buoyant bag.

You can check out their website for additional specs, but the manufacturer claims that the motor can run at full power for two

hours on one charge. At full power, a typical eight-foot inflatable should move between 1.5 and 2.5 knots. While you won't be carving up a wake, you will be running about as quietly as possible with an outboard motor and not burning any gas. The whole thing weighs less than 14 pounds, and the battery pack adds an additional 6.3 pounds. For the right application, this could be just the kicker for the job. The motor is currently on pre-order with a price to be announced, but you can learn more at electricpaddle.com. —N.C.

Top-sider Tech

Sperry SeaRacers || \$72.00

The Sperry Top-Sider line of footwear has been the leading brand of boating footwear since 1935, and the new SeaRacer Slipper looks right at home in the lineup. The rubber outsoles are made to provide traction and should keep you from slipping on deck, while the hydrophobic lining is designed to prevent water from entering the shoe. Even if water does get in, the integral drain ports are supposed to expel it immediately, and the mesh upper dries quickly for maximum comfort.

The shoes have a pull tab for convenient removal, and padded collar and tongue should make them comfortable enough to wear them all day. The shoes also have built-in technology to disperse water underfoot, cutting down on the risk of slipping no matter the kind of surface you're traversing.

You can find the SeaRacer Slippers for sale at the time of this writing for \$72 in a bold red and black combo at sperry.com.

—L.R.S.



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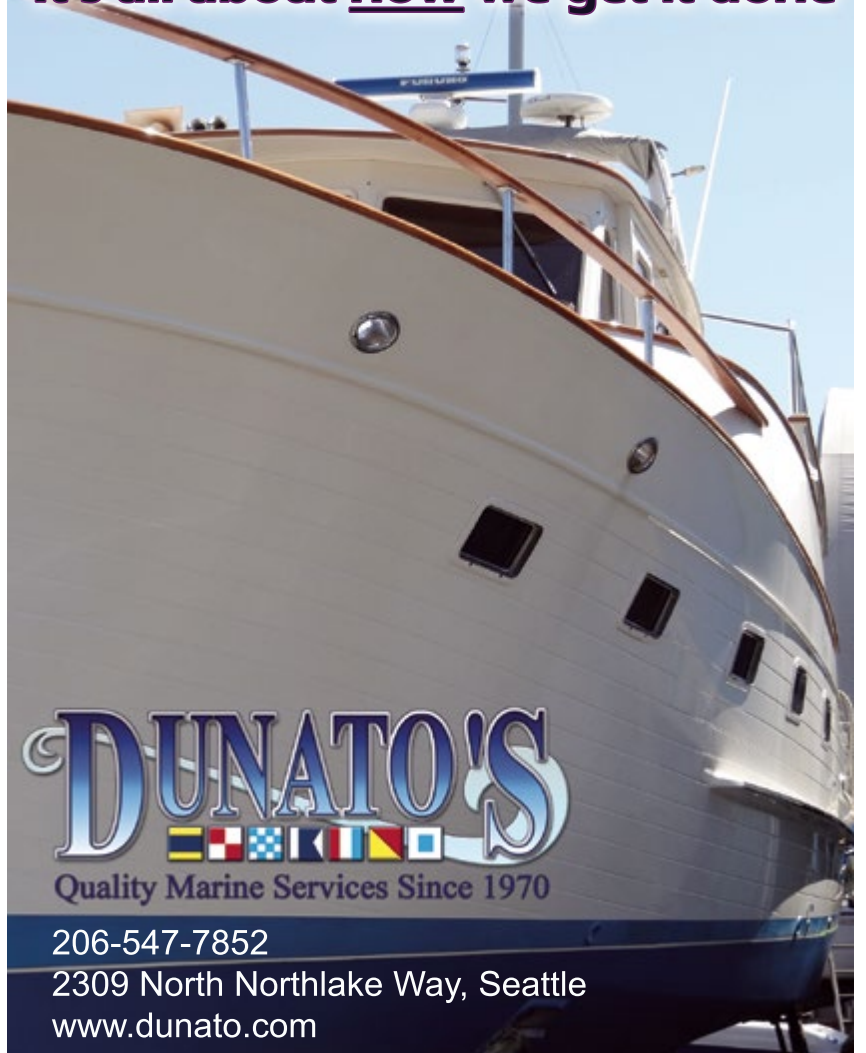
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App Spotlight

Friend Tracker || iOS & Android (prices vary)

C'mon, are those guys still at the dock? The Straits are looking mighty choppy all of a sudden, I hope Joe made it across already. Darn, he never answers his cell phone!

Does this situation sound familiar? With the FriendMapper app, you and up to 25 friends can track each other's locations with a casual glance at your phone. Not only does this app promise fun with potential fishing derby and cruising applications, but sometimes it pays to play it safe. Information that the app gives is 100% permissive so users are only tracked when they want to be. You can also share your travel history



for up to three days if you so desire to prove that you really did beat Joe to the rendezvous.

The free version allows you to track two phones and see up to 24 hours of travel history, while the \$3.99 upgrade allows you to track up to 100 people and see up to 72 hours of travel history. If you and your buddies want to get on board with the FriendMapper app, check it out online. It is iOS and Android compatible.

—N.C.



IGFA Mobile App || \$8.99 iOS & Android

Anglers out there may have heard of a little organization known as the IGFA, the International Game Fish Association. They have an app now, and it's loaded with features that fishermen around the world can appreciate.

The IGFA Mobile App contains IGFA's official angling world records, helps the user plan his or her fishing excursions, identify fish species, log catches, locate

the nearest IGFA official weigh in station and captain, check out the IGFA's rules,

and more. Check it out, it costs \$8.99 and is iOS and Android compatible.

—N.C.



Where's the ramp!? || Free for iOS & Android



So you and the kids are sitting around the table and figuring out a boating trip to some unfamiliar corner of the Salish Sea. You have to put in your trailerable runabout somewhere, but where are the boat ramps?!

The Boat Ramps app from TakeMeFishing.org is here to help. This app has over 35,000 boat ramps listed so

you can easily find the one closest to you.

You can even search the database by your current location, zip code, and city to research ahead or turn to at a moment's notice. Find that perfect ramp with the search parameters that work for you. The app is free and both iOS and Android compatible.

—N.C.

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Above Water

Pettit EZ-Poxy || \$47.99

March is a good time to knock off some lingering boat projects before the glory of the summer is upon us, and Pettit Paint's topside finishes could be just the thing to make your boat pop. Pettit EZ-Poxy is a one-part polyurethane topside and deck enamel finish design to make your boat look good. Go with the classic Hatteras Cream color



or try something new with Fighting Lady Yellow or Blue Ice, the color options are many.

If you're looking at a teak deck or wood trim, Pettit's SeaGold wood finish is an option. SeaGold can be applied over existing varnishes and has a natural satin finish. No sanding required? Sign us up.

If you want to go glossy, overcoat it with Captain's Varnish

from Pettit. It's your boat, go with the look you want. Pettit Paints has a range of products designed to take on just about anything on your to-do list.

Got topside work to do? Fisheries Supply carries Pettit Paints products, and a quart of EZ-Poxy costs around \$47.99. Check it out at fisheriessupply.com. —N.C.

Short Takes

Easy, EZ

Top off that new layer of Pettit EZ-Poxy topside enamel with the complimenting EZ-Poxy Performance Enhancer to give the job some additional gloss retention and hardness. An eight-ounce can goes for \$29.99 at fisheriessupply.com.

Electric Fire

The EF-20A-1 Electronic Flare is compact, tough, and "looks like you are holding lightning bolts in your hands." The useful night-time additions go for \$69 a piece at northamericansurvivalsystems.com.

Dry Guy

Skorch Drybag || \$22.99

Whether you're a boat enthusiast, beach bum, kayaker, canoer, hiker, skier, or cyclist, the new Skorch 30-liter dry bag has your back. This bag keeps your clothes, cameras, phone, and other possessions dry in all conditions including if the bag falls overboard—although we recommend that you give it a test with some non-valuable contents before taking it onboard. Although it's sturdy and waterproof, the bag is not intended to be fully submerged, so make sure it's securely tied down if you take it out on the water. This 30-liter backpack should be ample enough to hold all the essentials, and shouldn't be too bulky to fit comfortably on your shoulders. The padded shoulder straps add a level of comfort even when the bag weighs a lot.

The Skorch Dry bag is designed for your adventurous lifestyle as it is made out of durable UPVC material and sealed with a fully waterproof skin that is simple to care for and clean. Just give it a good once-over with a damp cloth and any mud or marks will wipe right off. You can find it available for purchase for \$22.99 at amazon.com. —L.R.S.



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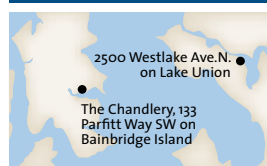
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Compiled by Norris Comer



A multiple-channel readout from the S5100 is seen here in a display rendering on a Simrad NSS EVO3. The display unit is not included with the Sonar Module.

Underwater Views Cruz Camera System

We got to play with the Cruz camera system from Hyndsight Vision Systems and thought the device was pretty cool with plenty of on-water applications. This compact kit is made up of a buoyant and water resistant camera and monitor that can purportedly withstand complete submersion of two feet for 15 minutes. Both monitor and camera fit into a rugged carrying case for easy transport. The best part is that both monitor and camera are easily mounted on a rail or via flush suction cup as needed. The Cruz system is specifically marketed towards rowers who want to review their form, and is approved for use in competition by the USRowing Referee Committee. The Cruz would also be right at home on a kayak, dinghy, or deck to capture memorable moments or keep an eye on things. The camera and monitor both are charged via USB ports and have hours of battery life, allegedly up to five hours although we didn't get to test that out ourselves.

What's more, the system uses wireless technology between the camera and monitor with a range of a few hundred feet to up to a third of a mile, no cables required. If interested, the whole kit goes for \$499 on hyndsightvision.com.



Triple Threat Sonar Simrad S5100 CHIRP Sonar Module

Interesting news has come from Egersund, Norway from Simrad, the marine electronics company owned by Navico, AS. The company's new S5100 High-Performance CHIRP Sonar Module is the first sonar module to provide three independent sonar channels simultaneously. What's extra cool is that the three different channels can be visualized on a compatible depthsounder display in split-screen mode at the same time, essentially giving the skipper three sonar modules in one. Can we get a "Fish-on"?

The parameters of the three channels are completely at the behest of the user, and CHIRP frequencies have an impressive range from 28 to 250 kHz and power of 300 watts to 3 kilowatts. With these capabilities, one can easily widen or tighten the beam swath to target a signal or investigate a large section of the water column. A good general rule is that low frequencies travel deeper into the water column than higher frequencies, but higher frequencies have better resolution. Traditionally one had to opt for one frequency, and all the cons to that frequency, as he or she messed with parameters on a single channel. Why compromise anymore? Turn one channel of the S5100 to 28 kHz to monitor the bottom and another to 250 kHz to get that great detail right under the boat. Why not use the third one to hunt for

a thermocline, a layered temperature change in the water column? If you're hunting for albacore tuna, finding that temperature edge can make all the difference. The sport fishing applications are obvious and many, and we wouldn't be surprised if a few readers who are anglers are licking their chops as they read this article. Even for the non-fishing boaters, monitoring the bottom, knowing with great detail what's right under the boat, and checking out something interesting passing by at 300-foot water depth simultaneously is something we'd all like to be able to do.

Of course, the sonar module is meant to be fully integrated with Simrad's Halo Radar, the company's new autopilot line, and the NSS evo3 and evo2 multifunction displays. Brand integration has become a standard for many marine electronics companies to promote their products as a package, and the successful approach is clearly one favored by Simrad here. The S5100 also features high-speed Ethernet connectivity for ease of installation. Simrad's software, important for displaying the acoustic signals in a crisp and useable way, is widely considered on par when compared to other top-shelf marine electronics titans. Curious? Price and local dealers to be announced, check out simrad.com for details.



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Photo: Dale Gast ♦ Words: Norris Comer

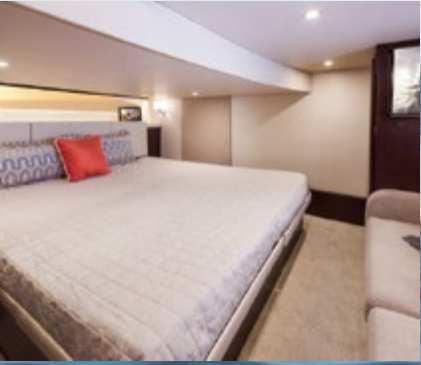
Avalon, Excalibur's Forge?

The Pacific Northwest is more than a little gray this time of year as winter's chill mixes with spring's zealous precipitation. Our eyes sometimes wander to the nearby sunnier places of the world, and Santa Catalina Island of California is a good boat friendly distraction. Located about 1,000 nautical miles from Seattle as the crow flies, Pacific Northwest-based cruisers often venture south to places like Avalon, the only incorporated city on Santa Catalina Island, in search of Vitamin D when the sun is elusive. Whose submarine is that? We don't know, but we're glad it's there.



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Tony's Tackle Box

By Tony Floor

Bank on Spring Fishing



It usually takes me a couple of weeks to sort out the priorities of this column each month as I drill down on what anglers can do for fishing opportunities versus what they can't do. It might be me, but I sure get a sniff of an aroma that it's more about fishing closures and what you can't do. March and April are historically awesome months for this angler. You can find me, especially on decent tides, in the Strait of Juan de Fuca chasing the last chapter of this winter's blackmouth season on the banks. Coyote, Hein, Eastern, and McArthur banks have become my favorites in recent years, as decent sized hatchery-produced Chinook salmon fatten up for their final year of life.

As most experienced winter blackmouth anglers know, these gorgeous salmon are eating about anything that moves including shrimp, squid, herring, and sand lance (candlefish). In fact, Derek Floyd, one of my fishing gurus who grinds fishing gear in about every square inch of the San Juan Islands and the eastern Strait, sent me pictures of small ratfish removed from the stomach contents of a Chinook salmon. Ratfish, dude! Thoughts of eating ratfish are about as repulsive as consuming chopped liver or a shot of Alaska fish fertilizer. Dig me?

First, I'm investing my fishing time on the banks hosting the most feed, obviously attracting salmon, based on reports from my trap line and observations of the right kind of birds on the water (Common Murres, Rhinoceros Auklets, and Cormorants).

Second, I think it's very important to learn and understand how a bank will draw more blackmouth on each side of the tide, be it the ebb or a flood. For example, McArthur Bank fishes best on a flood, whereas Partridge, Eastern, and Coyote fish best on the ebb. To confuse the debate consider Hein Bank, which usually produces blackmouth at this time of the year on the ebb tide on the east side of the bank, or, as moochers

know, has historically produced catches on the south end of the bank, drifting from east to west. Still with me? In the summer months Hein Bank can quietly produce some great king salmon catches starting on the north end in 50-60 feet of water west of the Hein Bank buoy and trolling southwest with the ebb current. Tight baby, hugging the bottom and drop your gear to within a few feet of the bottom while the current slowly pulls your boat into deeper water. Silver Horde Coho Killers behind a flasher are big money producers for a king salmon grab. Baby, I love it when that happens.

2017 North of Falcon

The annual North of Falcon salmon season setting process kicks off this month with a series of meetings following the

state's announcement on February 28 of Chinook and coho salmon population forecasts for 2017. If you have the luxury of not attending these meetings, historically, my counsel is to stay home. It is analogous with getting 20 cavities filled without Novocain. In recent years, the state takes suggestions and recommendations for potential seasons from the public, followed by sitting down with the tribes in an attempt to jointly sculpt a fishing package for both sides. During the six weeks of this season setting process, negotiations between the state and each tribe intensify as the puzzle of a season starts to take shape. For each side, the issues are as important as earth's rotation around the sun. I continue to hope, as old and salty as I've become, that calmer minds prevail and fishing opportunities for both sides materialize.

As reported in this space last year, Washington Department of Fish and Wildlife (WDFW) Director Jim Unsworth turned the tables and said "no" to tribal demands to curtail sport fishing, resulting in what should have been a halt to any salmon fishing effective May 1 until some kind of agreement could be reached. Several Federal agencies came running to the fire and guess what? The tribes were back on the water within a few weeks after the meltdown. I am assuming, with some level of confidence, that the experience witnessed a year ago will not be repeated.

My crystal ball shows a shot of optimism for the 2017 North of Falcon salmon season setting process. The Puget Sound coho salmon outlook is encouraging this summer, especially for the abundance of hatchery-produced fish. Early evaluations suggest an upswing in Puget Sound hatchery-produced Chinook stocks too, possibly allowing more negotiating room between the state and the tribes.

Although the forecasts aren't final, biologists say that Puget Sound wild coho did not survive the very low water conditions in streams and rivers during the summer of 2015. WDFW has invested into a management tool for addressing this conservation situation: selectively harvesting adipose fin-clipped hatchery salmon that are protected in a hatchery environment from the lethal effects of low, warm water. However, I do anticipate arguments suggesting we can't afford to risk even the small effect of releasing incidentally caught wild coho salmon in our sport fisheries. So much for the investments made into selective fishing and the millions of dollars spent by the state every year to raise hatchery fish for sport fisheries.

After at least a decade of above-average Chinook salmon returns to the Columbia, expect a decline in the 2017 fall Chinook

Continued on Page 86



Partridge Bank can be a good producer for late winter blackmouth on an outgoing tide as Bill Schourup, Silverdale, witnessed recently fishing with Derek Floyd of Angler's Choice Charters.



Tony Floor is Director of Fishing Affairs for the Northwest Marine Trade Association and a former 30-year veteran of the Washington Department of Fish & Wildlife. You may subscribe to receive monthly Tony's Tackle Box in your email by visiting: nwsalmonderbyseries.com.

On Watch

By Peter Schrappen

Systems Thinking

Big hairy systems. As a boat owner, you are no doubt familiar with what I'm talking about. Maybe it's your electronics or watermaker, but complicated and sometimes troublesome systems are a part of a boat owner's life. Boating and systems go hand in hand. Like boats, politics and government are big, broad, and interrelated affairs, requiring a systems-thinking approach to truly apprehend what the heck happens.

All sorts of consultants and big wordy books lay out in great detail how important systems thinking is to unlocking frustrating situations. In *The Search for Leadership* for example, the author William Tate defines this thinking as a management discipline that understands a system by examining the linkages and interactions between components comprising the entire defined system. Another way to think about it is to be solution-oriented versus problem-oriented. It's the silo-approach of analytical thinking (boo!) versus the collaborative, integrated system that produces the flow necessary to create energy and progress. Nobody wants an engine that's not firing on all cylinders, and government needs all components to be effectively interacting to operate smoothly. This mindset is not limited to just boating and politics. It's everywhere and can transform your thinking, producing doorways just when a wall appeared.

There's more to systems-based thinking. It's understanding the theoretical and overlaying that with what happens in the day-to-day life. It's understanding that on a two-sided coin, system success wrestles on one side with systems failure on the other side. Systems thinking battles analytic thinking all over the place, it's the "not my job" versus "communications and collaboration." When it comes to a winning formula, it's understanding that with limited resources, a shared vision across many interests trump narrow focus on tactics and means and not the strategy and overall project goal. Sound familiar?

When it comes to boating politics, systems thinking has popped up in several facets. As a first step, a keen self-awareness within the boating community led to the understanding that a small interest group, like boaters, can raise our profile by shimmying up with other groups. Before long, a ragtag bunch of fanatics (that's us) coalesced around priorities and other larger interests in a remarkable fashion. Here are a few highlights:

No Discharge Zone: This move by the Washington State Department of Ecology (Ecology) and the federal Environmental Protection Agency (EPA) would ban all marine sanitation devices from operating in Puget Sound, creating a No Discharge Zone (NDZ). Five years of working with a coalition that included boaters, recreational boating businesses, and the tug and barge industry (represented by the American Waterways Operators) came down to a phone call I received at the last possible moment before the EPA head resigned. While the news wasn't what we had hoped (EPA approved Ecology's petition), the timing will play into our favor. I can't

imagine that the Trump administration will be too enthused about implementing an NDZ predicated by a sloppy process, odd math, and a last-minute decision.

Washington Maritime Federation Day in Olympia: When it comes to maritime interests, recreational boating is a fraction of the overall \$30 billion maritime enterprise in Washington. While our profile may not stand up to big burly ports, that's okay. Boaters live, work, and play in Washington. Fortunately, the Washington Maritime Federation, an association of maritime associations, has gone out of their way to consult with the Recreational Boating Association and Northwest Marine Trade Association (NMTA). Whether it's working overtime with economists to ensure that this \$4 billion sector of recreational boating and fishing are included in a new economic study (stay tuned!) or checking in on our legislative agenda, this newish organization embraces systems thinking and boaters are better off for that understanding.

Fishing: Did you know that over half of all recreational boats are used for fishing? As Washington Department of Fish & Wildlife looks to raise fees on anglers during this legislative session, a coalition representing anglers, business, and conservation-minded citizens has put forth our own proposal. This package includes reappointing Larry Carpenter to the Fish & Wildlife Commission, getting the gillnets out of the main stem of the Columbia River, and predictable fishing seasons.

I could go on. I haven't even broached the outdoor recreation economy, which has organized under the "Big Tent Coalition." Plus, there was the NMTA and the Recreational Boating Association of Washington Lobby Day on February 9, 2017. There was the Washington Boating Alliance Leadership Summit on February 2, 2017 which had 55 attendees and three agency heads (Directors Kaleen Cottingham of the Recreation Conservation Office, Don Hoch of Washington State Parks, and Hilary Franz of the Office of Public Lands (aka the Department of Natural Resources).

What I've learned is that good things happen when you put yourself in position to succeed. As Wayne Gretzky likes to say, "I missed 100% of the shots I didn't take." This collaborative approach serves as the backbone of our system, mobilizing toward consensus and priorities with a quantifiable legislative agenda are the secret sauce. Our core strategy is an open book. Let's see where this continues to get us.

So there you have it. Next time you fire up your boat, think about all the systems that go into making it work. And if you can spare me a thought or two, next time you think about government, consider all the inner-workings that need to align before the right energy sparks there, too.



