

Northwest Yachting

April 2012





OCEAN ALEXANDER MARINE YACHTS SALES

BROKERAGE | NEW CONSTRUCTION



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Tiara
YACHTS

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UNDER CONSTRUCTION



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2011 85' OCEAN ALEXANDER
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2012 65' OCEAN ALEXANDER
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2012 43' TIARA - \$1,149,500
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\$669,000



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\$295,000



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Patrick McConnell | San Diego + 1 619 225 0588 | patrick.mcconnell@fraseryachts.com
James Noonan | San Diego + 1 619 225 0588 | james.noonan@fraseryachts.com



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GOLDEN BOY II | 35m (115') | Sovereign | 1998/2007 | 4,495,000 USD
Five stateroom layout, on deck master, well maintained yacht, recent exterior paint & upgrades.

Michael Selter | San Diego + 1 619 225 0588 | michael.selter@fraseryachts.com



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Tom Allen | Seattle + 1 206 382 9494 | tom.allen@fraseryachts.com



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Eric Pearson | San Diego + 1 619 225 0588 | eric.pearson@fraseryachts.com



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Patrick McConnell | San Diego + 1 619 225 0588 | patrick.mcconnell@fraseryachts.com



ACCORD | 28m (92') | McQueen | 1984 | 595,000 USD
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Brian Holland | Seattle + 1 206 382 9494 | brian.holland@fraseryachts.com



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Mike Williams, C.A.



103' West Bay 2001 "MOON RIVER"
Mark Peck, C.A.



84' Northcoast 2001 "SAILBAD THE SINNER VI"
Camm Moore, C.A.



65' Pacific Mariner 2003 "RESTLESS"
Mike Williams, C.A.



65' Pacific Mariner 2002 "BG"
Mike Williams, C.A.



106' Westport RPHMY 2004 "DULCINEA"
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105 Crescent 2001 "FLIPPER"
Camm Moore, C.A.



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Claude Racine, C.A.



82' Horizon 2005 "CLOUD 8"
Mike Williams, C.A.



65' Pacific Mariner 2004
Mike Williams, C.A.



65' Pacific Mariner 2005 "MAI KAI"
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Northwest Yachting

April, 2012
Volume 25, Number 10

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ON THE COVER

Sam Devlin's wooden boats
Neil Rabinowitz.com
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Northwest Yachting

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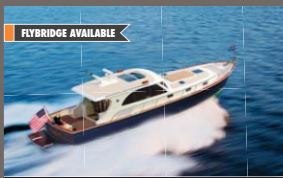
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2001 Grand Banks 46 Heritage CL



NEW LISTING

2001 Grand Banks 42 Heritage EU



1982 Grand Banks 42 Heritage CL



PRICE REDUCED

1999 Grand Banks 38 Eastbay EX



1985 Grand Banks 36 Heritage SE



1989 92' Ortona Navi



1979 53' Vic Franck



1985 48' Chris Craft 480



1989 45' West Bay



PRICE REDUCED

2003 38' Sea Ray 380



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48' WEST BAY SONSHIP 2002
Hard top with full enclosure, 20' beam, full walkaround. Dan Wood, Seattle.



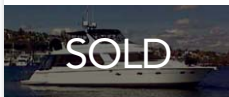
48' NAVIGATOR 2003
Excellent condition throughout. Boathouse moored. Contact Dale Partna.



57' MCKINNA 2001
Come see this well equipped and well maintained vessel on Lake Union. Contact Dale Partna.



54' NAVIGATOR 2000
Kept under cover in fresh water, low hours, Northwest equipped. Contact Dale Partna.



57' CARVER 2001
Refit top to bottom in 2010. No expense spared. Contact Dale Partna.



55' MARQUIS 2008
3 staterooms, large galley, open salon. Contact Dan Wood.



68' DYNA LAGUNA 1997
Ship's office w/berth, crew quarters w/separate entry, 500-gal hot tub. Dan Wood, Seattle.



45 MERIDIAN 2008
Beautiful, well maintained vessel with upgraded big engines with warranty. Dale Partna, Seattle.



47' BAYLINER 1995
Fresh water moored, rebuilt Hinos, well maintained. Contact Dan Wood.