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

Delicious Oysters – A Puget Sound Bellwether



I recently had the opportunity to travel to Totten Inlet in South Puget Sound for a beautiful evening on the beach at low tide where I slurped oysters, those delicious, briny delights from the sea. The location was the Taylor Shellfish beach, and the event was the Walrus and Carpenter Picnic founded by seafood great Jon Rowley. Lewis Carroll's poem *The Walrus and Carpenter* inspired Rowley to start this picnic, and the event benefited the Puget Sound Restoration Fund, a non-profit dedicated to the protection of the environment. The cold waters of winter are the best for eating oysters, and true to form it was cold, extremely rainy, and the beach was muddy due to all the intense rain. But it didn't matter; we had a beautiful crisp glass of white wine and an oyster knife, and we were left to wander the beach to hunt for the perfect oyster, our choices being Olympias, Pacifics, Kumomotos, or Totten Virginicas varieties.

I love oysters and have many memories as a kid wandering the beach with my dad in search of big oysters to grill on our beach fire. Back then, I didn't really enjoy oysters, but as I got older and worked my way from clams to mussels then oysters, a deep appreciation blossomed. At the recent picnic, I had a chance to chat with Betsy Peabody, the Executive Director of the Puget Sound Restoration Fund.

"People flock to these picnics (always in winter, always at night) to soak up and drink in everything the Northwest has to offer, regardless of weather. Even in the snow or rain, people are lined up because they want to experience firsthand the resources and abundance that still define our region. This kind of direct experience underscores the importance of maintaining a healthy Puget Sound," she told me. The guests of the picnic were taught by the crew from Taylor Shellfish about clean water, healthy shorelines, and what it takes to grow beautiful oysters in Puget Sound. Peabody talked about how the Washington Department of

Health keeps a close eye on water quality and quickly shuts down shellfish beaches if the water quality dips below a certain level.

As a boater, I love the fact that we can hop in our boats big and small and go to lovely areas of Puget Sound to hike the beaches, harvest oysters, fish, or drop a crab trap. We all love the beauty of our area; the sunsets and sunrises, wildlife, smells, and vistas. We are lucky to live in this area! At times we tend to lose sight of what it takes to keep our Sound healthy, but as boaters, we can do a lot to help. Historically, the precious native Olympia oyster started to disappear due to industry in the South Sound, but they are back and healthy, along with four other oyster types: Virginica, Pacific, Kumamoto, and the European Flat. These other varieties came in as ballast or were brought in more recently by oyster farmers hoping to expand their line-up. These oyster varieties exist throughout Washington waters, are grown regionally, and given their names after their origins, such as Totten Inlet, Baywater, Penn Cove, or Pickering Passage. Puget Sound is a quirky body of water, and the oysters are very sensitive to the microclimates in these different areas. Some oysters grow well in one area, but not in another. Factors like water depth, salinity, temperature, and acidity all affect the oyster. The oyster really is a bellwether for the health of our Puget Sound, and it's up to us as boaters to do what we can to protect the environment in which they, and we, live.

The best way to enjoy the oyster is raw on the half shell on a beach around midnight in winter, but if organizing the beach and such is difficult, you can pick up some oysters at most grocery stores. If the raw oyster is hard for you to eat, try grilled, or breaded and pan fried on a roll as a Po Boy, or plain on fresh tomato pasta. Oyster stew served to us by Xinh Dwelley (of oyster shucking fame) at the end of the picnic was warm and thick with a pile of small oysters at the bottom of the cup. *Amazing*. It is a shame to cook oysters, but if you are, the following recipes do justice to our briny little friends.



Oyster Stew

2 tablespoons butter

1/2 cup finely minced carrots

1/2 cup finely minced celery

1/2 cup finely minced shallots

1 cup leeks, cut in to 1/2 inch rings, white part only

1 cup white wine

1 bay leaf

2 tablespoons chopped Italian parsley

2 tablespoons chopped chives

2 cups whole milk

1 cup heavy cream

2 jars small or medium oysters, cut in half, drained. Save nectar for broth.

In a heavy bottomed pot, melt the butter and add the carrots, celery, and shallots. Cook on low, add the leeks, and cook for five or six minutes. Increase the heat and add the wine. Allow the wine to deglaze, then reduce the heat and add the herbs, oyster nectar, and milk. Reduce heat and cook for 20 minutes. Turn the heat off and hold until you are ready to serve. When ready to serve, bring to a simmer and add oysters, juice, and cream. Stir gently until properly heated through, season, and serve in warm bowls.



Shucked Oysters

Mignonette Sauce:

1/2 cup finely minced shallots

1 tablespoon chives

1 cup champagne or white wine vinegar

1 teaspoon freshly ground black pepper

Combine all the ingredients and chill.

For shucking oysters, a shorter blade and wide-handle knife works really well with Olympias and other smaller oysters. Again, the winter months are best for eating oysters, but there are locations throughout the Northwest that grow oysters year round. The Washington State Department of Fish and Wildlife has an extensive webpage devoted to shellfish. There are countless videos on the internet for how to shuck an oyster, and like any skill, it takes time. The faster you are, the more oysters you get to eat! Shucked oysters are best small and plain or if you must, with a bit of fresh lemon, some mignonette, or a splash of hot sauce.

Grilled Oysters

For grilled oysters, build a hot fire, or heat your grill to 500 degrees. Choose 3-4 inch oysters, and use a thick kitchen hot pad or towel and tongs for pulling your oysters off the grill. Put the oysters on the grill with the flat side facing up. As the oyster grills and heats up, the top shell will pop open and the nectar in the belly will steam the oyster meat. You may need to grip the oyster, keeping it level to pry the top shell off. Eat the oyster off the grill, right out of the shell.



Pan Fried Oysters

Panko or your favorite brand of breadcrumbs

Egg wash of 1-2 eggs

Flour for dusting

1 jar small oysters (1 jar serves 2-3 people)

Canola oil

Salt

Drain your jar of oysters in a mesh strainer, saving the nectar for stew, then lay them out on paper towels to dry more. Lightly sprinkle with flour and add to the egg wash coating them well. Then move the oysters to the breadcrumbs. Be gentle coating the oysters, so as to not damage the meat. Coat the oysters well and set them aside to fry. To fry the oysters, heat a flat fry pan on medium with an inch of oil in the pan. As the oil begins to shimmer and becomes hot, add the well-breaded oysters, making sure to keep the fry to a golden brown on each side. Remove to paper towels to dry, season with salt, and keep the pan hot as you add oysters. Leave space between the oysters as they cook. You are looking for golden brown on both sides. Remove to paper towels, season, and serve with remoulade sauce.

Remoulade Sauce

1/2 cup mayonaise

Pinch of cayenne

Juice of 1 lemon

1/2 cup celery, minced

1 tablespoon capers, minced

1 tablespoon cornichons, minced

Kosher salt and freshly ground black pepper, to taste

2 tablespoons chopped parsley

In a small bowl blend mayonnaise with capers, cornichons, shallots, parsley, salt, and pepper. Blend, adjust the seasoning with lemon and cayenne, and serve chilled.



Bridget Charters is a longtime sailor and the Chef Director of the Hot Stove Society, a cooking school in downtown Seattle operated by Tom Douglas Restaurants. See more at hotstovesociety.com.

UNLOCKING

By Chris Couch



THE LOCKS

The Keys to Negotiating the Ballard Locks and Those Beyond

Okay, show of hands. Who doesn't have at least a small pang of anxiety when thinking about going through the locks? I will admit that after 27 years of dealing with the Ballard Locks, even I get anxious.

H However, as a delivery captain, my anxiety is rooted in how long the transit will take. I often pre-position a boat outside the day before my expected departure just to avoid any delays. My record for waiting to navigate the locks is four hours. From those of us who transit for a living to the beginner who has yet to be indoctrinated, there are three things that will make the process smoother and ease some of that anxiety: preparation, preparation, and preparation. As in everything we do, preparation is the key to success. First, a little context.

The Evolution of the Lock

The first known locks were used in China during the Song Dynasty (960 to 1279) A.D. They appeared in Europe in the Netherlands in 1373. Completed in 1825, the 83-boat locks of the Erie Canal were the first pound locks built in the United States. Rising 568 feet from the Hudson River and traversing 363 miles, the Erie Canal today is still an amazing piece of engineering. Along with the Great Lakes, the Mississippi River, and the Intercoastal

Waterway, it is part of a system of waterways called "The Great Loop" that enables boaters to circumnavigate the eastern half of the United States. It is the locks that enable these varied waterways to be connected.

Locks allow vessels of all kinds, private and commercial, to navigate from ocean to ocean and lake to lake. They allow vessels to transit up and down rivers and from one river to the next. Whether it is the Panama Canal, the scenic canals and rivers of Europe, the Columbia River, or our own Ballard Locks, the engine that drives all locks is gravity.

Gravity Power

Let's take the Panama Canal as an example. Completed in 1914 to allow shipping to traverse the 50-mile Isthmus of Panama, the canal itself is 29 miles from one set of locks on the Caribbean side to the other set on the Pacific side. A set of three locks takes the skipper up to Gatun Lake and a set of three locks takes you back down. Gatun Lake is a man-made reservoir created from the damming of the Chagres River. When it was completed, it was the

largest man-made reservoir in the world. This reservoir sits 87 feet above sea level and comprises most of the canal. When crossing the lake, the islands that you see while transiting the navigable channel are the tops of hills that make up the foothills leading up to the continental divide. The most famous part of the Panama Canal is the passage cutting through the mountains of the divide, which comprises only about a mile of the entire passage.

The elevated Gatun Lake is the engine that drives the entire operation. Its water flows into the locks, raising ships up lock by lock, and then letting them back down. You can imagine the amount of water used to run two sets of six locks, each 110 feet by 1,050 feet. Now add the newly expanded locks at 160 feet by 1,200 feet and you can imagine the job of managing the water supply. In December of 2015, I transited the Panama Canal for my fifth time. The level of Gatun Lake was a full two feet lower than where it was supposed to be for that time of year. This directly affects the draft of the vessels transiting Gatun Lake. It was August of 2014 that the Canal Authority announced that cargo weight limits may have to be imposed. Shifting climate patterns have caused the wet season to become drier than historical norms, bad news at a time when the canal is expanding its operations.

The Ballard Locks

Just as with the Panama Canal, our own Ballard Locks depends on a large source of water to operate. In the early days of the Pacific Northwest, coal and timber were two of the pillars of our economy. Driven by the need to move coal and timber from the Lake Washington area to Puget Sound as early as 1854, discussion had started about linking the two bodies of water. In 1867 the U.S. Navy pushed that idea along with their desire for a freshwater base and shipyard. The U.S. Army Corp of Engineers would start the planning in 1891 and the funding wouldn't be secured from Congress until 1902. It was in 1910 when Major Hiram M. Chittenden was given command of the area's Army Corps of Engineers that the project finally took shape and started in earnest.



The Hiram M. Chittenden Locks, or Ballard Locks as they are more commonly known, were completed in 1917. They were part of a larger Lake Washington Ship Canal project to connect Lake Washington, Lake Union, and Salmon Bay to Puget Sound. This larger project was officially completed in 1934. It is interesting to note that with the opening of the Ship Canal and Locks in 1917, the water level of Lake Washington was lowered almost nine feet. In addition to exposing a lot of new shoreline, it had the effect of reversing the flow of the Black River in Renton. The Black River flowed south from the south end of the lake and, joined by the Carbon River, joined the Duwamish River in Tukwila. Today the Black River does not exist and the Carbon

River now flows north into Lake Washington. The Black River to the Duwamish River and then to Elliott Bay was just one of four other routes that were considered as the major Lake Washington to Puget Sound waterway. These other routes were eventually eliminated from contention as either too long or too difficult to construct.

How to Unlock the Ballard Locks

Now that we've gotten the historical context out of the way, we can focus on how to get you and your boat through the Ballard Locks. The Ballard Locks consist of two separate locks: a small lock and a large lock. The small lock is 150 feet long by 30 feet wide and is used for vessels approximately 100 feet and smaller. I rou-

tinely transit with a 100-foot motoryacht that occupies the entire chamber. The large lock has two separate chambers and when used together is up to 825 feet long by 80 feet wide. The elevation of the lake varies between 20 to 22 feet above sea level. The lowest level occurs during the winter and the highest near the beginning of the summer. The level is high during the summer months to store water in case we have a dry season. There is a dam and spillway next to the locks that regulates the water level and a salmon ladder on the south side of the complex.

For both the big and small locks, when transiting westbound, i.e. from the lake to the Sound, the typical side you will tie up on is your starboard side. When transiting eastbound, or from the Sound to the lake, you will be on your port side most of the time. This is not always the case however, so being prepared for both sides is highly recommended. I cannot stress this enough. Being prepared for the big or small lock and for port or starboard side is very important. You must be prepared for any situation and any contingency.

Preparation for the locks should start taking place well before you arrive. I always start with the fenders. For both the big and small locks, your vessel will be up against either a concrete or steel wall. Fenders should be placed to protect the widest parts of your vessel. I recommend at least three on each side and the largest you have. Most vessels I see are using fenders that should be much bigger. Remember what fenders do. Fenders are there to protect your vessel. The bigger, the better.

Next comes the lines. The sides of the small lock chamber are lined with a floating sleeve. It is this sleeve that you will tie up to. You will need a bow and a stern line. The eyes of the lines are attached to the cleats on your boat. When you move into position on the sleeve, the line will run from the boat, around a bollard on the top of the sleeve, and back to the boat. The sleeve is designed to slide up and down the wall of the chamber with the water level. Once your lines are secured, there is nothing else to do. The lock attendant will tell you which bollard to use and will probably assist as well. Remember, for the small lock, the eye of the line is attached to the bow and stern cleat.

For the large lock, it is opposite. Your vessel is tied up to the side of the chamber. You will need two lines that are at least 50 feet in length. The lock attendants will be there to catch your bow and stern lines

Ballard Locks Quick Reference

What You Need:

- Bow and stern line.
- Adequate fenders for both sides. The bigger the better.
- Two 50-foot lines for the large locks.

How To Proceed:

Small Locks: First come, first serve

Large Locks: Largest boats first.

(Smaller vessels should expect to raft to larger vessels.)

Westbound: Expect starboard side.

Eastbound: Expect port side.

(Be prepared to switch sides if directed regardless of direction.)

Red and green traffic lights will indicate when to proceed.

What to Do:

Small Lock:

1. Secure the eyes of your line to your bow and stern cleats.
2. Run the line around the numbered bollard on top of the sleeve lining the sides of the small lock.
3. Secure back to your boat.
4. The boat will then move with the sleeve as the water rises or falls.

Large Lock:

1. Hand the lock attendant the eyes of your 50-foot lines.
2. Secure the line to your bow and stern cleats.
3. Standby your bow and stern lines.
4. Adjust lines in or out with the rise or fall of the vessel.
5. Keep tension on the lines, but not too tight.

Do not release lines until directed by the lock attendants.



The large lock can handle very large boats - or a gaggle of smaller ones. These five boats are each individually best suited to the small lock, but with so many coming through, they raft up in the large lock.

and it is the eyes of the lines that you hand them. They then place the eyes of the lines on a bollard on the wall and you will secure the lines to your bow and stern cleats. As the water level changes, you will either let out line or take it in. You want to keep the slack out of the line, but not too tight. The goal is to keep your position fore and aft on the wall, but not too tight against it. You may also have to re-adjust your fenders as you go up or down.

Transiting westbound from the lake to the Sound is the easier of the two directions. You are at the top of the locks and the attendants are right there to readily take your lines. Going eastbound or from the Sound to the lake is a bit more challenging because you are at the bottom of the chambers. In the small locks, you have to get the lines around the bollards yourself. In the large lock, the lock attendant will throw you a heaving line which you will tie to the eye of your line. He will pull your line up. Important: Ensure that the other end is tied off to something so that you don't lose it.

I highly recommend that you set up and prepare for both the small and large lock and prepare for port or starboard side. The lock that is being used depends on the volume and size of the traffic. Commercial vessels always take priority over private vessels. The locks are usually short-handed, so they will only have enough personnel to man one lock at a time. The lock being used commonly switches from one to the other and then back again, so being prepared for both is very important.

Once you have arrived at the locks, there are traffic-style red and green lights positioned at either end of the large and small locks. These will indicate when you should proceed into the lock. With

the small lock it is first come, first serve. With the large lock it is larger vessels first. These rules are important if you don't want to incur the wrath of other boaters or the locks attendants. The attendants will put the larger vessels on the wall first. Smaller vessels will then be rafted up next to the larger vessels. Have your fenders and lines prepared for this. It is highly likely that you will have vessels on the other side of you, and this is yet another reason for having fenders on both sides.

Be courteous of others while you wait in line and stay clear of departing traffic. Listen for any announcements by the Army Corp of Engineers on their public address system and listen to the lock attendants once you start your approach. Above all, be prepared. Just with our wonderful Seattle area traffic, there are good times and bad times to commute through the Ballard Locks. No matter what time of the year, there are some general times that give you a better chance at getting through without much delay. Fridays for heading west (outbound) and Sunday afternoons for heading east (inbound) are generally busy. Just as with rush hour, the earlier in the day, the better to avoid the crowds. When heading outbound, I will shoot for very early in the morning no matter what the day. Coming back, I will pretty much avoid Sunday afternoon altogether. I have been known to overnight at Shilshole Bay Marina and finish the trip Monday morning, especially during the summer. Holidays year-round can be especially busy: New Years, Fourth of July, Seafair, etc. Planning ahead and transiting the locks during the off times can make a really big difference. It's also worth noting that, due to the federal funding freeze of the current administration and congress, there will be

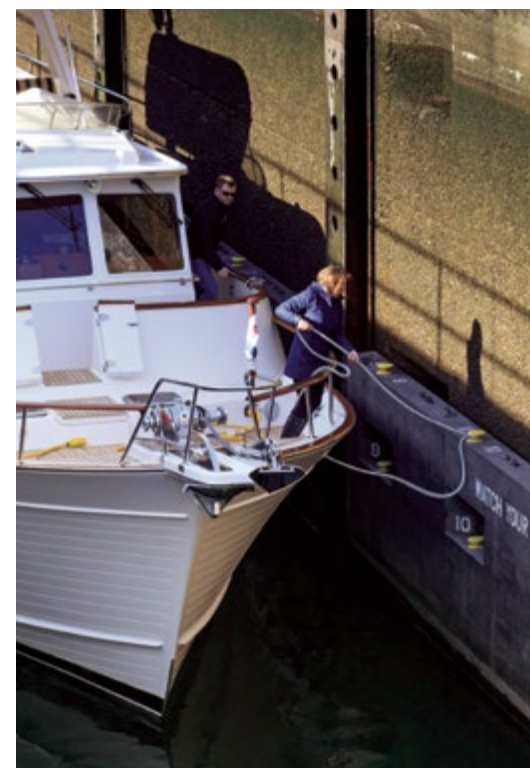
fewer lock attendants on hand in the coming months. This development bodes ill for the crowded summer days ahead. **NWY**



Captain Chris Couch is a successful Pacific Northwest-based delivery captain who has been widely used by companies like Alexander Marine for the last 26 years. Couch enjoyed a 14-year career in the U.S. Coast Guard that took him around the country to the

East Coast, Gulf, and West Coast on all kinds of vessels. He has been at the helm through the Panama Canal five times and for four trans-pacific crossings. His book, The Checklist, is enjoyed by and distributed to yachts owners and is a fantastic resource that covers just about everything relevant to a PNW Boater. You can buy the The Checklist, check out his other publications, or contact him at compassheadings.com.

You start deep down in the well when heading east in the small lock and tie up your own lines.



SEATTLE BOAT SHOW 2017

A BOAT SHOW TO REMEMBER

THE PACIFIC NORTHWEST BOATING COMMUNITY SEES

ANOTHER BIG SUCCESS WITH THE 2017 SEATTLE BOAT SHOW

Words: Norris Comer ♦ Images: Alex Kwanten & Ozzie Wiese

The Seattle Boat Show of 2017 is behind us, and as we tuck away our trusty *Northwest Yachting* booth we finally have a little breathing room to reflect upon the annual whirlwind of all things boating. As an exhibitor and sponsor of the show, we enjoyed an excellent perch from which to interact with our readers face-to-face and mingle with industry professionals both familiar and new. What we saw was what we hoped to see; enthralled boaters of all ages and companies making the right connections. This year's attendance of 51,502 visitors, down a modest 182 from last year, means that the event is holding steady as the West Coast's largest boat show. Not only did the show roughly match last year's attendance, but 457 exhibitors, representing a 3% increase from last year's 445 exhibitors, participated this year.

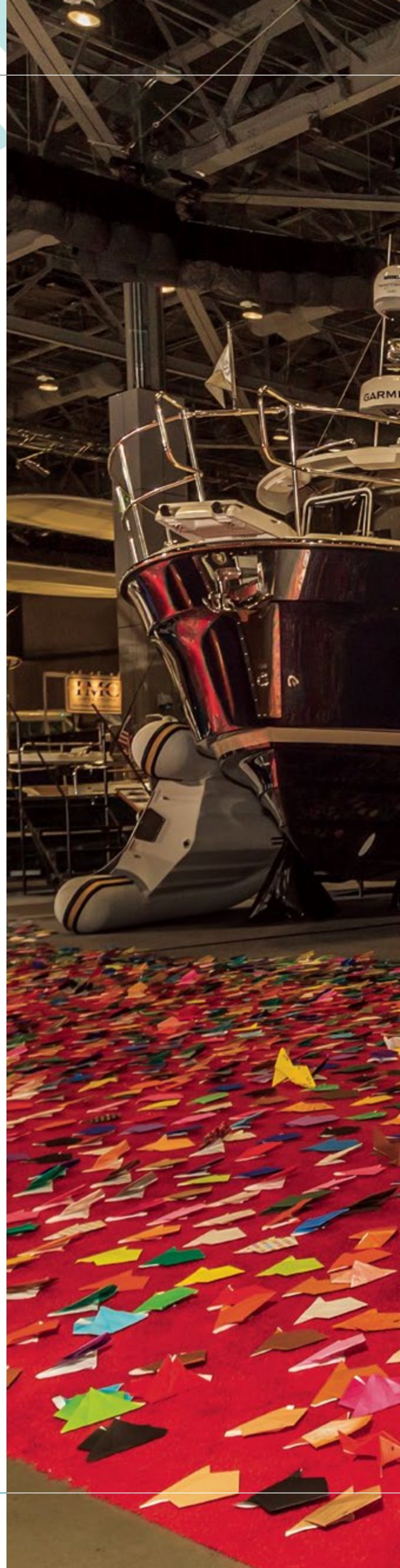
For the uninitiated, the Seattle Boat Show is organized by the Northwest Marine Trade Association (NMTA). The nine-day show ran from January 27 to February 4 this year and was housed where it usually is within the expansive CenturyLink Field. Local, national, and international exhibitors of the recreational boating industry were on display in full

force with over 1,000 types of recreational watercraft from kayaks and paddleboards to motoryachts and sailboats. Notable was the extensive fishing theme of North Hall, which was loaded with exhibitors from Kingfisher Boats and Fish On Boats to Washington Fish and Wildlife and various chartering companies. Fishing in the Pacific Northwest is clearly big league.