43' BAYLINER 4387 1991
New elec, new tender/davit, radar, GPS, chart plotter, autopilot, & TV. Contact Vic Parcels.



48' OCEAN ALEXANDER 1987
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36' NORSTAR 360 2004
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30' REGAL 3060 WINDOW EXPRESS 2009
One owner, low hours with great electrical. Contact Dan Wood.



35' MERIDIAN 2007
Rare lower helm, big diesel upgrades, all options. Contact Dale Partna.



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Letters

Editor,

In 1996 I bought a boat in North Carolina and was happy to learn that no sales taxes were assessed on boat purchases there.

About eight months later I was a bit surprised to get my first of many annual 1% personal property tax assessments from the far away, coastal county where the boat was berthed. While this pay-as-you-go tax would ultimately far exceed the cost of North Carolina's general sales tax rate, I paid it annually without protest.

In 2002 I moved the boat to Washington, and having never previously paid sales tax, got my opportunity to pay the 8.4% use tax here with no credit for six years of personal property tax. (I got here just inside the seven year WA statute of limitations on unpaid sales tax.) Five years later I sold that boat and bought a larger one and got the opportunity to pay another 8.4% on the full value of the new boat because I had not "traded in" the old boat.

I'd strongly promote the North Carolina boat taxation system over the one in Washington. It provides no significant disincentive to the acquisition or replacement of boats or to bringing a boat into the state for extended periods. But over the long haul it brings in the revenue our state needs/deserves in a more tolerable and equitable way. One percent a year is a lot easier to swallow than an up front charge of 9.5% plus the 0.5% annually that only applies when you register in Washington.

Best Regards,
 John Neesz,
(Nor'wester, not The Wizard)

Dear Editor,

I just wanted to comment on the letter from Shelley Conti about the Duwamish Head Race and the problem with sailboat racers who don't register with PHRF on an annual basis or aren't a member of a PIYA recognized yacht club. Yes, I know sailors are a notoriously cheap bunch but come on; can't we just make the Race Committees' job a little easier by doing the right thing, and registering with PHRF and paying what we owe? The volunteers who put races on for us deserve our total support and yes, while we are a self-policing sport, they shouldn't have to work this hard.

I want to personally thank Shelley and the crew at TTPYC as well as the clubs involved with the South Sound Series for all their hard work and congratulate them for putting on an outstanding event.

Now all you racers, go out, do the right thing and pay your dues! Then the next time you're out racing take a moment, go by the Race Committee

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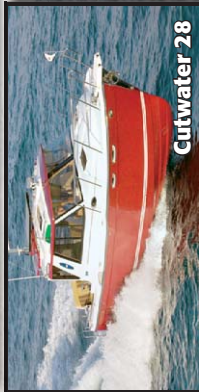
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Letters

boat, thank them for their efforts, and then drop off a six pack or a bottle of something appropriate.

Former Sailboat Racer,
Fred McGuinn,
Olympia, Washington

Editor,

Toliva Shoal race: The event described in the middle of page 87 concerning Pacific Seacraft 31 *Rose* actually happened a little differently than described. We did not take two extra tacks at the buoy. Instead, we had our wind blocked long enough to lose headway (and, of course, steering control).

Beginning with us coming abreast of Buoy 3 on port tack, there was a boat on our starboard bow and *Charlemagne* on our starboard quarter, closing fast.

The boat ahead tacked. We would like to have fallen off and gone under her stern, but *Charlemagne* was closer enough that if we had tried that, there was a good chance she would have hit us.

Alternatively, it was unlikely that we could have held course and gotten across the bow of the tacked boat. The safest thing we could do under the circumstances was to tack and thereby get all boats headed in the same direction. We did then tack, a couple or three seconds earlier than we preferred, but could lay the buoy.

Very soon after we tacked, *Charlemagne* tacked and overtook us very close to our starboard (windward) side. She was slowed somewhat by blockage from the first boat and, therefore, went by us slowly.

Consequently, with her much greater sail area than ours, she killed our headway (and steering control). With our helm hard to port, our bow commenced swinging to starboard. The probable cause was wind spilling around *Charlemagne's* jib and impacting on our jib, pushing our bow to starboard. We released and let fly our jib and that checked our bow's swing enough to avoid the boats coming together.

From a distance, with the swinging of our bow and subsequent release of our jib, it was easy to assume we had tacked (which, as noted above, we hadn't).

After the other boats cleared, we had been set by the wind to where we were no longer able to lay the buoy on a starboard tack.

Accordingly, we had to fall back onto a port tack and get high enough to tack around the buoy.

Frederick Adair,
Rose

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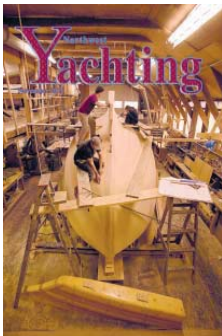
Olympia Yacht Club is seeking new members. Since 1904, OYC has encouraged and promoted yachting and seamanship. They have provided social opportunities and facilities to foster camaraderie among its members and other boaters. With their clubhouse at the southern terminus of Puget Sound and Island Home outstation on Pickering Passage, OYC's members have ready access to the many coves and rural inlets of South Sound. Their members

hail from throughout Southwest Washington and Oregon gather to enjoy the opportunity to share their boating adventures with others and to participate in the many organized and informal activities of OYC. From organized cruises, co-sponsorship of the Tolva Shoals sailboat race, to the Lighted Ship Parade and Footrow which honors our military, to informal BBQ's at Island Home and participation in community celebrations, they provide a variety of opportunities to expand your boating enjoyment.

South Sound Opening day will be May 9th. The event takes place at the Olympia

Yacht club main station and is open to the public. Members also enjoy access to over 100 reciprocal yacht clubs throughout Puget Sound and British Columbia. Many of these offer complimentary moorage to OYC members. Currently, OYC is inviting interested boaters to become members. Moorage is available for members in our 250 slip yacht basin in downtown Olympia within walking distance of groceries, chandlery, restaurants and shops. To learn more about OYC memberships, or for a membership application please visit their website www.olympiayachtclub.org.

Port Ludlow Yacht Club would like to invite boaters and non-boaters alike to become members. Men, women and families are welcome to join. They are a very active cruising club for sailors and power boaters and visit destinations from Olympia to Nanaimo and beyond. In addition there is a lively racing program for sail boats. What makes them unique is their Wreck Room. It's a comfortable, homey area at the Port



Ludlow Marina where members and their guests can meet on Friday and Saturday nights for food and drinks in front of a cozy fire and watch the game or just talk boats. Besides the usual club advantages of reciprocal agreements, socials, dances, PLYC has no monthly meetings. There is an initial initiation fee and very reasonable yearly dues. Visit their website, click on "officers" and send an e-mail to Vice Commodore Marilynne Gates. The site contains further information about them, their activities and past issues of *The Jib Sheet*. www.plyc.us.

One Design Sailing For Everyone. Cal 20 Fleet 8, sponsored by Tacoma Yacht Club invites you to come sail with them and learn how much fun Cal 20 sailing can be. With reasonably priced boats, small crews, and non-spinnaker racing, Cal 20's offer competitive sailing for sailors and their families from beginning to experts. Fleet members are more than happy to share their knowledge to help novices find Cal 20s and learn how to race them. Races are held throughout the year with a picnic afterward, weather permitting. Fleet meetings are held on the third Friday of the month at Tacoma Yacht Club (club membership not required for fleet membership). Attend a meeting or contact Joe Petrich at jfpetrich@harbormet.com.

Milltown Sailing Association. Located in Everett, the Milltown Sailing Association is a family-oriented sailing club that features both cruising and racing. They take cruises each month to various Puget Sound ports and conduct races on Port Gardner Bay every other weekend during the fall, winter and spring months. During the summer they sponsor informal races every Friday evening. In addition to good fellowship and friendly competition, Milltown Sailing offers reciprocal moorage to many popular ports, from Olympia to Nanaimo. Join them at one of their monthly meetings at their clubhouse in the Everett Marina. The address is 410 14th St. Everett, WA 98201 where they meet on the 2nd Wednesday of each month at 7 p.m. www.milltownsailing.org.

Shilshole Bay Yacht Club. New members are welcome anytime during the year, and the club is affordable. The club was organized in 1961 to provide boating experiences for good friends to meet for recreation on the water. Members include sail boaters, power boaters, and those who have no boats. All have an interest in boating and a love of the water. "Success is measured not by the size of the club boats, but by the enjoyment of our members." Club events include nine monthly dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs.