What's more, Chandler's Cove of South Lake Union was occupied to capacity with the complementing in-water show where visitors can experience boats in their natural habitat. The CenturyLink Field and South Lake Union combination has been the standard for many years, although development of the Chandler's Cove area in South Lake Union by Vulcan Real Estate may throw a curveball into the arrangement in the years to come.

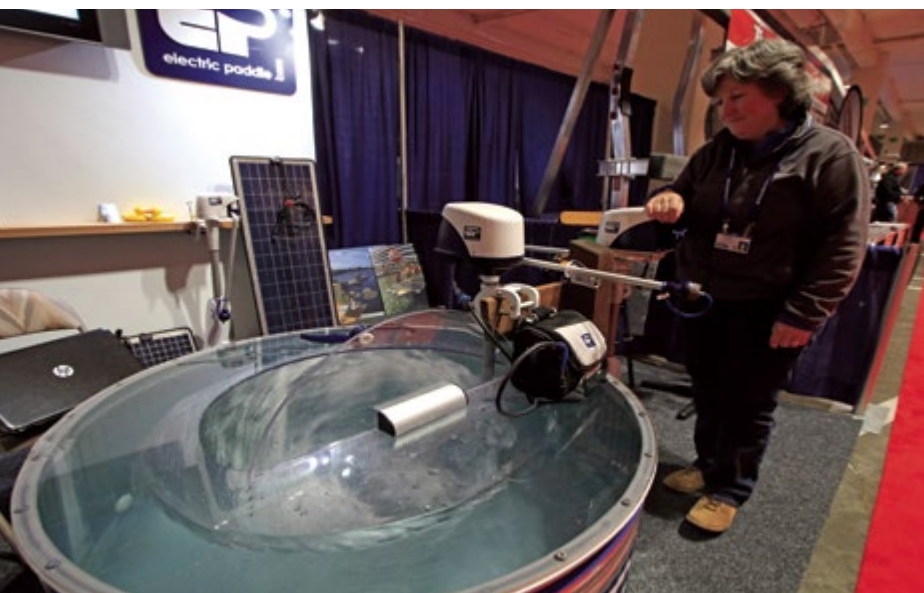
The Goods

As far as boats, gear, services, and more are concerned, there were so many goodies of note that no single article can do them all justice. As far as our informal take on the indoor showroom is concerned, open and accessible displays like Nordic Tugs and Aspen Power Catamarans seemed very popular with visitors, who were free to explore the yachts as they desired





YACHT SALES



Top down: The indoor show was loaded with great exhibitors, including the Bellingham Yacht Sales' inventory lineup, pictured above alongside Pursuit Boats to the left. Basta Boatlifts and Electric Paddle were two local companies that caught our eyes. Pictured below, Inventech Marine Solutions' Lifeproof Boats were just too cool not to check out.



with friendly and supportive staff on hand. Groups of bright-eyed show goers crawling over decks and cramming themselves into engine rooms were common sights. On the gear side of things, we did see a few things that perked our interest.

Basta Boatlifts: How exciting can a boat lift be? When you talk to Bellevue, Washington inventor Sam Basta, founder and president of Basta Boatlifts, you realize that excitement appears in some unlikely places.

"These boat lifts are my life's passion," Basta says of his lifts, which involve several pending patents of his. "If you need a manual, it's too complicated." His lifts take the weld-free, assemble-it-yourself approach that seem like a great idea, especially for the buyer who played with Legos as a kid. The catwalk attachment, one of many compatible accessories, also raises and lowers with the boat, something you don't see very often for whatever reason. If interested, get more details at bastaboatlifts.com.

Foldable Rigid Inflatable Boat, FRIB: Stowing a dinghy is always a challenge aboard, but fortunately there's no shortage of clever solutions out there. UK-based Four Seas offers the first patented "FRIB," the foldable rigid inflatable boat. These dinghies have been popular overseas for a reason, and we won't be surprised if we see more of them in the Pacific Northwest as time goes on. You can learn more at fourseas.com.

Life Proof Boats: These boats from Inventech Marine Solutions out of Bremerton, Washington are just too cool. Built like a hybrid sport fishing boat and U.S. Coast Guard border interceptor, these boats are built with foam/air stabilized buoyancy collar systems to take on open coastal conditions of the Pacific Northwest. Inventech Marine Solutions has filed five provisional patent applications, which speaks to their forward-facing approach to boat building. More information is available at inventechmarine.com.

Electric Paddle: The Electric Paddle is a portable electric motor designed for canoes, kayaks, and dinghies under nine feet in length. Not only does the motor plus battery weigh a modest 16 pounds, but the motor easily folds into a sling that one can hoist over a shoulder. What's more, the local company is based out of North Bend, Washington. Check out the details at electricpaddle.com.

Jetsurf: We wrote about these jet-powered boards when we heard about them a few issues back, and it was great to see them in person. We're still hoping to look out on Puget Sound and see one zipping past, maybe this summer? See them in action at jetsurf.com.

Industry Angle

The bounty of fun stuff is great for attendees, but does the show result in actual boat and product sales for exhibitors? The answer seems to be a resounding yes from the industry.

"We had a great show. The quality of the clients was excellent. People were there to buy a boat, not just dream about a boat," says Emiko Kelly, Vice President of Operations of Alexander Marine and boat show veteran. She is not alone.

"We were up over 20% over last year's Seattle show, which was our best show ever. We did 40 shows last year from Dusseldorf to Seattle, and this was by far the best boat show anywhere we have ever had, period," says Jeff Messmer of Ranger Tugs.

"We couldn't be more pleased. We wrote deals, saw a lot of good prospects, and saw a lot of people from out of town. It seems like Washington is on the map for out-of-town buyers," says Dan Krier, Vice President of Marine Servicenter, a local dealer for Jeanneau, Lagoon, Island Packet, and Wellcraft boats.

Sponsored social events made business mingling all the easier. What better way to kick back than with a glass of West Coast wine or a Pacific Northwest craft brew? Uncorked, the

show's opening night event, was sponsored by Basta Boatlifts on the evening of January 27 and featured different West Coast wineries. A \$29 ticket granted the holder admission, a souvenir wine glass, and six tasting tokens used as currency to try out wines from Kamiak, Novelty Hill, Renegade, Canoe Ridge, L'Ecole, Ferrari-Carano, Chateau St. Michelle, Firesteed Cellars, and Gordon Estate wineries.

The craft brew iteration of the theme, Sails and Ales, was presented by S3 Maritime on February 3 and featured beers from Hop Valley, Full Sail, Hilliard's, Dru Bru, Georgetown, Two Beers, Schilling Cider, Bellevue Brewing, and Gilgamesh. We don't have data to support this theory yet, but it's quite

to marine trade related jobs, the labor pool in the United States currently struggles to meet the demand. Participating businesses included yacht brokerages, marinas, boatyards, kayak companies, and more (see the complete list of companies at seattleboatshow.com). All told, 156 attendees showed up for the 300-plus available positions.

"While I was enthused to see so many job hunters show up, I was struck that there's a gap between the tremendous positions in our sector and the inability to find both the quantity and quality of talent," said Peter Schrappen of the NMTA, the organizer of the event. It seems as if many of the participating companies wish to participate next year as well, which is a great sign for both em-

WE DID 40 SHOWS LAST YEAR FROM DUSSELDORF TO SEATTLE, AND THIS WAS BY FAR THE BEST BOAT SHOW ANYWHERE WE HAVE EVER HAD, PERIOD.

possible that the biggest deals and best ideas resulted during these two events.

Got Jobs? Yes!

The successful third annual maritime Career Fair was on January 30 to connect job seekers with the job providers. One generally hears plenty about the lack of job opportunities and the abundance of student debt in the country, but when it comes

employers and potential employees. Seriously, if you're unemployed or know somebody who is, check out the many opportunities the Pacific Northwest marine sector has to offer.

Year of the Seminars

This year was a big one for seminars and, with over 225 boating seminars to choose from, attendees showed up from all around the country.

EXTRA EXTRA

The Seattle Boat Show isn't all boats, gear, and products, and the wide array of events is testament to the more playful character of the show. DJ Jubal of MOVIN 92.5 officiated a wedding between Jennifer and Chris Wireman on the stern of a Prestige 500S from Sundance Yacht Sales. Chris' dad, the couple's two kids, 20 family members, and dozens of public bystanders were gathered to enjoy the ceremony. A nautical cake was donated by the Baking and Pastry Arts Program at South Seattle College.

But love wasn't all that was in the air, and the delicious aroma of chowder from the second annual Chowder Chomp at the South Lake Union show filled the air on opening weekend. Six notable restaurants went bowl-to-bowl with their chowders, two of which were new from last year, in order to win the public's vote as "Best Boat Show Chowder." Even though double amounts were ordered from last year's inaugural event, they were still cleaned out on the first day. Pike Place Chowder defended their crown and won this year, which resulted in a \$2,000 donation in their name made to Salmon for Soldiers, a nonprofit organization that takes veterans on rehabilitative fishing trips.



The competition really heated up with the inaugural Yacht Club Challenge, and 15 yacht clubs competed to rally the most members and claim the title of "Most Spirited Yacht Club" and the grand prize of \$500 and three cases of Papa's Pilar Rum. Queen City Yacht Club won with 89 enthusiastic members. Tacoma Yacht Club, Seattle Yacht Club, and Corinthian Yacht Club all were close on Queen City's heels with 80 or more members each. Worth an honorable mention is Clover Island Yacht Club, which bussed in 54 people from Eastern Washington to make their play for the prize. Surely they deserve some kind of point bonus for the commute, no?



To our eyes, the seminar room was rather basic, but that's not why people showed up. Visitors, specifically families, were hungry for the content.

"In my seven years of coordinating the seminars, I've never seen so many families

and children. More than I can count!" says Alashia Wartelle of the NMTA. Stories abound, like the family from Utah who went to the show all nine days, bought 19 Boat Show University tickets, and attended every seminar possible. The plan was to buy a sailboat and apply the knowledge learned to cruise up to Alaska this summer.

We at the Northwest Yachting booth got a pulse of folks after Elsie Hulsizer's seminars on the West Coast of Vancouver Island, in part due to her *West Side Story* feature in our February, 2017 issue. Some popular seminars including the ones by Amanda and John Neal, which commanded crowds of 80-150 people. Tech seminars related to navigation and iPads on boats

Left: Aspen Power Cats showed off their trailerable 105LX model at the indoor show.

Right: Showgoers explore a Prestige 500S motoryacht at the Sundance Yacht Sales exhibit at CenturyLink.





Top Down: Marine Servicer, a local Jeanneau dealer, flies the company flag. In-water attendees were drawn to Kadey Krogen's slips and the Beneteau inventory of Signature Yachts. Offerings from Denison Yachts Sales and the Hampton Yacht Group are pictured above on a clear morning.

Below: A Maritmo of Crow's Nest Yacht Sales beckons.



were popular, like Sam Landsman's iPhones, iPads, and Boats: Tips from a 20-something cruiser.

"We had a new panel this year, the Seattle Ocean Sailing Forum, which was well attended. The panel aspect is a nice change of pace and really tailored to attendees. We will plan to have more panels in the future," says NMTA's Wartelle.

Looking Forward

The Seattle Boat Show is a product of evolution, and every year the recipe is tweaked or reworked in response to feedback and the changing Seattle cityscape. Next year promises to bring new challenges, especially in light of the redevelopment in the works by Vulcan Real Estate to Chandler's Cove in South Lake Union. Although details of the changes are still scarce, it seems clear to most that a new venue will need to be found for in-water moorage if that aspect of the show is to persist.

"Now that the January show is behind them, the Board of Directors and the Boat Show Committee of the Northwest Yacht Brokers Association will be devoting their energies to researching a variety of potential options for future in-water shows," says Bonnie Robertson, Executive Director of the Northwest Yacht Brokers Association.

Development also threw some curveballs when it came to park-

ing for this year's show. Three parking lots that are traditionally used for the show were lost to Google between Mercer and Valley due to the company's new buildings. Action was taken to arrange \$3 weekend parking at a nearby garage and it seemed to work. The free shuttle service between the South Lake Union afloat show and the CenturyLink Field indoor show had well over 6,000 riders and no doubt saved considerable parking-related headaches from show-goers.

All in all, the NMTA deserves a standing ovation for yet another successful boat show. The Seattle Boat Show remains *the* boat show event of the Pacific Northwest and is a must-attend on boaters' calendars nationally and overseas. What made 2017 extra special for us was meeting our readers in person, catching up with our fellow maritime industry peers, and having great boat-themed fun. At the end of the day, perhaps that is what the show is really about. **NWY**



Norris Comer is the managing editor of Northwest Yachting. He was raised in Portland, Oregon and got his BS in Marine Science at Eckerd College in St. Petersburg, FL where he lived aboard a 1973 Catalina 27 before moving

to Washington. He has worked as a commercial fisherman, wandered aimlessly around the world, studied oil spills, and was a contestant on the Norwegian reality TV show, *Alt for Norge*. His 1970 Albin Vega is docked in Shilshole Bay Marina, and he loves living in a state where he can explore the ocean and mountains in the same day. Say hi on Facebook at Norris Nelson Comer, or send an email at norris@nwychting.com.

WORLD RECORDS

Ambitions were high at the Boat Show, with not one but two world record attempts. One, the world's largest knot tying lesson, fell short, but can still be considered a success due to the fun had by participants.

"The knot tying was a blast! The boat show staff did a great job organizing. The knot tying audience was enthusiastic and generally wonderful. Many people commented that they had never been successful learning a bowline. We purposely choose the bowline over another simpler knot because it is one of the most useful. Folks came by after the event to extend their appreciation. It was disappointing that we did not make the record. Perhaps we can try again another year!" says Lisa Vizzini of Port Townsend Rigging.

The other record, the largest origami fish display, was a resounding success. The previous record of 1,500 fish was completely obliterated with the record number of 8,121 origami fish, reached in part thanks to the eager contributions of the Bellevue Children's Academy and Willows Preparatory School. At the time of this writing, the Guinness World Record organization is processing the materials to approve the accomplishment.

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HOW MARINERS

Conquer

THE QUEASE

BY BRIANNA KING



Seasickness is a feeling all too familiar to the regular seafarer. The onset of nausea, fatigue, lack of appetite, vomiting, and dehydration can be predetermined facts – **“I will get seasick if I go on a boat”** – or a case-by-case situation.



Some say that they only get sick when the conditions are somewhere in between a calm sea and terrible weather. Rough weather itself can induce seasickness. In fact, the idiom “under the weather” may have nautical origins, referring to those who become seasick during rough conditions and have gone below deck “under the weather bow”, the weather bow being the side of the ship that is getting the full brunt of the stormy weather. Others will only be sick for the first few hours, perhaps first few days, and then be totally fine. Some say it’s all psychosomatic. Seasickness is simultaneously universal and extremely personal all at once.

I am well acquainted with seasickness. Being a marine biology major, I have had many experiences out on boats, both big and very small, in both rough and calm seas. Many friends, colleagues, and acquaintances that spend time regularly out at sea admit to getting seasick. Heck, even commercial fishermen that I have met admit to being seasick at least once in their lives. Just about anyone who has experienced seasickness is immediately sympathetic. There is something forlorn and truly miserable about this state of malaise, with such an utterly simple solution: land. The most frustrating aspect of seasickness (to me) is that it is not caused by a pathogen or an injury. Seasickness simply reveals an Achilles heel in our otherwise incredible physiology – and hey, there had to be a flaw somewhere. Why does your body commit an act of such savage self-sabotage?

To truly understand seasickness, let’s dive into greater detail as to how our brain operates and perceives its surroundings. Seasickness is caused by a lack of communication between three major senses your body uses to interpret and understand the world and your physical place in it: your vision, your vestibular system (your inner ear, which maintains your balance), and proprioception.

Proprioception is considered the sense of knowing where you are, and is almost a sixth sense that you probably didn’t know you possessed. I don’t mean where you are on a map,

but where you – or more accurately, parts of you – are. Imagine you’re in a sensory deprivation tank where everything is dark and you are floating in water. I bet you could touch your toes, no problem, even without seeing them, even without them touching anything else, because of proprioception. I’m sure you were hoping for something a little more exciting than that for a sixth sense – detecting magnetic fields, seeing dead people, etc. – but proprioception is important, and our lives would be incredibly difficult to navigate without it. Imagine you lost this sixth sense. If you have ever had a few too many drinks, you begin to lose your proprioception, which is the basis of field sobriety tests that police officers use to confirm whether you are intoxicated. Dr. Oliver Sacks, the late, well-known neurologist and author, described a case of a woman who had lost her proprioception in his essay *The Disembodied*



There’s no need to feel bad about getting seasick. You’re hardly the first, and at least you don’t have to take orders from Captain Ahab.

Prevention

Examining preventive measures or cures is akin to opening Pandora's box. There are methods, homeopathic remedies, and prescription drugs. Based on personal accounts from myself and others, I offer the following recommendations and advice:

PREVENTATIVE REMEDIES:

- If you are taking a motion sickness medication such as Bonine or Dramamine, the most solid piece of advice that I can offer is to take one tablet the night before you intend to go out on a boat, or at least eight hours before. This allows the medication to be distributed into your bloodstream before the symptoms of seasickness set in. I have heard this piece of advice from several old salts. If you only take motion sickness medication when you start to feel sick, it's too late.

- Speaking of Bonine and Dramamine, these are both over-the-counter (no prescription needed) antihistamines that treat motion sickness. Antihistamines fall under a group of drugs called antiemetics. Antiemetics are receptor antagonists, meaning that they prevent an action from taking place in your body. Antihistamines block histamine receptors, which on top of blocking involuntary reactions to allergens (coughing, itching, sneezing, etc.), they can also reduce involuntary actions made by your digestive system. This is because your digestive system is part of what is called your parasympathetic nervous system, which is a branch of your nervous system that controls every-day automatic functions like your heartbeat, breathing, and digesting.

Antihistamines (particularly H1 receptor antagonists, like the ones mentioned here) mitigate nausea by preventing a response by your parasympathetic nervous system to an external influence, such as motion. Dramamine contains 50 milligrams of dimenhydrate per tablet. Bonine typically contains 25 milligrams of meclizine hydrochloride, which minimizes drowsiness. Overall, I prefer Bonine, and I think that has saved me from seasickness on a number of occasions. Another antihistamine used is Promethazine, though this is a more drastic measure to take – it is by prescription only and is administered by a suppository. Probably not recommended for your day trip!

- Some people recommend avoiding certain foods before going out to sea. There is a general consensus that alcohol is a big no-no if you think you are prone to seasickness (particularly too much alcohol – a hangover on a boat is as much fun as you would imagine it would be). I've heard from multiple people to avoid coffee, or anything with lots of caffeine, which can be hard to pass up for those early morning fishing trips. Personally, seasickness has put me off donuts for life. Once, my colleagues and I stopped for maple bars before diving for work. Later that morning, I got to see those maple bars again, and I haven't touched one since.

- Pressure bands work for some people. These are elastic bands you wear around your wrists that have small, plastic pieces that push on key pressure points on the inside of your wrist.

- Another prescription drug is Scopolamine transdermal patches. This is a prescription drug that contains scopolamine, which is used to prevent motion sickness. It can work very well – I have friends that swear by it, and wouldn't even think about getting on a boat without one. However, it is highly recommended that you test out a patch before getting on a boat. The side effects of this drug can be quite serious – seeing double or blurred vision, flushing, or headaches and poor coordination. Friends of mine have reported hallucinating, urine turning orange, lack of sleep, itching, cotton mouth... so it's good to test it out before heading out!

Lady from his famous book *The Man Who Mistook His Wife For A Hat*. In the story, the woman loses her proprioceptive sense due to a viral infection in her spinal cord and is unable to stand unless she looks down at her feet. Her hands wander unless she watches them and she is unable to modulate the tone and volume of her voice. It is as if she is trying to control her body from outside her body; she lost the feeling of ownership or self.

Proprioception works very closely with your vestibular system – your inner ear – to maintain your balance. Your vestibular system is a series of tubes containing fluid. Looking at an image of the vestibular system, you may think that it's a strange seashell. It's an elegantly simple system in that, because the world is three dimensional, there are three tubes that correspond to the x (roll, moving your head side to side as if to touch your ears to your shoulders), y (pitch, moving head back to front as in nodding "yes"), and z (yaw, shaking your head as in saying "no") axes. Here's the thing; the vestibular just tells you which way your head is oriented. Proprioception and vision tell you the way that the rest of your body is oriented.

Back to our original question; what happens when we are seasick? Our senses that tell us where we are and keep us balanced – vision, vestibular system, and proprioceptors – get out of sync with one another. Your vision and proprioception may tell your brain that you are standing still on the boat, but your vestibular system is telling your brain that you are moving all over the place. There is a disconnect between what you perceive and what is reality. This can be exacerbated by the fact that the surface of the ocean is a featureless environment, and so your brain lacks further points of visual reference to help. The Achilles' heel when it comes to your brain, balance, and orientation is in motion. The more unpredictable the motion, such as a windy road, a roller coaster, or the surface of the ocean, the more it thwarts your brain's ability to determine your head and body's orientation. But why?

Let's take this back to our beginnings. Humans evolved in a terrestrial environment. Our bodies expect an environment in which the only movement we experience is either from self-propulsion – walking, running, crawling, etc. – or by watching other things move in relation to us. Then humans developed boats and sailing was one of the fastest modes of transportation before the combustible

Any sailboat racing newbie can tell you that the first time out on a real race boat can throw your balance way off – but any mariner can be affected, and the seas don't have to be this rough for it to happen. (Photo: Jan Anderson)



engine. Humans did not spend enough time on a boat to evolutionarily adapt to this environment. When we then take ourselves out of our normal environment and place ourselves on a boat, the primitive part of our brain is still expecting us to be on land because that's all it really knows. That's when the trouble starts. This miscommunication between your inner ear and your vision and proprioception

on the deck, starfish style, rolling around and wailing. As soon as we got back to land, he was obviously trying to recover any dignity that he had lost, which reminds me of the Josh Billings quote, "One of the best temporary cures for pride and affection is seasickness; a man who wants to vomit never puts on airs."