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Fidalgo Yacht Club. If the idea of joining a congenial and active cruising yacht club has appeal, but you're just not sure, the Fidalgo Yacht Club in Anacortes says give it a try. Commodore Mike Dyer says the club, which is based at Skyline Marina, welcomes guests with an interesting mem-

bership at its monthly dinner meetings, Saturday social events and on one of its cruises.

FYC, which has both power and sail members, schedules long-weekend club cruises from March into October. Many members cruise individually or in small groups as far north as Glacier Bay each summer. Some of the club's most popular meetings are in the spring when experienced Inside Passage cruisers share experiences and knowledge with newcomers.

Because the international boundary is only a few miles away, the club has devel-

oped good friends in Canada. The Fidalgo Yacht Club and the Capitol City Yacht Club of Victoria get together annually, just before the cruising season begins, for a long and festive weekend.

The club's initiation fee is \$600, payable over three years. Dues are \$325 a year. FYC publishes a monthly online newsletter, *Posidon*, and maintains a website www.fidalgotyachtclub.org. For more information call Commodore Dyer at 360-201-7922 or message him at mikerdyer@comcast.net.

Totem Yacht Club. Located in Tacoma, is an active and affordable club for sail or power boating enthusiasts or those without boats who just enjoy social activities. The club welcomes new members and has temporarily reduced its initiation fee. Totem enjoys reciprocal privileges with nearly one hundred boating clubs in Puget Sound, the San Juan Islands and Canadian destinations.

In addition to 20 weekend cruises to

chose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston. (The clubhouse is also available for event rentals.)

Totem is a down-to-earth, family friendly club and enjoys members of all age groups. There are plenty of opportunities to participate in club leadership, or pitch in on cruises and social events or prepare some favorite recipe for a potluck meeting. Feel free to drop in to one of the meetings (first Tuesday, except July and August), join them for the annual crab feed or other fun events or tag along on one of the cruises.

For more info on Totem contact at 253-759-1537 or visit the club's website, www.totemyachtclub.com, to pick up a membership application or see their newsletter, *Totem Line*.

Tollycraft Boating Club welcomes anyone who is interested in boating. A membership application can be downloaded at www.tollycraft.com. Contact the club at secretary@tollycraft-boating-club.com.

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

Edmonds Yacht Club is welcoming new members. They are an active cruising club for sailboats and powerboats. Their membership includes a wide spectrum of boaters, from families with young children to retired grandparents. The club cruises destinations throughout the Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50-plus participating yacht clubs. Their new clubhouse is open to club events that include monthly dinner meeting, TGIF Socials, and various fun activities such as wine tasting, dances and holiday celebrations. Call Harry at 425-281-8427 or check out their website at www.edmonds-yachtclub.com.

The Northwest Rigger's Yacht Club meets at Var's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays about 5-6:30 p.m. now in the first raised table area of the restaurant. It's a social hour for planning a cruise, getting members on boats, or other activities. Once a month they have a business meeting and potluck at a member's home. Overnight cruises are normally once a month, with more during the summer. Day sails can be held during the week or weekend.

Annual membership is \$25 a year. A newsletter goes out once a month. At this time they are encouraging membership for owners or people who are interested in boating/sailing. During the winter they sponsor Goose Bump Races on Lake Union.

For membership contact Dale at 425-747-8106, for racing info call Jack at 206-719-4084; www.nwriggers.com.

Puget Sound Cruising Club is a group of sailors interested in long distance and local cruising. The PSCC was formed in 1973 to bring together people interested in cruising, sharing stories, pictures and sailing experiences. A supportive group of fun, talented folks to help get you out cruising. **April 20: 7:30 p.m. Cruising the Med. (rescheduled from January snow day.)** PSCC meetings are held at North Se-

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1996 TOLLYCRAFT 65' PH \$847,500
Twin 3408 CATs, twin gens, loaded



PORTLAND

1966 CHRIS CRAFT MY 57' \$125,000
Boathoused in PDX, Detroit's, super condition!



PORTLAND

1989 HI STAR CPMY 55' \$269,950
Upgrades, maintained, CATs, newer air-heat



PORTLAND

2006 NAVIGATOR PH 54' \$590,000
Like new, turnkey, boathoused in PDX!



SEATTLE

1991 OCEAN ALEXANDER 520 PH \$299,000
Bright interior, Detroit's, CLEAN!



PORTLAND

53' model available, too!