Take my advice with a grain of salt – something that works for me may not



MOST IMPORTANTLY, MAKE SURE TO CHECK YOUR PRIDE AT THE DOCK BEFORE YOU EMBARK, BECAUSE IT'S HARD TELL WHETHER IT'S GOING TO BE YOU OR ONE OF YOUR FRIENDS WHO WILL BE FEEDING THE FISHES LATER.

then results in nausea – but why nausea? Why not something else, like uncontrollable singing, or temporary blindness, or something more benign like a stuffy nose?

While scientists have not reached a consensus as to why we experience nausea as a result of seasickness, there is one convincing theory. Your body interprets the miscommunication between your senses and vision as being poisoned. Your brain says: "Something's wrong – can't figure it out, it must be poison!" and initiates the nausea/fatigue/vomiting sequence. This is where we depart from the universality of seasickness and tread into the territory of individual experiences. Seasickness affects everyone differently. Working as a tour guide on a boat, I have witnessed some people respond by simply falling asleep for the entire tour (while wondering if said people were going to kick themselves for shelling out \$100 for a nap), while others become quite melodramatic. One man, I remember in particular, spread himself out

work for you. Always talk to your doctor before taking any medication. Most importantly, make sure to check your pride at the dock before you embark, because it's hard tell whether it's going to be you or one of your friends who will be feeding the fishes later. Don't let that get in the way of having a good day, though – sometimes, the best remedy for seasickness is to take your mind off of your gut and focus on the reasons you came out in the first place – friends, fish, and fun! Happy sailing! **NWY**



Brianna King was born and raised in the Pacific Northwest, earned her undergraduate degree in marine biology in California, lived in New Zealand and Australia, and now calls Anchorage, Alaska home. She has worked as an observer for the partial coverage groundfish and halibut fleet

for the last couple of years, and has now started graduate school in the Fisheries, Aquatic Science, and Technology lab at Alaska Pacific University, where she is studying commercial fishing gear modification.

Mitigation

Prevention's good, but what if you're already sick? Here are some tips to get you through:

- There are many natural methods for trying to mitigate seasickness, and it's a matter of finding what works for you. Ginger has been shown to help with upset stomachs, though I wouldn't recommend eating it straight. Have it in the form of ginger tea, ginger candy, or perhaps even ginger cookies. Mint can also help with motion sickness.
- "Stare at the horizon." You've probably heard this advice before, and perhaps after reading this article it now makes sense. Staring at the horizon gives your brain a point of reference for all of the movement you are experiencing.
- Find the point on the boat with the least amount of motion. Every boat has a central axis point, which is the point where the least amount of movement is occurring. This point is usually somewhere in the middle of the boat. Avoid the bow, and anywhere up high on the boat. You are only getting further away from the axis point, and the amount of movement you experience will become exaggerated.
- Sometimes you just have to wait it out. If you're only going to be on a boat for a few hours, then you may be out of luck. If you are going to be on a boat for multiple days, there's a chance that you may get over your seasickness. This is the case for me, usually. I may be sick for the first day, maybe two or three, but there comes a magical moment where my body finally adjusts, and I am fine for the rest of the trip. During the time that I'm seasick, usually the only thing that helps is laying down and taking a nap.



KING COPPER

Is Dead



BY PETER SCHRAPPEN

With a big change coming to boating, are you ready?

*Author's Disclaimer: I was the lead lobbyist on the passage of this legislation and have worked with boaters and boatyards to move forward with non-copper paint as part of my role with the Clean Boating Foundation.

* Copper *

Copper, that reddish metal you may remember from the periodic table, has been used in the maritime industry since at least the 18th century when the British Royal Navy adhered copper plates to their hulls to protect them from shipworms and other marine growth.



Copper has worked so well that it remains in most of the bottom paint you will find on store shelves. Why? Copper, like tributyltin (which was phased out in 1988) and zinc, is a biocide. “Bio” means life and “cide” means killing. But these days, copper may be a victim of its own success. While it’s great at killing life on your hull, paint can leach into the environment.

“Even in extremely small concentrations, copper is a dangerous pollutant for marine life, especially our salmon. In many cases, it’s even more toxic than lead,” says Chris Wilke, executive director of the Puget Soundkeeper Alliance. He’s been looking at this issue for years and came to the same conclusion that the Northwest Marine Trade Association (NMTA) arrived at in 2011 — that copper should be phased out of paint.

A 2007 study from the National Oceanic and Atmospheric Administration found that copper disrupts a young salmon’s ability to smell. According to the study, salmon swimming through dissolved copper lose the ability to smell their prey. Salmon also use their sense of smell to locate their home stream and reproduce.

“If we know that copper is bad, and if we know that boatyards are continually struggling to make the benchmarks in their boatyard permit, why not try an approach that addresses the pollutant at its source? For us, that was looking at the paint in the can and not copper at the end of the pipe,” says Jim Brown, chair of the Clean Boating Foundation board and one of the original core members of the group that put forward legislation to phase out copper-bottom paint.

Washington’s Department of Ecology (Ecology) has scrutinized copper on industrial sites for decades. When it comes to the state’s 69 boatyards, Ecology is scared by how much copper and zinc is found in water samples taken during a storm. Any more than 147 parts per billion of copper in a sample exceeds the benchmark. If that happens twice during the five-year permit, the boatyard must take corrective action, which can cost tens of thousands of dollars for engineering reports and the purchase and upkeep of a filtration device. Keep in mind that 147

parts per billion is next to nothing. To put this amount in perspective; it is equivalent to three drops of food coloring in 50,000 liters of water.

When it came to the legislation, Senate Bill 5436, which passed in 2011, made Washington the first state to adopt non-copper paint guidelines. No new recreational boat up to 65 feet can arrive to market with copper on its hull starting in January 1, 2018, and no copper can be sold or applied to a boat after January 1, 2020. This law only applies to boats in Washington. Also, these upcoming dates are not retroactive, meaning that is legal to have copper on your boat after these dates, it just cannot be applied or sold after January 1, 2020. Plus, it is permissible for non-copper paint to cover copper paint with this new law. But the bill will only apply to recreational boats up to 65 feet, raising the question of why only a portion of boats have been targeted.

“While we had some things going in our advantage for this legislation, the team that brought this forward had other disadvantages we had to account for. In particular, while copper is bad regardless of whether it’s on a yacht or a freighter, our core group did not have needed support to have this legislation apply to all sectors. Also, the boatyard permit pays special attention to regulating boats up to 65 feet, which falls

within the NMTA membership. We went to Olympia unified around the best bill we could muster with the hope that other marine stakeholders and other states would join in. As they say in Olympia, ‘perfect is the enemy of good.’ While this bill was not perfect, it was a good one,” says George Harris, NMTA president.

The bill brought together diverse interest groups around a common conundrum: cleaning up Puget Sound while not employing heavy-handed regulations that would create a death spiral for any one sector. Also, paint companies that provided products for recreational boats would need time to research and produce paints that work in the unique climate of Washington.

“We have a couple of things going in our advantage that made this bill possible. First, there had been a history of our industry and environmental groups working together for clean water. Second, because of the cold waters here, we don’t see the level of marine growth found in other areas. Third, we had a reason to move this legislation forward because the boatyard permit mandates that copper keeps getting harder and harder to have in your samples. Fourth, we had the right mix of legislators and interest groups coming together in unison, shouting that clean water matters,” says Bill Youngsman, past chair of the NMTA.



CSR Marine boatyards, which specializes in below-water work, will be directly affected by the copper ban.





Wilke of the Puget Soundkeeper Alliance says, "In order to protect our waters and the natural resources that we enjoy, we must move away from the most harmful chemicals and pollutants, especially when suitable alternatives exist." But it's not just the environmental community and boating industry that welcomed this chance. Bill Dewey of Taylor Shellfish Farms is pleasantly surprised with the leadership of NMTA on this issue.

"There's no confusion that nasty chemicals like copper and oysters don't mix. Typically, our partners when we work on addressing pollution sources are environmental groups, not organizations like the NMTA whose members may be contributing to the problem. We applaud the industry's leadership to address copper bottom paint. What a great example for their counterparts around the country. Hopefully others will follow their lead," says Dewey.

Alternative paints already exist. As the key dates of the legislation approach, more and more success stories are popping up. Bremerton Yacht Club, for one, has made a complete transition to non-copper paint.

"You can only buy non-copper paint in our club store," says Don Floyd, lead volunteer at Bremerton Yacht Club. Floyd claims only about one out of 50 boats have had a problem with non-copper paints. "We have seen very few issues with these non-copper paints. Plus, it has helped us comply with the boatyard permit so we can continue to operate."

boating public needs to know that these new paints work well but are different from conventional ones.

"Boaters can't be expected to have the same experience and lifecycle as they are having with the current copper-based paints," says Bulpin. "There's a reason that boaters like copper. Taking out this chemical is going to have an effect, and our responsibility is to minimize the risk to get boaters what they ultimately need and want: a clean bottom. Sea Hawk has the product and is working on other products, but changing a boater's behavior can be a challenge." Bulpin added that boaters should know that their products do exceptionally well with hard growth and barnacles, but they should not be surprised if they see soft growth and slime when the boat is pulled.

Pettit Paint is looking forward to the phase-out. Pettit representative Rachael Cartwright has found a willing public as she travels around Washington.

"Regardless of how we arrived here, we now have a law coming into effect starting in 2018. Pettit will continue to work closely with the boatyards and boaters to ensure that this transition goes as smoothly as possible," says Cartwright. But not everyone is completely sold on non-copper paints.

"While it's the correct thing for us to do, I worry that with too many bad experiences people may get out of boating," says Scott Anderson of CSR Marine. Anderson co-owns the two CSR boatyards,



THERE'S A REASON THAT BOATERS LIKE COPPER. TAKING OUT THIS CHEMICAL IS GOING TO HAVE AN EFFECT, AND OUR RESPONSIBILITY IS TO MINIMIZE THE RISK TO GET BOATERS WHAT THEY ULTIMATELY NEED AND WANT: A CLEAN BOTTOM.



Others share Floyd's optimism. Bob Ranzenbach, a power-boater and member of the Seattle Yacht Club, applied non-copper paint in 2012 and is now a "true believer" in its attributes. "I was completely surprised and impressed by my experience."

If you ask some paint companies, they are planning for this phase-out with eyes wide open. Tony Bulpin, from Sea Hawk Paint and a regular in the pages of *Northwest Yachting*, has spent considerable time on this subject in recent years. He says the

enjoys sailing and cruising, and serves on the board of the 101-year-old schooner *Adventuress*. "Do I understand why we need to make this change? Yes. Am I ecstatic about it? No, but it's the law, so we are going to do everything we can to make [this change] a success."

While the expectation was other states would join Washington with a phase out of copper-bottom paint, new laws have not yet been adopted elsewhere in the U.S. California looked to have the most

Continued on Page 78

Seaview Boatyard of Seattle is on the front lines of the copper ban legislation. Soft growth, pictured above, is more common on some non-copper bottom paints.



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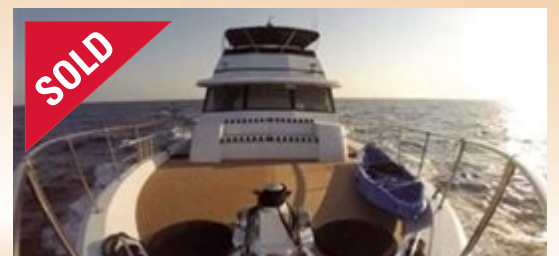
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momentum before Washington's law and has recently taken up the issue once again. Instead of legislative action, California is looking at regulatory changes, focusing on leach rates and impaired water bodies. Marina del Rey, Newport Beach, and Shelter Bay near San Diego have all received the attention of California's clean-water agency. Because copper levels are not in compliance with federal standards in these three places, the agency is considering a reduction plan that could force boaters to use copper-free paint, according to a 2015 article in the *Los Angeles Times*. Under the proposal, copper levels in Newport Bay would have to be reduced 83% in the next 15 years to comply with their clean water regulations.

"Getting California to join us would be a real game-changer. Our concern is that Washington is such a small fish in a big pond," says Brown of the Clean Boating Foundation. Washington ranks 24th in the country in boat registrations, with 240,000 of the United States' six million boats. "Once other states see that viable options exist, paint companies will even be that much more encouraged to get non-copper paints onto the shelves," he says.

Another part of the law that is receiving scrutiny is how to test chemicals in these new paints. The law stipulated that alternative chemicals be evaluated beginning in January 2017. Northwest Green Chemistry has started assessing with the support of boating businesses, boaters, and the NMTA.

"The last thing we want to see happen is a regrettable substitution, where the replacements contain chemicals even worse than copper," says Dr. Amelia Nestler, North-

west Green Chemistry's project manager. "We are not dictating which products to use, but we are producing a selection guide to help boaters choose the best option for their boating needs and for Puget Sound." Nestler has shown the ability to innovate as she goes along, according to many of those participating in the alternatives assessment process.

"CSR suggested that they see which of these non-copper paints actually work. Amelia said that it wasn't part of their original plan, but have displayed a willingness to adjust their testing to accommodate our request," says Anderson of CSR Marine. Many boating businesses have appreciated Northwest Green Chemistry's openness and transparency. Nestler credits that to their desire to get this assessment right.

"This alternative assessment is the first one of its kind. There are few things we already know in the first months of this process: No other spot in the world has a phaseout of copper-bottom paint, which means that boaters around the globe are watching what we are doing here to get both the test and the phase-out right," says Nestler. All of the Northwest Green Chemistry's meetings are public, and boaters are encouraged to email Nestler directly (anestler@northwestgreenchemistry.org) if they want play a role in the study.

What formally began in 2011 with the passage of the non-copper paint law has led many boaters to look at other practices that could both help boatyards comply with Ecology permit regulations and clean up water.

"Taking care of the environment is a



Yachts, like the one pictured above at CSR Marine, will feel the brunt of the ban.

never-ending process. Paint has received a lot of attention for good reason, but boaters should do more than just switch paints. Boatyards are also scored on the zinc that comes off of their yards. A simple solution here would be to switch to aluminum anodes. Marinas can consider moving to zinc-free marine bumpers, too," says Nestler.

Clean Boating Foundation Chair Chris Brown believes boaters are environmentalists. "It's not like we go out on the water wondering how many ways we can pollute. If we weren't into nature, we would spend our time on the couch. That said, because we use the environment to have fun, we have a responsibility to take care of our surroundings. Sometimes that means making changes, and one of those changes on the horizon is switching to less toxic paint," he says.

"I am proud that Washington is now a leader in the effort to protect our waterways from toxic pollution," says Chris Wilke with Puget Soundkeeper Alliance. "The move away from copper bottom paint shows one way that boaters and the maritime industry are doing their part. Progress is difficult sometimes, but if we can save our salmon, it will be great for everyone -- especially boaters, fishermen, and anyone who enjoys the water."

NMTA's president had another idea to ensure that these new paints work. "Boats are like muscles," Harris says. "If you don't use them, they turn to mush. Use your boat and good things happen. If your boat just sits in the marina, of course it's going to grow nasty stuff. Chances are that it won't just be your boat's bottom that needs to be cleaned, too. I've always found that the more I use my boat, the better it operates." **NWY**



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.

Did you know?

- ➔ A 30-foot, copper-coated hull leaches copper at a rate of about two pounds per year. That amounts to 3,000 to 16,000 tons leaching into the ocean each year worldwide. United States harbor copper levels have exceeded EPA standards for toxicity [3.1 parts per billion] for several years.
- ➔ This copper ban does not impact a majority of boaters. About 95% of all boats are on trailers, which means that they don't need bottom paint of any kind. An increasing number of boats are kept in dry-stack storage, which means no bottom paint is needed.
- ➔ This bill followed on the heels of a phase-out of copper brake pads in Washington. In 2010, Washington passed a law reducing the use of toxic material in automotive brake pads and shoes. This law restricted the use of several heavy metals and asbestos, beginning in 2015, and provided a phase-out of copper. Vehicle brake pads manufactured after 2021 must contain less than 5% copper. By 2025, brake pads must contain less than 0.5% copper.
- ➔ Traditional copper bottom paint is between 25% and 75% copper.



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42' Nordic Tugs 2001
 \$314,900



42' Ocean Alexander
 \$118,500



38' Bayliner 1987
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37' Bayliner 1997 (We have 2!)
 \$106,500 & \$99,000



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RACING SHEET



Center Sound Series: It's Here!

Words: Doug Hansen // Photos: Jan Anderson

When walking around the boatyard this time of year, it is easy to tell that winter is coming to an end. Boats are being moved out of sheds, final coats of paint are left to dry, and shiny new hardware is waiting to be installed. All this preparation is

centered on spring and summer racing, which is just around the corner. Kicking off the season is the Center Sound Series, hosted annually by Corinthian Yacht Club. Marking the official start to the spring sailing season, most skippers and crews are

eager to get out on the water after a long hiatus and historically this series host some of the best attended races of the year. The series attracts all the usual suspects from the well-stocked galleys of the cruising class to the carbon fiber sleds of the big

boat fleet. The Casual Class invites those who are new to the sport or with less racy ambitions to enjoy a day on the water and sail an alternative course that returns them to the marina in time for the party.

Kicking off the 2017 racing season in style, Blakely Rock is Saturday, March 4, and has consistently delivered great sailing over the years. The course alternates with the wind, providing sailors with an upwind start regardless of the conditions. On a northerly breeze, racers start in Shilshole Bay heading south around Blakely Rocks, up to a temporary mark set to the north of Meadow Point, and then back to Shilshole Bay to finish at the Corinthian Yacht Club committee boat. This short course is a welcome shakedown and a great opportunity for many teams to blow off the dust or, at times, shake off the rust. While the rocks have claimed many keels over the years, a clean rounding and exit from the bay can mean the difference between a win and a loss for the tight matched racing fleets of today, and starting off the series with a win is a great beginning to the racing season. Perhaps one of the most important traditions within the Seattle sailing community is for the racers to drop yellow daffodils when rounding the rocks into the water in memory of Kelly O'Neil Henson, a beloved



Above we see the tight-quarters racing around Blakely Rock from 2016. The rocks have scarred many a keel.

March Racing Events

DATE	ORGANIZING CLUB	EVENT
March 4	Corinthian Yacht Club	CSS #1: Blakely Rock Benefit
March 4	Corinthian Yacht Club Tacoma	Harbor Series #3
March 5	Seattle Laser Fleet	Seattle Laser Frostbite Series
March 5	Corinthian Yacht Club Edmonds	Frostbite Series
March 11	Corinthian Yacht Club	Scatchet Head CSS #2
March 18	Gig Harbor Yacht Club	Islands Race SSS #4
March 18	Shilshole Bay Yacht Club	Snowbird #5
March 19	Seattle Laser Fleet	Seattle Laser Frostbite Series
March 19	Corinthian Yacht Club Edmonds	Frostbite Series
March 25	Corinthian Yacht Club	Three Tree Point CSS #3
March 25	Port Orchard Yacht Club	Spring Shakedown WSSA #2

sailing photographer who passed away in 2004. I have personally witnessed boats refusing to leave the dock as a crew member was sent to the store for a bouquet of flowers. Overall, this race is beloved by many and sets the tone for the spring sailing season.

The racing crowd gathers again for the weekend following Blakely Rock; however this time they head north. Scatchet Head takes place Saturday March 11 and has made a name for itself as being a windy sleighride over the past few years. With multiple broken masts and more than a handful of speed records, the 26-mile course takes sailors straight up the sound to the Scatchet Head buoy off the south tip of Whidbey Island, and the back to Shilshole Bay to finish. While the out and back format is simple, the race course is anything but. With currents often raging, choosing which side of the course to stay out of the current is key, allowing a well-sailed classic to leave a misplaced race boat in its dust. As with all the Center Sound Series races, the day comes to an end back at the Corinthian Yacht Club for drinks, hot food, and the occasional tall tale of the day's adventures.

Sneaking into the middle of the Center Sound Series, The Gig Harbor Islands Race is hosted March 18 by the one and only Gig Harbor Yacht Club. The shorter course that's also a fun trip to Gig Harbor, the only visit of the

year for many racers, is one not to miss. Fleets start to the east of the Gig Harbor Lighthouse and then sails up Colvos Passage and around a buoy set off the northeast of Blake Island before returning to Gig Harbor. The swirling currents that run along the shorelines in Colvos Passage marks this racecourse as one of the most challenging in Puget Sound. Following the race, the Gig Harbor Yacht Club hosts the awards party complete with hot food and a no-host bar. Moorage is available close by and spending an evening in this picturesque town is a must for any Pacific Northwest sailor. This is also the final race of the South Sound Series that began back in 2016, and is known to push racers and delivery crews to their limits.

Finally, rounding out the series is Three Tree Point on Saturday March 25. Heading south, this race sends boats to a lone white cylinder buoy tucked neatly behind Three Tree Point in Burien. While the last few years have presented less than ideal conditions, with last year's race being canceled due to low winds, the race is a fun opportunity for racers to venture south of Alki along the east side of Puget Sound. The most challenging part of this race, in my opinion, is rounding the mark itself. If boats attempt to round too wide, they risk running aground on the soft sand bottom of the point, then are

forced to watch their competitions sail past within spitting distance. Working back towards the finish off Shilshole Bay Marina, big gains can be made playing the current swirls and geographical wind shifts around the West Seattle and Magnolia shorelines, though cutting too close to the sandy beaches can result in disaster.

While there is plenty of winter left to be had, it will at least feel a little like summer as the sailing season officially gets under way. Be sure to look here for race reports on the Center Sound Series, as well as the other spring and summer regattas. See you out on the racecourse!
NWY



Pictured at the top is a daring kite deployment from Scatchet Head last year. Below, boats jockey for position at the same 2016 event.



Pictured left are images from the Scatchet Head race last year. The Scatchet Head race has claimed masts in the past, but the promise of high-speed action is too great for many locals to pass up.



THEA FOSS WATERWAY

◆ By Norris Comer ◆

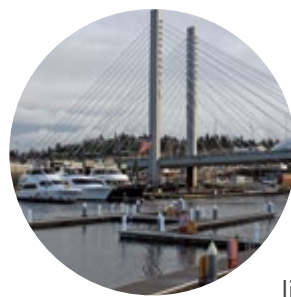
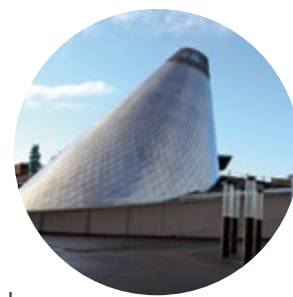
Tacoma, christened with the original name of Mt. Rainier, is in many ways a city of dramatic rises and falls. Perched at the infamously current-ravaged Tacoma Narrows, Tacoma, so dependant upon its international deepwater port (the largest in Washington) and consequently the ebb and flow of the world economy, gets slammed the worst during hard times. During optimistic eras, as when the railroad connected to the port in the 1800s, the city was known as the “City of Destiny” and took up the motto, “When rails meet sails.” When things took a turn downward in the mid and late 20th Century, struggling Tacoma was known by unflattering names such as “Tacompton” or “Grit City” due to unemployment, crime, and homelessness.

In a sense, Tacoma was knocked down during the Great Depression and never quite got back up during the 20th century. But the 21st century has been kinder to Tacoma, and with Washington booming, the city has begun to roar again in some very tangible ways. At the economic and cultural center of it all is Commencement Bay, where both the city’s famous deep water port and blossoming waterfront reside. The cultural and business revival is in full swing: the Washington State History Museum (built in 1996), Museum of Glass (2002), Greater Tacoma Convention and Trade Center (2004), America’s Car Museum (2011), Tacoma Art Museum (2013), and more have re--defined the downtown landscape in the span of about 20 years.

Most exciting for boaters, the improvements have spilled onto the waterfront. The former slag dumping peninsula upon which Tacoma Yacht Club resides is getting a complete makeover, complete with public green spaces, outdoor amphitheaters, and walking/biking trails to connect the Point Defiance Park (with zoo and aquarium) to downtown. Especially notable and the focus of this article is the Thea Foss Waterway, which houses a handful of excellent rebuilt marinas located in the heart of the reawakening downtown Cultural District. The Tacoma Dome is within easy walking distance of the slips and there’s no shortage of restaurants and watering holes. For the curious local boater wanting an urban experience in the South Sound, Thea Foss Waterway off Commencement Bay is definitely worth a visit. For cruisers hailing from more rugged waters, there are plenty of big city amenities (grocery stores, hospitals, etc.) and maritime businesses to assist with repairs and the like. Tacoma is what happens when sail meet rails, after all. **NWY**

1. Thea Foss Esplanade

The west bank of the Thea Foss Waterway looks a lot different from 20 years ago, and the north-south running Thea Foss Waterway Public Esplanade is the visitor’s yellow brick road along the waterfront. The landmark Museum of Glass sits next to the Dock Street Marina toward the south side of the pathway. Did you know that Dale Chihuly is a Tacoma native? Now that he’s made it big as an artist, he’s brought his signature style to his hometown in the form of this one-of-a-kind museum. One can venture inland from there across the Chihuly Bridge of Glass to visit the Washington State History Museum quite easily. If one continues north on the Thea Esplanade, one passes waterfront apartments and a few eateries, and eventually the marine hub of Foss Harbor Marina, the Flagship Maritime school, and the Foss Waterway Seaport, which leads us to our next item...

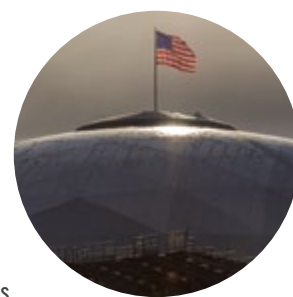


2. Seaside Education

A salty maritime hub sits on the west bank of the entrance to Thea Foss Waterway, with Foss Harbor Marina sitting right in the middle. Flagship Maritime, a professional license training and credentialing school for mariners, is a popular and established organization with many offerings for boaters who want to up their cred with offerings like the Operator of Un-Inspected Passenger Vessels (OUPV/Six-Pack) course. Also in the area is the Thea Foss Waterway Seaport, a premier Puget Sound maritime heritage museum loaded with exhibits, programs, and even guest moorage. Check out fosswaterwayseaport.org for more information.

3. The Dome

The iconic Tacoma Dome is one of the city’s defining features, and it sits less than a mile south of many of the marinas of the Thea Foss Waterway. The Tacoma Dome is one of the largest wood-domed structures in the world and provides indoor event space for just about any occasion and crowds from 1,000 to 23,000. It is impossible to guess what’s next to appear in the Tacoma Dome, but that’s a good thing. Case and point, there is a wedding expo this month (March 25-26), the PBR: Professional Bull Riders competition featuring the world’s top 35 bull riders in April, and a Lady Gaga concert this summer. Going to the scheduled Bruno Mars concert this July after a day on the water sounds like a pretty good combination. Plan ahead and check out ticket availability and prices at tacomadome.org.



4. The Arts, Bravo!

Tacoma may have one of the highest concentrations of live-performance art theaters in the Pacific Northwest, especially if one looks at the blocks bordered by South 9th Street and South 11th Street, and Court Street and Commerce Street. The Rialto Theater is housed in a former art deco movie house and features musicals, operas, concerts, and other events. The Pantages Theater, originally built as a vaudeville theater in 1915, is a landmark venue for musicals, live music concerts, and comedy, and the Theatre on the Square is right down the road. All three are managed by the local Broadway Center for the Performing Arts (broadwaycenter.com). The Tacoma Youth Theatre and Tacoma Comedy Club are just a stone’s throw away to boot. Although a few blocks north, the independent Grand Cinema screens indie and foreign movies and hosts the Tacoma Film Festival. Dukesbay Productions, which features local playwrights, is nearby as well.





5. It's Easy Being Green

Tacoma is definitely an urban setting, but there are still some nice pockets of green to be had for a walkabout. Wright Park is a few blocks west of Foss Waterway Seaport and features winding trails, forested groves, sports courts, playgrounds, and more. Bring that Frisbee and picnic blanket. As a perk, the W.W. Seymour Botanical Conservatory is a historic Victorian style conservatory in the park that houses over 500 plant species from all over the world.

6. VRRrooom!

The LeMay—America's Car Museum is a dream come true for lovers of classic American cars, and a must-see for gear heads. The rare and iconic as well as the nostalgic and futuristic unite in this museum that is one part exhibitor hall and other part collector's garage all under one roof. Check out americascarmuseum.org for more details on what's on the calendar.



Around Tacoma



7. Industry Walk

This suggestion is a little more unorthodox, but I for one enjoy a stroll through working industrial districts every once in a while, and Tacoma, for all its posh improvements, will (hopefully) always have a sooty, hardworking soul. If you stroll along the east bank of Thea Foss Waterway and journey eastward, you'll find yourself on the gritty shores of the Puyallup Waterway. Saw mills float their inventory of local lumber, ready to be shipped or processed. The shipping terminal loads and unloads cargo from all over the world, and one passes towing companies and pallet services and warehouses in droves as he or she aimlessly explores. Some oddball businesses, like the Puget Sound Hockey Center and the floating firework superstore Firecracker Alley, are tucked amongst the gypsum, steel, and recycling plants. Hobby photographers who like this kind of thing will be in heaven, and the whole experience makes me feel oddly patriotic.

Gastronomy

Possibly the most outstanding aspect of the Thea Foss Waterway area of Tacoma are all of the boat-oriented eateries. Places like Rock The Dock Pub and Grill and Johnny's Dock Restaurant and Marina have public docks for visiting boaters with that fun on-the-water vibe complete with occasional live music and festivities. The Fish Peddler Restaurant and Market not only serves up great seafood, but houses a fish monger who is sure to carry the catch of the day.



There's some fun stuff along the Pacific Ave drag as well, like Dorky's Arcade (pinball, video games, pizza, beer, etc.). The adorably labeled Odd Otter Brewing Company is also there to please the craft beer crowd.

We stumbled upon the Olive Branch Café and Tea Room near the Tacoma Dome, and it's a true gem. This charming establishment has a proper tea house feel, complete with doilies and a tea cabinet with a simple system: you smell, you choose, you're served. If you're hungry, go for their Olive Branch Signature Almond Chicken Sandwich (\$14.95) or a French Dip (available as a half, \$9.95). You'll be glad you did.

Marinas & Moorage

There is an array of excellent docking and storage options in Thea Foss Waterway, many of which are under the auspices of Foss Waterway Management who've done a great job with Elliott Bay Marina in Seattle as well. Many of these top-notch marinas are unrecognizable from the days of yore in the best possible sense. No anchoring is allowed in the Thea Foss Waterway.

Foss Landing Storage & Marina:

47°14'40" N, 122°25'51" W
1940 E D St., Tacoma, WA 98421

Moorage: This facility has 70- and 75-foot wet slips and dry storage capabilities for boats 18 to 38 feet long. Check out fosslanding.com for more details.

Contact/Comms: You can reach the marina office phone at 253-627-4344. Email at info@fosslanding.com.

Dock Street Marina:

47°14'43" N, 122°25'59" W
1817 Dock St., Tacoma, WA 98402

Moorage: Dock Street Marina has 86 slips, including 30 transient ones. Most slips are 50 to 60 feet and there is dock-end space for larger vessels. More information is available at dockstreetmarina.com.

Contact/Comms: VHF Channel 78A is monitored. You can reach the marina office phone at 253-787-3952.

Additional Marinas are listed on page 86



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—Eleanor Roosevelt



BRAD COLE

Brad Cole has owned Prism Graphics since 1993 and considers his work the perfect hybrid between his loves of boating and art. He was born and raised in Seattle, Washington and bought Prism Graphics shortly after graduating high school. The rest is history. A racer of both sailboats, including his Melges 32, and limited hydroplanes, Cole has plenty of high-adrenaline fun on the water during the summer.

“I painted and drew since I was little and was around boats since before I could walk. By accident, I’ve been able to take my love of boating and love of art and make some money off of it. Sometimes,” Brad Cole says with a laugh.

In many ways, March in the Pacific Northwest is a month of yearning. We stand, one foot in the gray of winter and the other in the promise of spring, eager to get on the water without our foulies again. March is a generally a good month to get those boat projects under control in time for the summer, and for many, the approaching spring means haul outs and paint. But for those who desire to depart from the traditional route, vinyl wrapping remains an alluring option.

Perhaps the stunning graphics on the hulls of the clippers from the Clipper Around the World race got your attention from last year when they were docked at Pier 66 in Seattle? Those colors and detail are only possible with graphics inked onto a vinyl wrap. Graphics printed onto vinyl wraps are not exactly new, for we see them in many other aspects of our lives. Sports cars have been using vinyl for decades, for example. But, like with many things, the maritime industry is a little more conservative, more hesitant to take a gamble. It makes some degree of sense, for a skipper cannot simply pull over on the water when something goes awry. Mariners like to see how things play out first, for ideas to earn their sea legs at somebody else’s dime before putting their hard-earned chips on the table.

But the reviews are in; vinyl is a viable alternative to topside

paint. To investigate further, we visited Brad Cole of Prism Graphics in south Seattle’s industrial district to learn more about the eye-catching world of vinyl wraps. Their warehouse was quietly bustling with employees pouring over color schemes and rendering graphics on computers as we met with Cole at his upstairs desk for a chat. The takeaway? If you haven’t thought about wrapping as an option, you probably should.

Q: So, boats aren’t all you do here, correct? How much of your business is boats?

The number of boat projects depends on the time of year. During the summertime, it’s probably about 50-50 boats to other projects. In the winter, it’s probably 25% to 75% boats to other projects.

Q: Nice! For the unconverted, what are some benefits to wrapping?

There’s plenty of benefits to vinyl wrapping. Wraps can be done quickly; I can have a boat wrapped in three days. A typical wrap lasts eight to ten years, about as long as an Awlgrip paint job for the most part. The cost can be up to a quarter of that of a normal painting. Most of my wrap jobs are \$4,000 to \$6,000, while a paint job for the same yacht can be \$20,000 to \$30,000. You can often even wrap your boat twice for the cost of one paint job. So there are some benefits.

Q: Isn’t vinyl vulnerable to chipping or chaffing?

The vulnerability of vinyl is that it is softer than paint, so you have to be a little more careful about running into the dock. I always recommend you put the soft covers over your rubber fenders

to keep the fenders from rubbing constantly. But the material is pretty durable, I’ve seen people hit the dock pretty hard and only need a buff out, nothing needed to be replaced.

Q: So a client approaches you and they are interested in vinyl wrapping their boat for the first time. Where do you go from there?

Firstly, we have different client bases and job requests. We have my commercial clients for which I do vehicle wraps and commercial signage, we have our boat-name customers for whom we do that for, and we have our boat wrap customers. Almost always we’ll go to the boat and see what we’re looking at, take some measurements, and make sure what we decide on is what the customer really wants and will be happy with. We take pictures and measurements and then sit down around the customer to go through the design, if we’re designing, or pick colors if we’re doing a mono-color wrap. We’ll produce computer renditions so the customer can see what it’s going to look like. Even if it’s a full wrap of one color, I’ll try to get a good side photo of the boat and to create a Photoshop mock-up of the colors.

There are many variables in making a successful wrap. There may be obstacles, for example, transom graphics can be affected by lights, ladders, and doors. We have to incorporate those kinds of things into the design. That’s the main reason we like to go to the boat ourselves, so we know exactly what we’re dealing with. Then we’ll work with the customer on the design, and once we have

a design we'll produce it.

The customer can install the actual wrap themselves or we can. Most of the time, we are going back to the boat and installing it so the customer doesn't have to do anything. If it's a full wrap, we have to coordinate a haul out, or coordinate them into our shop if it's trailerable. A full wrap will typically take anywhere between one and four days, depending on size of boat. Transom graphics can be done in an hour.

Q: Sounds like once you have your ducks in a row, the process is pretty quick?

Yes, the actual producing of the graphics and getting the wrap on the boat can be done within a day or two. The lengthy process is deciding what the customer wants and working back and forth. Everything we do is custom designed from scratch. Customers always ask me how long it takes to get done, but once the customer has what they want, we can usually be done in under a week. The decision process on the other hand can take a week to a month, so there's that to consider.

Q: Sounds like a measure a hundred times and cut once kind of thing?

Exactly. We're good enough so we know exactly what we're looking for when we go to the boat so the actual measurements are easy, but even when a customer sends pictures and measurements by themselves, very often I go to the boat to confirm those myself. We've just run into too many issues where a customer doesn't take into consideration a light or a stanchion or a ladder or a bend in the hull or a break in the fiberglass.

Q: Is there a lot of preparation to the hull base before applying the wrap?

Not a whole lot, we basically just wash and wipe it down. We wipe the boat down with alcohol, sometimes acetone, to get contaminants off. We sometimes need to remove hardware and things like that before applying, but besides that, there's not a whole lot of prep work that you have to do.

Q: So clients arrange a boatyard pull and you go to them, or do they get the boat to you?

I can do either. I work extensively with CSR Marine, so if I need to do it, I coordinate with them. Boat owners can also coordinate their own haul out any-

where they'd like to go. Usually the boat owner coordinates the haul out and then I just come to do my job.

Q: Is there an ideal size for wrapping where it's cost effective?

The wrap material comes in 60-inch wide and 150-foot long rolls, so depending on the freeboard of the boat (if it's 60 inches or less) I can wrap the boat in one roll, which is cheaper. With some of the smaller boats, like ski boats when they have 30 inches or less freeboard, I can cut the material in half and save quite a bit of money on material because I can get both sides out of one piece.

Q: How about all those crazy designs? The art potential seems like a really cool benefit to vinyl wrapping.

Yes, there are about 200 solid colors from the manufacturer, and we have a large format digital printer than can print just about any design or photograph. We can laminate over the print and wrap that. There are pretty much endless possibilities.

Q: So you were involved with the wraps on the clipper boats from the Clipper Around the World Race last year, correct?

Yes, we repaired some damaged wrapping. Those boats were wrapped in New Zealand before heading off China, and then they crossed the Pacific to get over here to Seattle. Somewhere in that process, one of the boats got fairly damaged and some of the wrapping blew off.

The reason that happened, from what I understand, was that the boat was wrapped in freezing temperatures. It was really cold and they had to do the job outside, so the material never really got to set or cure very well. Then they dropped the boats in the water and the boats got pounded in the Pacific. So once the material isn't laid down well, once it starts to go, it just rips apart. You should do the work in 50-degree plus conditions.

When they got here, I was hired to take a look at the boat, and we re-wrapped an entire side. I only had to do one side and some repairs on the other. Those boats went for the rest of the race with my wrap and never got damaged. It kind of made vinyl wraps look bad because it blew off before it got to me, but it was done in a hurry and not in an ideal environment.



A pair of rather elaborate past vinyl wrap projects executed by Prism - above, the colorful LMAX Exchange boat from last year's Clipper Round the World race, and below, a highly visible hydro from the racing circuit.

That Clipper boat job was pretty memorable. The race organizers called us on a Wednesday and said they needed it done the following Friday, I believe, and that involved getting material, preparing artwork, and more, and having the full wrap installed in less than a week. We worked from nine in the morning until nine at night three days in a row and got that job done.

Q: What kind of things can a vinyl wrap boat owner do to fix a situation on their own?

It's pretty easy to fix a damaged area. I usually give the customer a patch of material, and the owner can just cut out what's damaged and apply the new material with a heat gun.

Q: Are there any jobs from the past that are really memorable, like, wow, we did that?

I've wrapped a couple of the unlimited hydroplanes. I wrapped the Degree boat when they were sponsoring a team for three years straight. That's definitely a testament to vinyl because those boats are going at 150 miles per hour. We saw a little lifting where the wrap met the water, but other than that, the wrapping held up really well.

We've done quite a few neat projects like that. One of our first projects was a sailboat named Tigger that was tiger striped from bow to stern. Besides a couple of wear marks where the sheet and stuff wore it down, the color has held up

quite well at almost ten years old.

Q: Well we've heard good things!

Thanks! I've been in the business because I love it. I try to treat each of my customers like they're the only ones I have. The one-on-one personal service is something I appreciate as a boat and car owner, so I try to give the same attention to my customers. We're not always the cheapest in the game but we bring value to what we do. I spend a lot of money on computer systems, and I store everything I've ever done since I've started. I've got almost 25 years of computer files of customer records, so when a customer buys a boat, names it, and in ten years they upgrade to a bigger boat and want to keep the same name, I can look up their file, duplicate the original design, change the size, and see all the records of what I've done to do the job right. That's not something you find at your typical vinyl business. **NWY**

PRISM GRAPHICS

Prism Graphics has been located in South Seattle since 2015 and currently has six employees plus Brad Cole, the owner since 1993. They are pros when it comes to boat, vehicle, signage, and specialty graphics.

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Contact/Comms: VHF Channel 71 is monitored. You can reach the marina office phone at 253-272-4404. Email at info@fossharbor.com.

Delin Docks Marina:

47°14'55" N, 122°25'52" W
1616 E D St., Tacoma, WA 98421

Moorage: This liveaboard friendly certified Clean Marina has 144 slips for vessels under sixty feet and dock space for larger vessels. A pump out station is nearby. More information is available at delindocksmarina.com

Contact/Comms: VHF Channel 78 is monitored. You can reach the marina office phone at 253-572-2524. Email at info@delindocksmarina.com.



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Tony's Tackle Box

Continued from Page 55

outlook, as biologists over-forecasted last year's return by around 30 percent. This is another example that forecasting run sizes in the fish management business is an inexact science.

If you are a short term or long term reader of this column, I would hope that you don't recognize me as a bomb thrower or pessimist. Throwing bombs is easy. Participating to provide solutions and answers to our fisheries and fish management decision makers is more positive. That's why I serve on the WDFW's sport fish, the Dungeness crab, and Puget Sound shrimp advisory groups. We need solutions and policy leadership from WDFW that creates sport fishing opportunities. We need stability in our seasons that meet conservation objectives for these resources while fulfilling our allocations of crab, shrimp, marine fish, and salmon as directed by the Fish and Wildlife Commission. Also, we need to maximize selective fisheries that provide fishing opportunity while protecting wild Chinook and coho salmon.

Enough preaching and salmon politics! It's time to go fishing for blackmouth in the Strait of Juan de Fuca as the Strait's banks are paying dividends of gorgeous hatchery Chinook in March. See you on the water!

NWY

2017 Northwest Salmon Derby Series Schedule

Much of the winter action has passed, but the Northwest Salmon Derby Series will host an exciting series of derbies for the rest of 2017. Get in your Blackmouth in March!

DATE	EVENT
March 18	Everett Blackmouth Derby
July 14-16	Bellingham Salmon Derby
July 26-30	The Big One Salmon Derby
August 5	South King County PSA Salmon Derby
August 12	Gig Harbor PSA Salmon Derby
August 26	Columbia River Fall Salmon Derby
August 26-27	Vancouver Chinook Classic
September 2	Willapa Bay Salmon Derby
September 4	Edmonds Coho Derby
September 23-24	Everett Coho Derby
November 4-5	Bayside Marine Salmon Derby
November 30-December 2	Friday Harbor Salmon Classic
January 5-7, 2018	Resurrection Salmon Derby



Pets on Boats



“Salty Dog Rule #1: First one to get all four paws on the dinghy gets to drive.”

March's *Pet on Boats* star is Mack Martinek, a registered Australian Blue Heeler. He, with owner and Vice Commodore of Tacoma Yacht Club Jim Martinek, enjoys cruising aboard the vessel *AquaHolic* in Puget Sound and beyond. Mack is reportedly keen to keep an eye out for pirates from the higher points aboard, and loves hiking Pacific Northwest trails with his friends and family. Look out, for he likes to “co-opt” seats when guests leave them unattended. They weren't using them anyway, right?

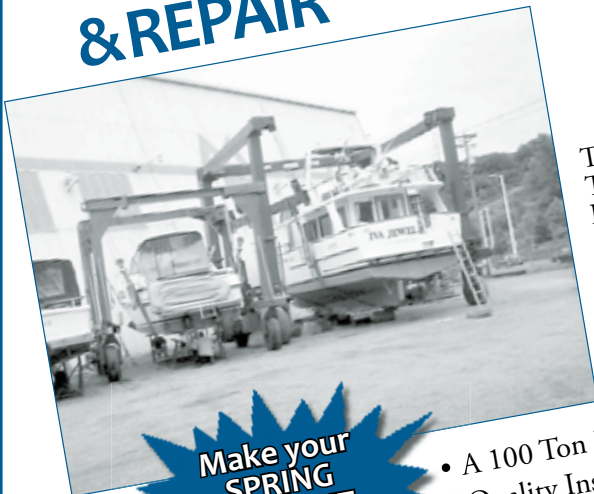
The idea behind Pets on Boats is simple: Take a cute or funny photo of your pet aboard your favorite boat, scribble down a funny photo caption, and send it to us with a bio of the pet at editorial@nwyachting.com. We collect images and captions and our staff selects the best submission. Each monthly winners will have the honor of seeing their pet photo and caption run in an upcoming issue of the magazine, and we will also set them up with a Northwest Yachting care package.