2004 NAVIGATOR 48' PH \$397,500
Freshwater boat loaded with options, 300hrs



PORTLAND

32', 42', and other 46's available too!

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Twin 3208 Cats, 3 staterooms, Boathouse kept.



PORTLAND

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T/Volvo dsls, fully equipped and turn key!



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SEA RAY 450 \$159,875 420hp CAT diesels Sat TV,
watermaker! Most well equipped on Market!



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2005 CHRIS CRAFT ROAMER 40' \$299,000
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SEATTLE

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attle Community College. Your \$3 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club please access their website at www.pugetsoundracingclub.org or contact the current commodore, Judy Nasmith and Paul Barnes 206-963-3560.

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

South Sound Sailing Society. Meets the second Tuesday of each month at 7 p.m. at the Olympia Yacht Club, 201 N. Simmons. Each meeting features a guest speaker or presentation. www.ssss-club.com/sss.

April 19. Seminar by Andrew Kerr. 7 p.m. to 9 p.m. at View Point Room located at West Bay Marina in Olympia, WA (2100 West Bay Drive NW). Andrew is a champion sailor with national titles. He is also a teacher/coach. Andrew has taught for World, Colgate, North U and coach's individual boats. The cost is \$25 for both nights. The topics are still being developed and Andrew is actually looking to the racers for some input on what they would like to see covered. If you have any suggestions for Andrew, contact Debe Anderson at programs@sssclub.com. She will get the information to Andrew. Youth (Jr. Sailors) are welcome and encouraged to attend at no charge.

APRIL 13-15: Dagmar's Yacht Club's Spring Cruise to Langley. www.dagmars-yachtclub.com.

APRIL 21-22: Seattle Yacht Club's Mini Cruise to Bremerton. www.seattleyachtclub.org.

MAY 11-13: CHB/Taiwan Trawler Rendezvous. Brownsville Marina, Bremerton, WA. For complete information and sign-up forms and information, visit their website at www.chbevents.com.

MAY 12-13: Willard Boat Owner's Rendezvous at LaConner Marina. Willard was the first production fiberglass trawler built, starting the Garden designed Vega 36 in 1951. Although Willard no longer builds yachts, their rough and ready line of 30', 36', and 40' full displacement boats are prized by a growing cadre of proud owners. The 2012 Rendezvous over Mother's Day weekend in LaConner will showcase a wide range of Willards, some of which will be open for public tours. Details at www.pacificmotorboat.com/willardboats.

JUNE 1-3: 22nd Annual Wauqueiz Owners Association Rendezvous. Port Hudson Marina, Port Townsend, WA. You can look forward to last year's new agenda (with a few surprises) as well as a guest speaker of Northwest renown. Wine and cheese hours at the marina before dinner in town on Friday with a potluck dinner Saturday night with Race & Cruising Awards. There will be a race schedule this year including staggered starts for pursuit course, 1st, 2nd and 3rd place awards in three different classes and a few tender honors. An of course, the same camaraderie, sharing, comparing and regaling. For more information contact Chris Gilbert 253-691-8795 or ckgilbert9@netscape.net.

JUNE 23-24: Seattle Yacht Club. Cruise N Snooze A/B. www.seattleyachtclub.org.

"Coming Attractions" notices by the 5th of the month, please!

EVENTS

Olympia Wooden Boat Association. The Olympia Wooden Boat Association meets at 6 p.m. the first Tuesday of each month, October through May, except December at Nickelby's Restaurant in Tumwater, WA. The Association's members are dedicated to interest in all types of wooden boats. Their primary focus is put on the Olympia Wooden Boat Fair, held on Mother's Day weekend every year. www.olywooden-boat.org.

Sand Man Tug. The public is invited to visit Olympia's vintage 100-year-old tugboat. *Sand Man* operated from 1910 until 1985. The 60-ft. boat was always locally owned and was based in Olympia. Over the past decade she has been faithfully restored by the nonprofit *Sand Man* Foundation. The boat is open most weekends from 11 a.m. to 4 p.m. year-round at Olympia's downtown Percival Landing. There is no charge

April - June *Coming Attractions*



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Coming April - June Attractions

to visit. www.olympia@comcast.net.