We're looking for the best combination of image and words, so grab your favorite four-legged (or winged) crewmember, cast off the docking lines, and get creative with your camera and notepad. We also need high quality images for our large print publication, so please keep image resolution to above 300 DPI.

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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							
POWER							26	Grady White	99	OB	39,900	NWYachtnet	39	28	Cutwater	15	D	Call	Bellingham	18	30	Bertram	84	TG	44,000	WestYachts	24
16	Century	59	G	16,900	NWYachtnet	39	26	Sea Ray	15	G	124,900	Stan Miller	11	28	Cutwater	15	D	195,000	Bellingham	18	30	Cruisers	5	TG	69,900	Irwin	9
18	Trophy	6	OB	17,600	Bristol	88	26	Sea Ray	10	G	69,900	Irwin	9	28	Cutwater	15	D	165,000	WestYachts	24	30	Cutwater	15	D	Call	Bellingham	18
20	Chaparral	99	G	12,900	MarineServctr	43	26	Skipjack	0	D	75,000	Stan Miller	11	28	Cutwater 28	14	D	178,000	Denison Yachts	102	30	Fino	75	TG	199,000	CrowsNest	23
21	Wellcraft 220	15	G	69,896	MarineServctr	43	26	Tollycraft	73	G	14,900	NHarborYS	91	28	EagleCraft	7	OB	118,900	EagleCraft	37	30	Hydroplane	11	D	399,900	ChuckHovey	13
22	Chris Craft	7	G	39,500	OceanAlex	2,3,54	26	Tollycraft	73	D	25,000	ElliottBay	41	28	EagleCraft	1	D	135,900	EagleCraft	37	30	Regal 3060	8	TG	87,500	NWYachtnet	39
22	Chris Craft	47	G	31,500	Irwin	9	27	Cobalt 272	6	G	49,000	Denison Yachts	102	28	Formula	6	TG	55,000	Irwin	9	30	Regal 3060 WE	9	TG	99,995	WaterLine	29
22	Wellcraft 232	15	G	84,891	MarineServctr	43	27	Glacier Bay	5	OB	82,500	AspenPowerCats	32	28	Four Winns	89	TG	24,950	Irwin	9	30	Seasport	4	TD	130,500	NHarborYS	91
22	Wellcraft 232	15	G	76,866	MarineServctr	43	27	Ranger Tug	12	D	155,000	RangerTugs	17	28	Grady White	5	OB	89,000	Stan Miller	11	31	Bayliner	10	TG	99,900	Irwin	9
23	Everglades	16	G	92,900	WaterLine	29	27	Ranger Tug	11	D	129,900	Denison Yachts	102	28	North Sound	92	D	58,000	LaConnerYS	93	31	Camano	3	D	134,000	WaterLine	29
24	Larson	7	G	43,700	NWYachtnet	39	27	Ranger Tug	11	D	129,900	Bellingham	18	28	Norvelle	12	TD	175,000	EmeraldPac	14	31	Camano	3	D	134,000	WaterLine	29
24	Larson Cabrio	7	G	44,900	NWYachtnet	39	27	Sea Ray	95	G	17,900	LaConnerYS	93	28	Sea Ray	9	TG	89,900	Irwin	9	31	Camano 31	1	D	112,500	WaterLine	29
24	Sea Ray	8	G	39,000	NWYachtnet	39	27	SeaSport	93	G	58,500	LaConnerYS	93	28	Sea Ray	7	G	69,900	Irwin	9	31	Carver	94	TG	31,800	Irwin	9
25	Cobalt Cuddy	99	G	24,900	NWYachtnet	39	27	SeaSport 27	93	G	89,500	MarineServctr	43	28	Sea Ray	5	OB	66,900	Irwin	9	31	Four Winns	8	TG	89,995	Irwin	9
25	Ranger Tug	12	D	115,000	Swiftsure	49	28	Albin	5	D	92,500	Bellingham	18	29	Aspen C90	13	D	210,000	AspenPowerCats	32	31	Four Winns	6	TG	84,900	Irwin	9
25	Ranger Tug	8	D	92,500	Bellingham	18	28	Aspen Pwr Cat	10	D	175,000	AspenPowerCats	32	29	Aspen C90	13	D	221,000	AspenPowerCats	32	31	Four Winns 31	6	TG	99,000	WaterLine	29
25	Stimson	32	D	19,500	NWYachtnet	39	28	Aspen Pwr Cat	9	D	47,500	AspenPowerCats	32	29	Bayliner	80	TG	15,000	Port Gardner Yacht	92	31	Helmsman 31	15	D	295,000	WaterLine	29
25	Surf Scoter	0	D	98,000	WestYachts	24	28	Bayliner	6	G	39,200	ElliottBay	41	29	Beaver	16	TD	275,000	EmeraldPac	14	31	Helmsman Traw	16	D	279,532	WaterLine	29
25	Wellcraft 252	13	OB	89,900	NWYachtnet	39	28	Bayliner	3	G	36,950	LaConnerYS	93	29	Blackman	95	D	139,500	Stan Miller	11	31	Ranger Tug	16	D	257,500	Irwin	9
26	Bartender	11	G	49,950	Bristol	88	28	Bayliner	93	G	17,500	LaConnerYS	93	29	Sea Fox 287	7	TG	57,500	Port Gardner Yacht	92	31	Ranger Tug	15	D	259,000	Port Gardner Yacht	92
26	Bayliner	89	G	16,900	LaConnerYS	93	28	Bayliner 285	5	G	47,500	Port Gardner Yacht	92	29	Sea Ray	7	TG	79,900	Irwin	9	31	Ranger Tug	14	D	289,000	Selene Yachts	7
26	Carver	86	G	21,500	NWYachtnet	39	28	Bayliner 2855	99	G	24,900	NWYachtnet	39	29	Tiara	4	TG	85,000	OceanAlex	2,3,54	31	Sea Ray	10	TG	139,900	Irwin	9
26	Chris Craft	62	G	18,000	Port Gardner Yacht	92	28	Bayliner 2858	96	G	19,500	MarineServctr	43	30	Back Cove	16	D	Call	Bellingham	18	31	Sea Ray 310	91	G	29,950	NWYachtnet	39
26	Glacier Bay	7	TG	112,350	AspenPowerCats	32	28	Carver	90	TG	22,500	NWYachtnet	39	30	Bayliner	99	TG	29,950	Bristol	88	31	Tiara	14	TD	340,000	OceanAlex	2,3,54
26	Glacier Bay	5	TG	104,000	AspenPowerCats	32	28	Chris Craft	1	G	39,995	Stan Miller	11	30	Bayliner	92	G	29,500	SeattleYachts	26	32	Bayliner	96	TG	39,200	ElliottBay	41
							28	Custom	0	G	149,000	Stan Miller	11	30	Bertram	84	TG	17,500	ElliottBay	41	32	Bayliner	83	TG	29,900	NWYachtnet	39



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32	Bayliner MY	89	TD	39,900	NWYachtnet	39
32	Beneteau ST30	17	D	414,375	Denison Yachts	102
32	Blackfin	83	TD	65,900	ChuckHovey	13
32	Cabo	6	TD	235,000	Stan Miller	11
32	Carver	85	TG	27,500	Port Gardner Yacht	92
32	Coastal Craft	2	D	185,000	MarineServctr	43
32	EagleCraft	7	D	215,900	EagleCraft	37
32	Grand Banks	81	N	99,000	Ocean Trawler	47
32	Grand Banks	78	D	59,000	Stan Miller	11
32	Grand Banks	74	D	44,500	WaterLine	29
32	Grand Banks	74	D	49,000	Stan Miller	11
32	Grand Banks	74	D	74,000	Bristol	88
32	Grandbanks	74	D	75,500	NHarborYS	91
32	GrandBanks	70	SD	39,000	Hebert	6
32	Maple Bay	1	D	109,000	WestYachts	24
32	Nordic Tug	95	D	149,500	ChuckHovey	13
32	Nordic Tug	90	D	Call	WestYachts	24
32	Nordic Tugs	99	D	139,500	OceanAlex	2,3,54
32	Regal	1	TG	99,500	Hebert	6
32	Tiara	6	TD	185,000	ChuckHovey	13
32	Tiara 3200	5	TD	184,900	Irwin	9
32	Trawler	81	D	32,750	LaConnerYS	93
33	Bayliner 3388	96	TG	59,000	NWYachtnet	39
33	Bertram	77	TG	91,000	CrowsNest	23
33	CustomTrawler	96	D	99,000	Port Gardner Yacht	92
33	MagBay	16	TG	New	Stan Miller	11
33	Maxum	99	TG	41,990	WaterLine	29
33	Sea Ray	8	TG	134,990	Irwin	9
33	Sea Ray	95	TG	45,000	Denison Yachts	102
34	Boston Whaler	8	D	272,000	Denison Yachts	102
34	CHB	83	D	47,500	Bristol	88
34	CHB	83	D	57,000	Port Gardner Yacht	92
34	Glacier Bay	5	OB	150,000	MarineServctr	43
34	Hydra-Sports	3	OB	124,500	ChuckHovey	13
34	Mainship	2	D	89,000	Denison Yachts	102
34	Meridian	12	TD	319,900	EmeraldPac	14
34	MJM	4	D	298,000	Stan Miller	11
34	Munson	5	TD	195,000	ElliottBay	41
34	Pursuit	10	TG	239,000	ElliottBay	41
34	Red Wing	8	D	145,000	Swiftsure	49
34	Riviera	1	TD	149,900	EmeraldPac	14

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
34	Riviera	0	D	149,900	EmeraldPac	14	36	Tiara	5	TD	254,500	ChuckHovey	13
34	Sabre	7	TD	288,000	Denison Yachts	102	36	Tiara	86	TD	75,000	Stan Miller	11
34	Sea Ray	3	TG	89,900	Irwin	9	36	Univ Trawler	86	D	44,900	MarineServctr	43
34	Sea Ray	3	TG	99,950	Irwin	9	36	WB Belt	80	D	14,500	Port Gardner Yacht	92
34	Sea Ray	0	TG	114,000	NWYachtnet	39	36	Willard	69	D	135,000	WaterLine	29
34	Sea Ray	99	TG	59,000	WaterLine	29	37	Back Cove	13	D	475,000	Bellingham	18
34	Sea Ray SD	87	TD	19,950	SeattleYachts	26	37	Back Cove	11	D	459,000	Ocean Trawler	47
34	Silverton	6	TG	121,000	ChuckHovey	13	37	Bayliner 3788	98	TD	75,000	WaterLine	29
34	Tollycraft	89	TG	74,900	LaConnerYS	93	37	Bertram	91	TD	130,000	WestYachts	24
34	Tollycraft	81	D	74,900	Denison Yachts	102	37	Carver	95	TG	69,500	NWYachtnet	39
34	Tollycraft	75	TG	26,500	Port Gardner Yacht	92	37	Carver	94	TD	90,500	NHarborYS	91
34	Tollycraft	74	TG	29,900	NWYachtnet	39	37	Carver	93	TG	59,500	Irwin	9
34	Tollycraft	72	G	14,900	MarineServctr	43	37	Cobalt 373	9	TG	275,000	Signature	25
34	Tollycraft	70	TD	29,000	NHarborYS	91	37	Cold Water	9	TD	289,000	ChuckHovey	13
35	Bayliner	95	TD	89,900	NHarborYS	91	37	Formula	7	D	245,000	Denison Yachts	102
35	Bounty	79	TD	99,500	Bristol	88	37	Fountaine Cat	5	TD	239,500	NWYachtnet	39
35	Cabo	0	TD	169,000	Stan Miller	11	37	Fountaine Paj	16	TD	525,000	Signature	25
35	Cruisers	14	TG	245,000	OceanAlex	2,3,54	37	Marinette	81	TD	59,000	Port Gardner Yacht	92
35	Everglades	13	OB	299,000	Stan Miller	11	37	President	87	D	74,900	SeattleYachts	26
35	Everglades	9	OB	169,000	Stan Miller	11	37	President	87	D	69,000	WaterLine	29
35	Glacier Bay	7	TD	286,000	AspenPowerCats	32	37	Sea Ray Sund	12	G	269,000	MarineServctr	43
35	Mainship	97	TD	105,000	LaConnerYS	93	37	Tollycraft	76	TD	64,000	ElliottBay	41
35	Maxum	1	N	89,900	Ocean Trawler	47	38	Barry Farrell	74	D	119,000	WaterLine	29
35	Monk	50	G	29,900	NWYachtnet	39	38	Bayliner	86	TD	39,900	NHarborYS	91
35	Nexus	3	D	299,000	Swiftsure	49	38	Bayliner	83	TD	59,900	NWYachtnet	39
35	Sunseeker	5	TD	239,000	ChuckHovey	13	38	Bayliner 3870	87	TD	59,000	WaterLine	29
35	TiaraOpen	0	TG	165,000	CrowsNest	23	38	Bayliner 3888	90	TD	64,500	Port Gardner Yacht	92
35	Viking	78	TG	39,000	WaterLine	29	38	Blackfin	97	TD	147,500	Stan Miller	11
36	Albin	78	D	47,500	Port Gardner Yacht	92	38	Boden Pwr Cat	8	D	135,500	WaterLine	29
36	Beneteau ST34	16	D	498,000	Denison Yachts	102	38	Carver	95	TG	87,900	ChuckHovey	13
36	Carver	3	TG	99,950	Irwin	9	38	Chris Craft	67	TG	39,900	Port Gardner Yacht	92
36	Cuttyhunk	86	D	89,000	NWExplor	103	38	Chris Craft	65	TG	59,900	Stan Miller	11
36	Grand Banks	74	D	99,000	Stan Miller	11	38	Chris Craft	65	TG	19,900	Port Gardner Yacht	92
36	Grand Banks C	73	D	52,000	WaterLine	29	38	Fountain	7	TD	199,000	Stan Miller	11
36	Lobster	91	SD	155,000	Hebert	6	38	Hatteras	90	TD	110,000	ChuckHovey	13
36	Martinack	28	TD	25,000	Irwin	9	38	Hatteras	70	TD	49,900	Stan Miller	11
36	Norstar	3	TD	297,500	Irwin	9	38	Helmsman	12	D	379,000	Irwin	9
36	Norstar 360	4	D	325,000	Selene Yachts	7	38	Mariner	9	D	259,000	WaterLine	29
36	Regal 3560	5	TG	119,500	Port Gardner Yacht	92	38	Meridian	3	TD	174,500	ChuckHovey	13
36	Riviera	2	TD	228,000	Denison Yachts	102	38	Nordlund	66	D	45,000	WaterLine	29
36	Riviera	93	TD	119,500	EmeraldPac	14	38	Regal	2	TG	132,000	OceanAlex	2,3,54
36	Sabre	99	TD	199,000	NWYachtnet	39	38	Sabre	15	TD	In Stock	Bellingham	18
36	Sea Ray	4	TG	119,900	Irwin	9	38	Trojan Sea Vo	68	TG	49,500	WaterLine	29
36	Sea Ray	87	OB	49,999	NWYachtnet	39	39	Azimut	0	TD	180,000	ElliottBay	41
36	Sea Ray	87	TG	49,999	NWYachtnet	39	39	C&L Europa	80	TD	79,900	NWYachtnet	39
36	Selene Archer	5	D	339,000	Selene Yachts	7	39	GB Eastbay	7	TD	439,000	Stan Miller	11
36	Stephens	59	G	39,717	Stan Miller	11	39	Grand Banks	6	TD	399,000	Hampton Yacht	4,104
36	Tiara	16	TD	560,000	OceanAlex	2,3,54	39	Meridian	14	TD	425,000	Irwin	9
36	Tiara	7	TD	295,000	ChuckHovey	13	39	Meridian	13	TD	379,000	Irwin	9

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Make sure your toes are warm, drinks are cold, food is cooked and mind is at ease.

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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
39	Meridian	6	TD	319,000	AspenPowerCats	32	40	Nordhavn	5	D	409,000	AAAYachts	33	40	Selene Archer	7	D	398,000	Selene Yachts	7	43	Selene	99	D	394,000	Selene Yachts	7
39	North Pacific	14	N	349,000	Ocean Trawler	47	40	Nova	85	TD	89,500	NHarborYS	91	40	Selene Archer	6	D	349,000	Selene Yachts	7	43	Wellcraft	91	TD	115,000	CrowsNest	23
39	Sea Ray	4	TG	179,000	OceanAlex	2,3,54	40	Ocean Alex	79	D	68,900	LaConnerYS	93	40	Tiara 4000	97	TG	154,000	Denison Yachts	102	44	Beneteau ST44	17	TG	685,490	Denison Yachts	102
39	Sea Ray 390	5	D	214,800	Denison Yachts	102	40	Ocean Alex 40	83	TD	109,000	Port Gardner Yacht	92	40	Willard Vega	78	N	169,000	Ocean Trawler	47	44	DeFever	83	TD	139,900	WestYachts	24
40	LRC Trawler	83	D	249,000	NWYachtnet	39	40	Ponderosa	87	TD	121,000	NHarborYS	91	41	Back Cove	15	D	In Stock	Bellingham	18	44	Gulfstar MY	78	TD	95,000	WestYachts	24
40	Beneteau GT40	17	TG	5,518,980	Denison Yachts	102	40	Ponderosa	87	TD	89,000	Bristol	88	41	Camano 41	6	D	315,000	WaterLine	29	44	Marine Trader	80	TD	99,500	Port Gardner Yacht	92
40	Carver	96	TD	115,900	NWYachtnet	39	40	Protector	5	TD	325,000	Hampton Yacht	4,104	41	Cruisers Yach	14	TD	499,000	EmeraldPac	14	44	OA	92	TD	238,000	Hampton Yacht	4,104
40	Fathom	15	D	New	NWYachtnet	39	40	San Juan	10	TD	775,000	Stan Miller	11	41	Eagle	14	D	Call	SeattleYachts	26	44	Ocean Alexand	93	TD	145,000	OceanAlex	2,3,54
40	Kha Shing	82	TD	75,000	OceanAlex	2,3,54	40	SeaRay Exp.	98	TD	159,000	WestYachts	24	41	Four Winns	7	D	159,999	Hampton Yacht	4,104	44	Ocean Alexand	82	TD	79,900	NWYachtnet	39

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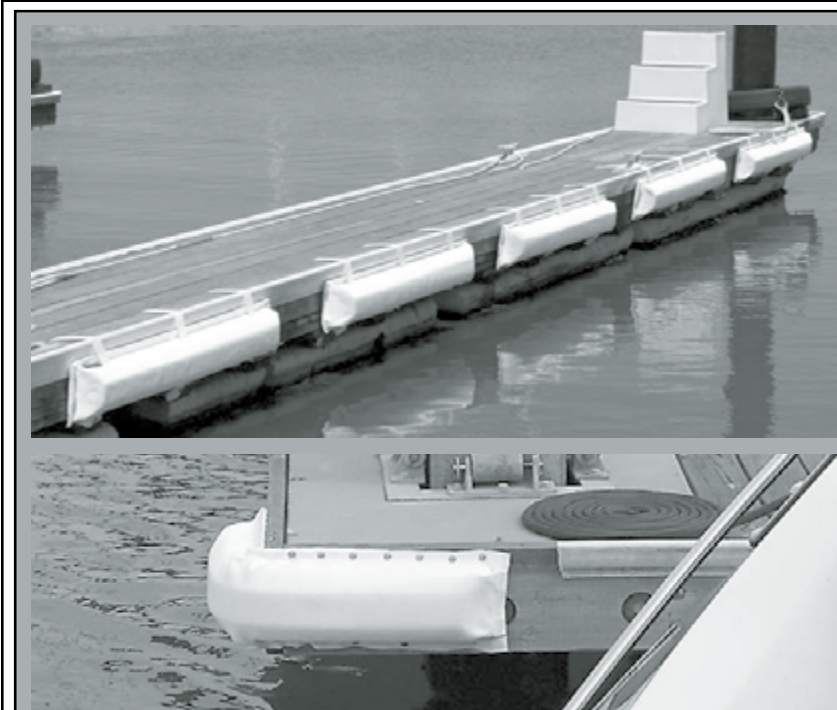
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SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
49	Hyundai	88	TD	149,500	ChuckHovey	13	57	Tolly	92	TD	749,000	Hebert	6	60	Hatteras	79	TD	199,500	WestYachts	24
49	Meridian	8	D	369,000	EmeraldPac	14	57	Tollycraft	90	TD	329,000	EmeraldPac	14	60	Hoquiam	94	TD	949,000	Hebert	6
50	Arcturos	5	TD	1.595M	CrowsNest	23	58	Azimut	2	TD	599,000	ChuckHovey	13	60	OA	86	TD	449,000	Hampton Yacht	4,104
50	Astoria	36	TD	80,000	Irwin	9	58	Hampton 580	8	TD	1.195M	Premiere Yachts	21	60	Ocean Alexand	10	D	1.249M	AAAYachts	33
50	Bertram	90	TD	325,000	Stan Miller	11	58	Hatteras	91	TD	299,000	Stan Miller	11	60	Ocean Alexand	10	TD	1.025M	OceanAlex	2,3,54
50	GrandBanks	74	SD	235,000	Hebert	6	58	Johnson	7	TD	695,000	ChuckHovey	13	60	Riviera	16	TD	1.995M	EmeraldPac	14
50	McKinna 481	5	TD	399,000	Premiere Yachts	21	58	Kadey Krogen	4	TD	1.225M	NWExplor	103	60	Vega	80	TD	398,000	ChuckHovey	13
50	Mikelson	96	TD	289,500	OceanAlex	2,3,54	58	Navigator	99	D	399,000	NWYachtnet	39	60	Vic Franck/Ga	65	TD	145,000	NWYachtnet	39
50	Oc Alex Sedan	89	TD	209,000	Premiere Yachts	21	58	Ocean Alexand	6	TD	925,000	Irwin	9	61	Navigator	2	TD	895,000	CrowsNest	23
50	Ocean Alexand	6	TD	495,000	OceanAlex	2,3,54	58	Regency	7	TD	899,800	OceanAlex	2,3,54	61	Ocean Alexand	98	TD	639,000	OceanAlex	2,3,54
50	Riva	82	TD	105,000	ChuckHovey	13	58	Riviera SY	12	D	1.395M	EmeraldPac	14	61	Offshore	91	TD	465,000	Hampton Yacht	4,104
50	Riviera	13	TD	895,000	EmeraldPac	14	58	Spindrift	86	TD	199,500	ChuckHovey	13	61	Viking	6	TD	1.399M	Stan Miller	11
50	Selene Europa	16	D	1.195M	Selene Yachts	7	59	Selene	9	D	1.295M	Selene Yachts	7	62	Blanchard	58	TD	349,000	Hebert	6
50	Sunseeker	7	TD	749,900	EmeraldPac	14	59	Selene	8	D	1.375M	ElliottBay	41	62	Hampton	15	TD	2.175M	OceanAlex	2,3,54
50	Tiara	15	TD	1.299M	OceanAlex	2,3,54	59	Selene	7	D	1.195M	AAAYachts	33	62	LittleHoquiam	93	D	549,000	EmeraldPac	14
50	Viking SportC	99	TD	219,000	Stan Miller	11	60	Compass	1	TD	449,000	AAAYachts	33	62	Monk McQueen	74	TD	199,700	NWYachtnet	39
51	Navigator	8	TD	499,000	Irwin	9	60	Hatteras	82	TD	149,500	ChuckHovey	13	62	Ocean Alexand	12	TD	1.395M	OceanAlex	2,3,54
51	Sea Ray	14	TD	975,000	OceanAlex	2,3,54														
51	Symbol	86	TD	169,950	Irwin	9														
52	Chris Craft	53	TD	129,950	Irwin	9														
52	Grand Banks	98	TD	599,000	Stan Miller	11														
52	Hatteras	87	TD	219,000	Stan Miller	11														
52	Hatteras	84	TD	195,000	NHarborYS	91														
52	Nordlund Pilo	70	D	99,500	WaterLine	29														
52	Ocean Alexand	90	TD	365,000	OceanAlex	2,3,54														
52	Sea Ray	6	TD	479,000	EmeraldPac	14														
52	Seahorse	9	D	499,000	Ocean Trawler	47														
52	Seahorse	1	N	325,000	Ocean Trawler	47														
52	Sunseeker	8	TD	765,000	Hampton Yacht	4,104														
52	Viking	7	TD	995,000	Stan Miller	11														
53	Carver	0	D	348,000	Denison Yachts	102														
53	Carver	98	TD	329,000	CrowsNest	23														
53	DeFever	86	TD	275,000	ChuckHovey	13														
53	Eagle	14	TD	Call	SeattleYachts	26														
53	GB Aleutian	11	TD	1.449M	Stan Miller	11														
53	Grand Banks	73	TD	219,000	ChuckHovey	13														
53	Navigator	0	TD	279,950	Irwin	9														
53	Selene	7	D	899,000	Premiere Yachts	21														
53	Tollycraft	89	TD	429,000	EmeraldPac	14														
54	Apreamare	5	TD	599,000	OceanAlex	2,3,54														
54	DeFever	71	TG	125,000	Denison Yachts	102														
54	Hatteras	4	TD	799,000	Stan Miller	11														
54	Mediterranean	5	TD	349,000	Stan Miller	11														
54	Ocean Alexand	12	TD	1.125M	OceanAlex	2,3,54														
54	Ocean Alexand	10	TD	949,000	OceanAlex	2,3,54														
54	Ocean Alexand	97	D	525,000	EmeraldPac	14														
54	Ocean Alexand	96	TD	659,000	Denison Yachts	102														
54	Ocean Alexand	96	D	499,000	EmeraldPac	14														
54	Ocean Alexand	88	TD	250,000	Denison Yachts	102														
54	OceanAlexand	96	TD	769,000	CrowsNest	23														
54	OceanAlexand	92	TD	399,000	CrowsNest	23														
54	OceanAlexandr	10	TD	925,000	ChuckHovey	13														
54	Offshore	99	TD	685,000	ElliottBay	41														
54	Sabre	16	TD	Call	Bellingham	18														
54	Selene	13	D	1.095M	Selene Yachts	7														
54	West Bay SonS	9	TD	839,000	EmeraldPac	14														
55	Fleming	98	TD	675,000	ChuckHovey	13														
55	Hampton	6	TD	569,000	EmeraldPac	14														
55	Hampton	3	TD	449,000	EmeraldPac	14														
55	JonesGdell	90	TD	825,000	Hebert	6														
55	Navigator	12	TD	675,000	OceanAlex	2,3,54														
55	Ocean Alexand	83	TD	319,500	NWYachtnet	39														
55	Santa Barbara	73	TD	85,000	ChuckHovey	13														
55	Selene	9	D	985,000	Selene Yachts	7														
55	Symbol	94	TD	309,000	NWYachtnet	39														
55	Symbol	94	TD	349,500	WaterLine	29														
56	Custom RDMY	26	D	119,000	LaConnerYS	93														
56	Jenkins	13	D	584,000	ChuckHovey	13														
56	Navigator	1	TD	359,000	Irwin	9														
56	Nordhavn	9	D	1.199M	AAAYachts	33														
56	Norseman	7	TD	499,000	ChuckHovey	13														
57	Bayliner	97	TD	349,900	EmeraldPac	14														
57	Bertram	5	TD	995,000	EmeraldPac	14														
57	Eagle	14	TD	Call	SeattleYachts	26														
57	Stephens	74	D	249,000	OceanAlex	2,3,54														

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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		
62	Ocean Alexand	10	D	1.295M	OceanAlex	2,3,54	65	Fountain	0	TD	495,000	OceanAlex	2,3,54	70	Viking	6	TD	1.535M	ChuckHovey	13	100	Steel Tug	44	D	179,000	WaterLine	29		
62	Osborne	68	D	250,000	EmeraldPac	14	65	Hatteras	96	TD	549,000	ChuckHovey	13	71	AdmiralMarin	96	TD	1.199M	CrowsNest	23	105	Azimut 105	86	TD	1.190M	Denison Yachts	102		
62	Selene	6	D	1.495M	Selene Yachts	7	65	Hatteras	88	TD	349,500	Irwin	9	72	CheoyLee	4	TD	1.850M	CrowsNest	23	115	Crescent	94	TD	5.995M	ChuckHovey	13		
62	Tollycraft	93	D	540,000	EmeraldPac	14	65	Hatteras	82	D	545,900	Hampton Yacht	4, 104	72	Grand Banks	97	TD	850,000	Irwin	9	116	Transworld	14	TD	6.995M	Hampton Yacht	4, 104		
63	Bertram	73	TD	249,000	EmeraldPac	14	65	Nordlund	84	TD	695,000	EmeraldPac	14	72	Hatteras	81	TD	489,000	Port Gardner Yacht	92	120	Nordhavn	14	TD	13.995M	OceanAlex	2,3,54		
63	SeaRay	92	TD	349,000	CrowsNest	23	65	Ocean Alexand	12	D	1.825M	OceanAlex	2,3,54	72	Monk McQueen	77	TD	599,000	AAA Yachts	33	125	Boeing of Can	30	D	1.295M	EmeraldPac	14		
64	Azimut	12	TD	1.895M	Irwin	9	65	Pac Mariner	98	TD	699,000	Premiere Yachts	21	72	Viking	2	TD	899,950	Irwin	9	138	Livingston	44	TD	1.950M	Bristol	88		
64	Hatteras	7	TD	1.595M	Stan Miller	11	65	Stephens	70	TD	189,000	ChuckHovey	13	72	Viking	0	TD	1.245M	ChuckHovey	13									
64	Northern	98	TD	2.595M	Hebert	6	65	Viking	1	TD	1.895M	CrowsNest	23	73	Classic MY	22	D	150,000	WaterLine	29									
64	Ocean Alexand	8	TD	1.295M	OceanAlex	2,3,54	66	Sabre	17	TD	Call	Bellingham	18	73	CustomSteel	85	TD	1.800M	Hebert	6									
64	Ocean Alexand	3	TD	995,000	OceanAlex	2,3,54	66	Symbol	1	TD	899,800	OceanAlex	2,3,54	73	Horizon	9	TD	1.895M	EmeraldPac	14									
65	Cape Horn	99	D	599,000	ChuckHovey	13	68	VikingSC	1	TD	1.195M	CrowsNest	23	73	Horizon	5	TD	1.795M	EmeraldPac	14									
65	Donzi	3	TD	1.495M	ChuckHovey	13	70	Johnson	5	D	850,000	EmeraldPac	14	74	Horizon	11	TD	2.395M	EmeraldPac	14									
65	Feadship MY	67	TD	229,000	Port Gardner Yacht	92	70	Marlow	8	TD	2.495M	Hampton Yacht	4, 104	75	Kha Shing	89	D	599,000	EmeraldPac	14									

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10	Trinka	7	N	3,300	Stan Miller	11
20	Beneteau Firs	17	OB	New	Signature	25
20	Laser SB3	8	N	24,500	MarineServctr	43
22	Beneteau Firs	17	OB	39,900	Signature	25
25	Beneteau Firs	15	D	69,900	Signature	25
25	Ericson	79	D	9,995	Bristol	88
27	Cascade Sloop	80	D	11,000	NWYachtnet	39
27	Catalina 27	79	OB	8,500	Port Gardner Yacht	92
27	Catalina 275	14	D	Call	SeattleYachts	26
27	Hunter	6	D	39,900	Signature	25
28	Cutwater	14	D	17,800	Denison Yachts	102
28	Freedom	87	D	26,000	SeattleYachts	26
28	San Juan	79	D	11,500	Port Gardner Yacht	92
29	Gulf PH Sloop	85	D	29,500	NWYachtnet	39
30	Admiralty	6	N	35,000	Swiftsure	49
30	Catalina	80	D	19,800	MarineServctr	43
30	CatalinaMKIII	3	D	539,000	SeattleYachts	26
30	Fisher PH	75	D	83,700	NWYachtnet	39
30	S2	78	D	13,900	Port Gardner Yacht	92
31	Beneteau 310	91	D	35,000	Signature	25
31	Beneteau OC	16	D	In Stock	Signature	25
31	Catalina 315	14	D	Call	SeattleYachts	26
31	Mystery 31	84	D	29,500	Port Gardner Yacht	92
32	Columbia	78	D	16,000	Port Gardner Yacht	92
32	Kettenburg	37	N	39,900	Stan Miller	11
33	Hans Christin	85	D	89,500	NWYachtnet	39
33	J/100	5	D	69,900	Swiftsure	49
33	Legendary Yac	0	D	180,000	WaterLine	29
33	Nauticat	84	D	65,000	MarineServctr	43
33	Nauticat 33	85	D	119,000	MarineServctr	43
33	Nicholson	76	D	27,500	Port Gardner Yacht	92
34	C&C	80	D	23,900	Port Gardner Yacht	92
34	CAL	76	D	29,500	Bristol	88
34	CAL	76	D	27,400	WestYachts	24
34	Catalina	91	D	49,999	SeattleYachts	26
34	Catalina	90	D	48,900	Denison Yachts	102
34	Catalina	90	D	48,900	Denison Yachts	102
34	Ericson	91	D	49,900	Port Gardner Yacht	92
34	Irwin Citat	82	D	27,900	NWYachtnet	39
34	Jeanneau 349	17	D	179,885	MarineServctr	43
34	Sabre 34 MK1	79	D	35,900	MarineServctr	43
34	Sweden	84	D	59,500	Swiftsure	49
34	Tartan T34C	78	D	39,900	NWYachtnet	39
35	Baba	80	D	55,900	ElliottBay	41
35	Beneteau 35.2	7	D	117,000	Denison Yachts	102
35	Beneteau Firs	11	D	169,900	Signature	25
35	Beneteau OC	17	D	In Stock	Signature	25
35	C&C MKIII	84	D	39,600	MarineServctr	43
35	Catalina	4	D	112,500	NHarborYS	91
35	Catalina 355	16	D	New	SeattleYachts	26
35	Catalina 355	14	D	Cal	SeattleYachts	26
35	Hinterhoeller	81	D	58,500	MarineServctr	43
35	Island Packet	1	D	157,500	MarineServctr	43
35	Island Packet	1	D	153,000	Signature	25
35	J-Boats J-35	84	D	28,900	WaterLine	29
35	Le Comte	70	D	30,000	Bristol	88
35	O'Day	86	D	45,000	WestYachts	24
36	C&C 34 Plus	91	D	89,900	WestYachts	24
36	Cape George	77	D	67,000	MarineServctr	43
36	Cascade 36	80	D	20,000	MarineServctr	43
36	Catalina	89	D	44,500	WestYachts	24
36	Catalina	84	D	37,500	NWYachtnet	39
36	Ericson	77	D	39,900	NHarborYS	91
36	Herreshoff	46	D	27,500	WestYachts	24
36	Islander Free	78	D	44,900	Port Gardner Yacht	92
36	IslanderSloop	72	D	28,000	WestYachts	24
36	Morgan	75	D	19,900	SeattleYachts	26

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
36	Solaris Sunri	93	TD	99,500	WaterLine	29	42	Roberts PH	94	D	119,000	Swiftsure	49	45	Jeanneau 45DS	10	D	294,500	MarineServctr	43	48	Schooner	86	D	99,500	ElliottBay	41
37	Alden	26	D	99,900	Denison Yachts	102	42	Spencer Sloop	66	D	34,900	NWYachtnet	39	45	Jeanneau S045	6	D	240,000	MarineServctr	43	48	Tayana	6	D	425,000	ChuckHovey	13
37	Alden Schoonr	26	D	99,900	Denison Yachts	102	43	Beneteau OC	9	D	194,900	Signature	25	45	Passport	4	D	375,000	Swiftsure	49	48	Tayana DS	12	D	529,500	SeattleYachts	26
37	Beneteau	85	D	60,000	Swiftsure	49	43	HallbergRassy	5	D	375,000	Swiftsure	49	46	Cal	72	D	129,000	Port Gardner Yacht	92	49	Jeanneau 49P	7	D	349,500	MarineServctr	43
37	Beneteau OC	17	D	New	Signature	25	43	Jeanneau 43DS	3	D	198,500	MarineServctr	43	46	Cal 2-46	74	D	97,500	WaterLine	29	49	Outremer	10	D	595,000	Swiftsure	49
37	BruceRoberts	91	D	49,950	WestYachts	24	43	Jeanneau 43DS	1	D	189,000	MarineServctr	43	46	Garcia Passoa	93	D	298,000	Swiftsure	49	50	Dubbel	89	D	269,000	Swiftsure	49
37	Cooper	82	D	63,500	ChuckHovey	13	43	Jeanneau DS	6	D	190,000	Swiftsure	49	46	Hallberg Rass	0	D	348,000	Swiftsure	49	50	Flying Dutchm	78	D	89,900	MarineServctr	43
37	Cooper PH	82	D	84,900	MarineServctr	43	43	Mason	84	D	132,500	SeattleYachts	26	46	Hylas	0	D	310,000	Swiftsure	49	50	Lavranos	90	D	194,500	Swiftsure	49
37	Island Packet	8	D	275,000	MarineServctr	43	43	Perry	77	D	219,500	Swiftsure	49	46	J Boat	0	D	327,500	ElliottBay	41	50	Valiant	2	D	529,500	NWYachtnet	39
37	Tartan 37	78	D	49,500	MarineServctr	43	43	Schucker 430	79	D	62,500	WaterLine	29	46	Jeanneau 45.2	0	D	186,500	MarineServctr	43	51	Alden Skye	80	D	178,500	MarineServctr	43
37	Tartan 3700	7	D	229,500	MarineServctr	43	43	Slocum	84	D	169,000	NWYachtnet	39	46	Jeanneau 45.2	0	D	189,000	MarineServctr	43	51	Ben SeabornRS	56	D	79,900	Signature	25
38	Alajuela	77	D	55,000	WaterLine	29	44	Beneteau 44.7	4	D	187,500	Swiftsure	49	46	Jeanneau 469	15	D	389,500	MarineServctr	43	52	Tayana	90	D	279,500	SeattleYachts	26
38	Baltic DP	85	D	119,500	NWYachtnet	39	44	Bruce Roberts	93	D	49,500	MarineServctr	43	46	Swan	84	D	239,000	Swiftsure	49	53	Hallberg Rass	3	D	499,000	Swiftsure	49
38	Bavaria	3	D	134,000	ElliottBay	41	44	Bruce Roberts	81	D	69,000	WaterLine	29	46	Tayana PH	13	D	574,021	SeattleYachts	26	53	Spencer Ketch	73	D	Call	WestYachts	24
38	Beneteau OC	16	D	New	Signature	25	44	atalina	7	OB	259,000	Ocean Trawler	47	47	Beneteau	5	D	210,000	ElliottBay	41	54	Jeanneau 54	16	D	598,789	MarineServctr	43
38	C&C	86	D	55,000	Port Gardner Yacht	92	44	Catalina 445	14	D	Call	SeattleYachts	26	47	Beneteau 473	5	D	219,900	Signature	25	54	Sparkman Step	75	D	195,000	ElliottBay	41
38	C&C 115	6	D	145,000	Swiftsure	49	44	Jeanneau 44DS	17	D	339,483	MarineServctr	43	47	Custom PH	4	D	450,000	SeattleYachts	26	55	Columbia	74	D	59,950	Bristol	88
38	C&L Marine	83	D	64,500	WestYachts	24	44	LaFitte	87	D	129,000	Bristol	88	47	Jeanneau 479	17	D	409,838	MarineServctr	43	56	Herreshoff	56	D	215,000	WaterLine	29
38	Catalina	99	D	99,500	Port Gardner Yacht	92	44	McGuire	88	D	165,000	Denison Yachts	102	47	Southerly 145	78	D	199,000	MarineServctr	43	57	Skookum	82	TD	299,000	WaterLine	29
38	Catalina 385	12	D	Call	SeattleYachts	26	44	Morris	94	OB	459,000	Swiftsure	49	47	Stevens	84	D	175,000	Swiftsure	49	60	Colvin 60 Sch	86	D	59,000	WaterLine	29
38	Coronet	79	D	59,500	MarineServctr	43	44	Nordic	83	D	129,000	Swiftsure	49	47	Valiant	84	D	239,000	Swiftsure	49	60	Deerfoot	80	D	259,000	Stan Miller	11
38	Hodgdon Bros.	78	D	89,500	Denison Yachts	102	44	Peterson	77	D	49,000	WestYachts	24	47	Vegabond K	81	D	127,900	SeattleYachts	26	60	Shannon	14	D	1.195M	Swiftsure	49
38	Ingrid	76	D	39,500	WaterLine	29	45	Beneteau O	17	D	In Stock	Signature	25	48	Amel Maramu	84	D	138,900	WaterLine	29	64	Roberts PH 64	88	D	298,000	MarineServctr	43
38	Marina Berth	95	N	28,000	WaterLine	29	45	Hardin	81	D	146,500	NWYachtnet	39	48	C&C	73	D	248,000	Swiftsure	49	68	Nelson Marek	84	D	245,000	ElliottBay	41
38	Moody CC	1	D	139,900	Signature	25	45	Hunter 45CC	6	D	214,000	Signature	25	48	J145	3	D	339,000	Swiftsure	49	70	CNB	7	D	1.595M	Bristol	88
38	Morgan 384	85	D	Call	WestYachts	24	45	Jeanneau 45.2	0	D	189,000	Denison Yachts	102	48	Oceanis	16	D	In Stock	Signature	25	73	Manuel Campos	41	D	475,000	Swiftsure	49
38	Nauticat	85	D	139,000	MarineServctr	43																					
38	Nauticat	85	D	149,900	NHarborYS	91																					
38	Sabre 386	7	D	235,000	Denison Yachts	102																					
38	Shannon Ketch	81	D	96,000	NWYachtnet	39																					
39	Corbin	87	D	82,500	Bristol	88																					
39	HallbergRassy	0	D	239,000	Swiftsure	49																					
39	Jeannea 39i	8	D	178,900	MarineServctr	43																					
39	Marcos Cutter	81	D	69,000	WaterLine	29																					
39	Nauticat PH	96	D	184,500	MarineServctr	43																					
39	Shearwater	90	D	198,000	Swiftsure	49																					
39	X-119	90	D	59,900	Port Gardner Yacht	92																					
40	Abaco	15	D	829,500	ChuckHovey	13																					
40	Beneteau 400	94	D	98,000	Signature	25																					
40	Beneteau OC	11	D	174,500	Signature	25																					
40	Caliber	96	D	179,500	Swiftsure	49																					
40	Catalina	5	D	179,000	ElliottBay	41																					
40	Catalina MKII	4	D	175,000	WaterLine	29																					
40	CS Yacht	88	D	79,500	MarineServctr	43																					
40	Hinckley	70	D	139,500	ElliottBay	41																					
40	Jeanneau 409	14	D	289,000	MarineServctr	43																					
40	Jeanneau 40DS	1	D	Call	MarineServctr	43																					
40	Jonmeri	86	D	119,000	Swiftsure	49																					
40	Kalik	80	D	55,000	ElliottBay	41																					
40	Norseman 400	87	D	149,500	Swiftsure	49																					
40	Passport	82	D	135,000	Swiftsure	49																					
40	S&S Loki Yawl	53	D	49,500	ElliottBay	41																					
40	TaShing Panda	85	D	149,000	WestYachts	24																					
40	Valiant	77	D	79,000	Swiftsure	49																					
41	Alden	99	D	194,500	NWYachtnet	39																					
41	Beneteau 41.1	17	OB	In Stock	Signature	25																					
41	Beneteau 411	1	D	119,900	Signature	25																					
41	Beneteau OC	12	D	215,000	Signature	25																					
41	Cheoy Lee	78	D	39,900	MarineServctr	43																					
41	Cheoy Lee	77	D	89,500	WaterLine	29																					
41	CT PH Ketch	76	D	39,900	NWYachtnet	39																					
41	Hunter	5	D	159,000	WaterLine	29																					
41	Passport 41C	90	D	159,900	ElliottBay	41																					
41	Tartan	73	D	49,000	Bristol	88																					
42	Bavaria	99	D	164,900	WestYachts	24																					
42	Bavaria	99	D	135,000	NWYachtnet	39																					
42	Beneteau	83	D	79,950	MarineServctr	43																					
42	Cascade	79	D	49,500	SeattleYachts	26																					
42	Catalina	5	D	23,750	Bristol	88																					

WHERE TO FIND NORTHWEST YACHTING

ALABAMA

DECATUR
Riverwalk Marina

ALASKA

ANCHORAGE
West Marine

KETCHIKAN
Ketchikan Yacht Club

JUNEAU
58*22' North Sailing Charter
Juneau Yacht Club

SEWARD
Sailing Inc.

SITKA
Murray Pacific

ARIZONA

LAKE HAVASU CITY
West Marine

CALIFORNIA

ALAMEDA
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 Yacht Club

EMERYVILLE
Rubicon Yachts

EUREKA
Englund Marine
Woodley Island Ship Shop

FAIR OAKS
Sterling Associates

LONG BEACH
Stan Miller

MARINA DEL REY
Denison Yachts
Blue Pacific Boats

NEWPORT BEACH
Crow's Nest Yachts
Chuck Hovey Yachts
Alexander Marine
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
Seabreeze Ltd.
Stan Miller
Sunshine Coast Yachts
West Marine

SAN FRANCISCO
City Yachts
Oyster Cove Marina

SAN RAFAEL
Marin Yacht Club
Rubicon Yachts

SANTA BARBARA
Santa Barbara Yacht Sales

SAUSALITO
Marotta Yachts
Oceanic Yachts
West Marine

WEST MARINE STORES
Dana Point
Marina Del Rey
Oakland
Redding
Sacramento
San Carlos
San Diego
San Pedro
Santa Cruz
Stockton

FLORIDA

DUNEDIN
Ross Yacht Sales

ST. PETERSBURG
Eckerd College
St. Petersburg Mun. Marina

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
Hagadone Marine Group

ILLINOIS

NORTHBROOK
Valve Tech

MONTANA

DAYTON
Dayton Harbor Yacht Club

OREGON

ASTORIA
Astoria Mooring Basin
Englund Marine
Pier 39

CHARLESTON
Englund Marine

EUGENE
The Sailing Center
Eugene Yacht Club

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 Marina
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
Salpares Bay Marina
Schooner Creek Boat Works
Sextons Chandelery
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

UTAH

WEST VALLEY CITY
FCI Watermakers

WASHINGTON

SEATTLE

BALLARD
Alaska Diesel Electric
All Aboard Upholstery
AMC Cliftus
Ballard Inflatable Boats
Ballard Mailbox
Ballard Marine
Canal Boatyard
Canvas Supply
Captain's Nautical Supply
Coastal Marine
CSR
Duke's Chowder House
Hattan Marine Inc
Haynie Insurance
Kam Gear
Lunde Marine Electric
Maritime Brewing
Northern Lights
Pacific Fishermans Shipyard
Pacific Marine Fiberglass
Port of Seattle
Sloop Tavern
Sure Marine
Western Fire & Safety

WASHINGTON -Cont'd

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 Association
Alexander Marine
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
Alexander Marine
Pacific Maritime Title
Seacraft Yacht Sales

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

SHORELINE
Doug's Cadillac

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 Yachts NW
Selene Yacht Sales & Services
Signature Yachts
Sundance Yachts
Swiftsure Yachts
Waterline Boats

NICKERSON
The Electric Boat Company
MER Equipment
Pat's Marine Engines
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

ELLIOTT BAY
Elliot Bay Yacht Sales
Emerald Harbor
Marina Office & Fuel Dock
Boat Insurance
Nordhavn Yachts

MISCELLANEOUS
Cascade Engine Center
Duke's on Lake Union
Duke's on Alki
Lakewood Marina
Leschi Sailboat Moorage
Queen City Yacht Club
Ranger Tugs
Seattle Yacht Club
Sorensen Marine

ANACORTES
AAA Yacht Finders
ABC Charters
Anchor Yachts

WASHINGTON -Cont'd

Anacortes Marina
Anacortes Marine Insurance
Anacortes Yacht Brokerage
Anacortes Yacht Charter
Banana Belt Boats
Cap Sante Boathaven Office
Cap Sante Marine
Marine Servicer
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
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 Smoke Shop
Edmonds Yacht Sales
Firdale Market
Harbor Inn
Harbor Square Athletic Club
Harbor Square Professionals
Port of Edmonds
Port Office of Edmonds
Prime Marine Supplies

EVERETT
All Ocean Services
Bayside Marine
Bob's Beef & Brew
Cross Water Yacht
Dagmars Marina
Everett Yacht Club
Harbor Marine
Inn at Port Gardner
John's Sporting Good
Kama'aina Grindz
Karl's Bakery
Mikies Drive-in
Milltown Sailing
One Stop Deli
Performance Marine
Port Gardner Brokerage
Port of Everett
Providence Hospital
West Marine

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

WASHINGTON -Cont'd

ILWACO
Englund Marine
Port Of Ilwaco

KENNEWICK
Clover Island Yacht Club

KENT
Duke's Chowder House

KEYPORT
Keyport Mercantile

KINGSTON
Kingston Marina Office
Kingston Yacht Club

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

LANGLEY
Langley Clock & Gallery
Port of South Whidbey

LONGVIEW
Longview Yacht Club
Willow Grove Marina

LYNNWOOD/BOTHELL
Henry's Donuts
Moe's Market
Old Country Buffet
Park & Ride
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

POULSBORO
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

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 Sales & Service
Kitsap Marina
Port Orchard Marina
Port Orchard Marine
Port Orchard Yacht Sales
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

WASHINGTON -Cont'd

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
Snug Harbor Resort
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 Marine
West Sound Marina

SEAVIEW
Bennett Boats

SEQUIM
John Wayne Marina

SHELTON
Jerral's Cove Marina
Northwest Powersports
Shelton Marina

SOUTHCENTER
Duke's Chowder House

SPOKANE
Harborside Yachts
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
Delin Docks
Dock Street Marina
Duke's Chowder House
Foss Waterway Marina Store
Hyatt's Harbor Services
Hylebos Marina
J & G Marine Supply
Modutech Marine
Narrows Marina
Northwest Yachtnet
Point Defiance Boathouse
Puget Sound Sailing
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West Marine Products

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Alderbrook Marina

WESTPORT
Englund Marine

CANADA

CAMPBELL RIVER
Ocean Pacific Marine

COAL HARBOR
Grand Yachts
Wright Mariner Supply

VANCOUVER
Blackfish Marine
Blue Pacific Yacht Charters
Bonnie Lee Charters
Royal Vancouver YC (Stanley)
Burrard Marina
Cooper Boating
False Creek Fuels
Fraser Yacht Sales
Jerico 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

CANADA - Cont'd

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

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Sewells Marina
Thunderbird Marine
West Van Yacht Club
Olive & Anchor

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B & J, Halfmoon Bay
Bittersend Marine, Gibsons
Gibson's Yacht Club
Jervis Marine
Petro Can, Madiera Park
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CLASSIFIEDS

SAIL



1939 ALDEN SCHOONER "DIRIGO II" One of a kind, stunning 72' Alden gaff rigged tops'l schooner. In excellent condition, beautiful, solid and fast. Offered alone or with charter company. Serious inquiries. [360]298-4007 - artlohrey@gmail.com S384-3



1977 DOWNEASTER 45 CUTTER - \$78,000 (LA CONNER, WA) Great Liveaboard. Fiberglass, 3 staterooms, 2 heads, showers. Generator, furnace, refrigeration, radar, anchor windlass. Perkins 4-236 85 hp. Proven offshore. Great Liveaboard. Fiberglass, 3 staterooms, 2 heads, showers. Generator, furnace, refrigeration, radar, anchor windlass. Perkins 4-236 85 hp. Proven offshore. Contact Robert Wright www.wrightyachtsales.com, Rob@WrightYachtSales.com, Tel: 206.356.8698 S382-3



TAYANA 1977 Beautiful 37' cutter designed by Robert Perry, built to top quality standards; you'll find these fine yachts all over the world. Interior woodwork in fine condition. Quarter berth, pull-out stbd. settee double berth, convertible salon table, full sized vee berth forward. Sigma diesel furnace, too. Perkins 4 cyl. diesel with 650 hours. Roller furling. New paint, varnish last summer, nonskid reapplied to decks and all mech. systems check out just fine. If you've admired these distinctive cutters when you've been on the docks in Seattle, you'll be thrilled to own one...at last. S380-MZ



PANDA 40 PILOTHOUSE \$140,000 Continually Upgraded Vacuflush Head, Volvo Penta D2-75F, SS Fuel & Al Water Tanks AGM Batteries and more. For Details go to www.panda40ph.com Contact mherrmann@shaw.ca [250] 325-4342 S385-5

POWER



41' LUHRS SPORTSFISHER, 14' BEAM. Never been in saltwater. Twin 440 Chrysler engines. Chart plotters. Spacious cabin, sleeps 6, well-maintained, smooth-running boat. \$37,500.00 CONTACT: 541-620-2657. P571-4



MCKINNA 46' SEDAN 1999 Twin 370hp Cummins 1200hrs. 8KW Onan. Hardtop. Maple interior, 2 refers, ice maker, cooktop, New Aluminum fuel tanks, fuel polisher, oil changer. Reverse ac/heat. Bow Thruster. Pictures/details Craig's List. \$220,000 or best offer 253-857-7436 jmm06@comcast.net P649-7



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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-MZ



33FT CHRIS CRAFT FLYBRIDGE 33ft Chris Craft Flybridge, 1979. Fiberglass, twin GMC350 engines. Kohler 6.5kw genset. New drive shafts, props, bearings, bottom paint & zincs. New; macerator, hot-water tank, radios & upholstery. Windows refit. \$24,990. Port Angeles. Tom at 360-420-4960. P635-5

FORE & AFT

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CLASSIFIEDS



1976 CONVERTED WORK BOAT \$26,000- /080. 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 P560-3**

53' TOLLYCRAFT FOR SALE BY OWNER Beautiful 1990 Tollycraft Pilot House Motor Yacht with custom hardtop. Currently docked undercover in Knoxville TN. Too many features to list. Please go to tollycraftyacht.com to see all photos and information. **865-518-6460 P643-6**

1989 BAYLINER 3888 MOTORYACHT Exceptionally clean flybridge MY. Cruise ready. Twin 175 Hino diesels, 8kw generator. Spacious interior, new curtains/upholstery. Radar, MFD, Auto Pilot. 2 private staterooms, 2 heads-tub/shower stall. Galley w/electric stove, refrigerator, new microwave. Custom aluminum hardtop over cockpit. Seawise davit. Survey done April 2015.5 **\$59,000 US. Contact: benvar2@gmail.com / 250-213-1282 P624-4**

1987 44' TOLLYCRAFT CPMY Twin 350HP Crusaders. 8KW Westerbeke Generator. Completely re-decorated. New Nova Cool Refrigerator, Princess Stove and Oven. Air Conditioning. 11' Zodiac with 25HP 4 Stroke Yamaha. Fresh water Boat, Boathouse kept. **\$109,000 Contact Owner Byron Hanke, [360] 904-7544 P637-6**



North West 42' Trawler M/VDiligence 42'X12'X6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Excellent Gardner 120, 6L Diesel. Twin Disc. Hydraulic Windlass. 500 fuel, Electric, Plumbing & Systems, tanks replaced. Hydronic Heating & AC Heaters. Elec. Head, Sewage system. Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Great Galley, Salon, Pilothouse, Shower. Quality systems. Turn-key. Professionally built & maintained. Cedar / Oak. Stable, Stout, Responsive. Aft station helm controls. Hinge mast, 9' Dinghy, Batteries new 12/32v. Inverter. **\$160,000.00. Photos, Specs: Yacht World & charlotdeny@gmail.com P650-8**

1984 SUNDOWNERTUG 30 Very good condition, well equipped. full electronics. webasto central heat, refrigerator-freezer, huge storage, excellent live aboard or escape, diesel engine excellent, fresh engine service, Bellingham. **\$49995. 360-720-4480 P651-8**

50' OCEAN ALEXANDER, MARK 1, 1979, \$247,500 BY OWNER "SHIBUI" [simple, yet refined] is upgraded for cruising SEAlaska. 11 weeks perfect cruise there 2015, ready for same 2017. 2 staterooms, sleeps 9, 2 heads w/showerstalls and VacuFlush, Groco Thermopure treatment system. Safe walkaround decks behind solid bulwarks. Excellent condition. Actively chartered 16 years (www.ayc.com), simplified operation, 40 page logical manual. Twin Ford Lehman 120hp diesels [excellent parts availability], Aquadrive soft mount system [quiet], Glendinning electronic single lever control. Northern Light 5.0kw genset. Magnum MS2812 inverter. 1200 Ahr batterybank. 1000 gal fuel, Racor filters and polishing. 300 gal water, Spectra 400 watermaker [17gph]. Webasto 2020 hydronic diesel heat, muffled vertical exhaust. Galley with large, deep Corian sink, Force 10 stainless propane stove, Seafreeze fridge, chest freezer, microwave, ice maker. Generous cabinets and storage throughout. Salon w/2 sofas, table, entertainment. Roomy Pilothouse, logical custom instrumentation, table with surround settee. Electronics: Simrad autopilot, 2 radars (Furuno FR8062, 72m, color and Raytheon 16m), Coastal Navigator w/charts, GPS, 2 depth sounders, 2 lcom VHF. 13' AB RIB [al], fish finder, bilge pump, 30hp Yamaha, Roskelly Olssen davit, 4 kayak storage, custom dodgers and mast, air-horn and searchlight. **More technical details on www.quartermasteryacht.com. smordre@centurytel.net 206-617-8744 P570-4**

1981 37' TOLLYCRAFT 3208 Caterpillar Diesels, 8kw Generator, 2000 Inverter, Synchronizer, Radar, Glendenning trolling device, Hardtop, Full Canvas, Freezer/Refrigerator in cockpit, Reverse cycle A/C Heater, Raritan waste system, Immaculate Condition, Extensive Manuals and Documentation. **\$74,900 Contact: Dick 925 858 0698 P623-3**



1994 370 CARVER, VERY CLEAN AND GREAT CONDITION!!! VERY CLEAN! Twin 210HP Cummins DIESEL engines with 1475 hours, 5K Northern generator, Up to date on maintenance. Great electronics. DIESEL HEAT, trolling valves, stainless steel radar arch, NEW batteries, aluminum bottom tender & 15hp Mercury, Seawise davit, very nice & boathouse kept!!! **\$74,500 253-310-7162 P639-6**



1932 76' JOHN WAYNE'S YACHT -NORWESTER- \$179,000 History abounds on John Wayne's first yacht the ~NorWester~ Major 2016 refit, ready to go! Being offered as business or just yacht. Email swiftsuremarine2@gmail.com for info. **P634-5**



62' OCEAN ALEXANDER PILOT HOUSE. 1986 wide body mint condition \$499,000 USD. Twin V6 turbo Detroit diesel 550HP EA. 4 staterooms with head/shower. Moored Vancouver Island Canada. Details at www.crboatbrokerage.com **P642-6**

1940 40' MATTHEWS SEDAN Professionally restored 2004. Professionally maintained, covered moorage ever since. Hull, engines, all systems excellent condition. Twin 135hp gasoline engines, 260 gallons, 14kts. New since 2002: 7KW generator, radar, frig, freezer, fireplace, fuel tanks, water tank, head system, alternators, exhaust systems, MUCH MORE. Boat \$59,000. Tacoma boathouse \$30,000. Both \$89,900. www.mvpiedpiper.com. Contact: piedpiper1940@gmail.com. **P640-6**



34' MAINSHIP 1978 First one built, Hull #000001, well maintained, 165hp Perkins diesel, bow thruster, standard Horizon chart plotter/fish finder, stainless ports, newer batteries and battery tender. Tacoma \$35,000 Call Ralph 253-312-2363 **P612-3**

CLASSIFIEDS



52' MATTHEWS 1963 Large master suite, sleeps 6 plus 2 in sleeper couch, 2 heads both with shower. Vac-u-flush heads. Rewired. Great storage and living space. Open aft entertainment area. 12' Boston Whaler. Under cover Lake Union. **\$89,000. More photos islandblues@ymail.com. P618-3**



32 FT. NORDIC TUG 1990 32' Nordic Tug 1990. \$50,000 spent on refits and upgrades in last 5 yrs. Bow thruster, inverter, autopilot, custom interior woodwork, 210 Cummins, epoxy barrier coat, many extras. **\$119,500. Call for complete description, photos, and history. 360-739-7516. P638-6**



1993 46' GRAND BANKS EUROPA Twin 3208 TA CAT Diesel Engines. Galley up Model. Full Electronics, Thrusters. Zodiac with 15 HP 4 Stroke Yamaha. Maintained in Freshwater, Boat House Kept. Veteran NW Cruiser, all records available.. **\$369,500 Contact Byron Hanke, Oregon Yacht Sales, (360) 904-7544. P641-6**



1995/96 BAYLINER 3258 AVANTI. Original owner, very clean. Twin 5.7L Mercruisers. 9'6" Gig Harbor sailing dinghy. New waste water system, hot water tank, fly-bridge cover & many spares. **\$32,000. 206-949-0491. P588-5**



LEGENDARY 49' DEFEVER PILOTHOUSE 1980, FULLY EQUIPPED, SITKA ALASKA \$125,500 3600 Hour Lehman's, 8 KW Generator, Onboard 200TW Motorcycle, Skiffs, Kayaks, Fishing gear, professional winter cover. Pictures SEALaska Craig's List, Showing April, larryedger-ton_2000@Yahoo.com 907-738-2445 **P652-8**



1998 PACIFIC TRAWLER 37 This PH trawler is designed and equipped for safe comfortable trouble free extended cruising. 130 HP Luger 422 hrs. many upgrades including 7 HP bow thruster; Lofrans Tigres windless 330' chain; Raymarine C120 chart plotter 48 mi radar GPS & depth; Comnav Autopilot; Balmar 150 amp alt. 612 Smart Regulator; 880 AH AGM house batteries; Outback 2000W inverter/charger; 400W solar panels & Midnite Classic 150 controller; Hurricane hydronic diesel hot water heating; VacuFlush head; Priced to sell at \$165K USD firm See www.pacifictrawler37.shawwebspace.ca for more details and photos 780-819-2780 email jbclover.jbc@gmail.com **P629-5**



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1983 OA MK1 50+5 EXTENDED *PRICE REDUCED*** SPECTACULAR, WELL EQUIPPED PH Trawler.** If you are seeking FLEMING Quality and Feel, here it is at a FRACTION of the price! Cummins power, bow thruster, watermaker, excellent electronics, 13' BW tender with traps/puller, & more. Full mooring canvas. \$299,500 offers. Call Steve 253-677-8950, stevennwyachtmet@gmail.com **P626-5**



2008 SELENE 53 2008 Selene 53, long range pilothouse cruiser. Stabilizers, wing engine, redundant navigation systems. Boathouse kept since new. Fabulous condition. Visit www.calibreyachts.com for listing details and video then call Neil 250716 2022. **P633-5**



32' NORDIC TUG 1994 This is the nicest, most well equipped Mid-90's Nordic Tug you are likely to find anywhere. For more information, go to www.32NordicTug.com Email info@32NordicTug.com or call 253-271-8461. **P625-5**



1989 TROJAN INTERNATIONAL BERTRAM SPORTFISH/CONVERTIBLE. 2 staterooms, 2 - 671 Detroit Diesels, 485 HP each 1600 hours, 8kw Onan generator, Vacuflush toilet; full shower, Radar, flowscans, satellite TVs, 2Ac UNITS, Ice maker, furnace, inverter, Well maintained, very good condition. Great family boat. Asking \$125,000 (Cdn) OBO. Must sell due to health. Richard 1-604-275-9046 letsgo4@telus.net **P627-5**



WELLCRAFT COASTAL 33 \$59900 Great shape, Twin 7.4L Big Blocks less than 100 hrs. on rebuilt motors. GPS, Radar, Sounder, VHF, GenSet, Reverse cycle heat/air, VacU Flush head, & more **425-359-9799 P645-7**



1989 - 59' STEVENS MY/PH Twin 8V92's turbo charged Detroit's 735 HP each. Two Kohler generators - 8 and 20 KW. Fuel 1,400 gallons. Three staterooms plus crew quarters - sleeps 10. Four bathrooms and full size Jacuzzi in master state room.. Contact Tom McGrath, 2620 Bellevue Way NE #121, Bellevue, WA 98004. 425-829-6997. e-mail: mcgrathcor@aol.com. Price \$325,000.00. **P644-7**



NORDHAVN 40 2002 US BUILT Engine hours: Main 2153, Wing 70, Generator 1214. Very clean, well maintained and fully loaded. Ready to cruise the world. Located Sidney BC. \$415,000. Dave 250-213-5775. **P630-5**



2014 NORTH PACIFIC YACHTS 39' \$330,000 Cummins Electronic Control 230hp 500hrs Full Raymarine Bow & Stern Thrusters Stainless Window Frames Lofrans Tigres 440' 3/8 High Test WASI Swivel Rocna 55 Diesel Heat Sorted Proven Excellent **360-420-5418 P564-6**

FORE & AFT

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CLASSIFIEDS

CLASSIFIEDS F.A.Q.

Have questions about how the Classifieds work? **Look no further!**

I placed my ad on January 5, why is it not in the January issue?

The deadline for ad submission is the 5th of each month for the NEXT month's issue. In the above example, the January issue would have come out on January 1st. You cannot retroactively place an ad in a magazine that has already been printed.

What is the best way to ensure that my ad ends up in the issue I want it in?

Sometimes snail mail submissions arrive too late to be put in the issue for which they were intended. The most efficient way to place your classified ad is to use the very simple form on our website. Just go to the *Place a Classified* section, upload your photo, type up your copy, and pay via Paypal (you do not need to have a Paypal account to do this, just a viable credit card).

I placed an "Until it Sells" ad, why has my ad been removed from the magazine?

If you refer to our "Place a Classified" page, you'll see that the "Until it Sells" ad will run up to 6 months. However, if the boat sells BEFORE that six months is up, we will remove the ad per the client's request. The benefit of an "Until it Sells" ad is that you're paying only \$100 more than a one month ad for up to five more months.

Thank you for reading!
For more information, please contact the Advertising Coordinator at lara@nwyachting.com



NORTH PACIFIC 38' SEDAN, 2013 Immaculate boat. Well equipped including Cummins 230, bow thruster, hydronic heat, water maker, stabilizer fins, dinghy, davit, great electronics, much more. Lightly used; a great buy. **Asking \$315,000** 1-877-564-9989, sales@northpacificyachts.com P646-7



NORTH PACIFIC 43' PILOTHOUSE - 2012 Excellent condition, boathouse kept since new. Great interior layout with 2 staterooms, large salon and pilothouse. Well equipped, Bow/stern thrusters, generator, diesel heat, aircon, davit & dinghy, nice electronics asking **\$384,000**. 877-564-9989 sales@northpacificyachts.com P647-7

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REMINDER

The deadline for Classified Ads is the 5th of each month. Thank you!

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YACHT BROKERAGE SALES ASSOCIATE High profile Yacht Brokerage firm on Lake Union looking for experienced sales associate. Must have a customer following, and brokerage skills. Highest Commission payout in industry! Contact dave@hebertyachts.com E36-3

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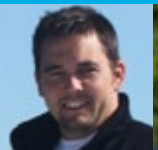
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