First Saturday Art Walk. Every Saturday year round 1-5 p.m. at the galleries through out historic Gig Harbor: 888-553-5435. www.gigharborguide.com.

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

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

Tour the Ballard Locks. Discover how the locks work (and what made your boat do that 180 last weekend), see the fish ladder, and find out who Hiram Chittenden really was on the guided tours Saturdays at 2 p.m. Meet at the Visitors' Center. Reserved tours with one week's notice for groups of 10 or more are available Thursday through Monday. Free. Becky Gordon: 206-783-7059.

Fridays at the Corinthian Yacht Club Shilshole. 5:30 p.m. to 9 p.m. 206-788-1919.

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

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

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

Center for Wooden Boats. Monthly meetings on third Friday of the month, 8 p.m., at the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2001 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11

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Coming April - June Attractions

a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

Columbia River Maritime Museum. Admission: \$5 for adults, \$4 for seniors (65+), \$2 for children 6-17 and free for museum members. Hours: 9:30 a.m. through 5 p.m. everyday. Columbia River Maritime Museum, Astoria, OR 97103, or 503-325-2323.

Wooden Boat Foundation's Sea Scouts. Thursday 7 p.m. and Saturday, year-round. Young adults age 14-21. Sea Scouts learn boat handling and safety, navigation, teamwork and leadership while cruising throughout Puget Sound and British Columbia. Planned by participating youth with the mentoring guidance of adults, programs explore maritime careers, history and traditions, seamanship and community service. Call the Foundation at 360-385-3628 or visit www.woodenboat.org.

Alki Lighthouse Tours. Come take a tour of this historic old lighthouse, one of the oldest in Washington State. The Alki Lighthouse site is located past the southern tip of the public Alki Beach. To get there from Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the Harbor Ave. exit and turn right onto Harbor Ave. Follow this road alongside the water,

until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway. 425-392-8261.

APRIL 13: Northwest Seaport Chantey Sing with Brian Maskew. 8-10 p.m. *Virginia V* at the Historic Ships Wharf, 860 Terry Ave., Seattle WA 98109. Free! Songs of the sea are easy to learn and fun to sing. All ages welcome. Yorkshire native Brian Maskew will be on board as song leader to keep the music rolling, with opportunity for anyone to lead a song or just join in the chorus. Now living in Easter Washington, Brian will bring songs of the British Isles. The historic steamship will be docked at the Historic Ships Wharf during the sing. Donation accepted. Wayne Palsoun host. For more information 206-447-9800 or www.nwseaport.org.

APRIL 13 Pacific Odyssey Slideshow Presentation. 6-9pm at CYC Seattle. Following their dreams on a tight budget, Wendy Hinman and Garth Wilcox cruised the Pacific on a 31-foot boat for seven years. Wendy Hinman will share stories and photos from their 34,000-mile Pacific odyssey on Friday evening, April 13th at Corinthian Yacht Club. The two left in 2000 on a voyage that took them to 19 countries, including Mexico and "Milk Run" stops in the South Pacific, plus the Solomon Islands, the

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Marshall Islands, Micronesia, the Marianas, Hong Kong, the Philippines, Taiwan and Japan. They entrusted their lives to a boat that fit their budget better than Garth's large frame. On their journey, Wendy and Garth discovered that teamwork and a sense of humor were more important than many so-called "necessities" as they faced many "character-building" opportunities. They made a long-anticipated visit to the island where Garth was shipwrecked as a teenager, only to find it had become a penal colony. An electronic catastrophe in the Solomon Islands left them without key navigation equipment. To haul and repair their boat on a remote atoll several thousand miles away, they had to devise a means for getting it out of the water. In Asia, they dodged typhoons and ships that threatened to turn their home into kindling. Finally they endured a grueling 49-day passage across the cold North Pacific from Japan to a post 9/11 America they hardly recognized. Her new book, *Tightwads on the Loose*, will be available for purchase that evening. Location: CYC Clubhouse, North End of Shishole Marina, Seattle, Washington.

*Open to the public

APRIL 14th Ocean Pacific Marine & Boat Show Lots going on up on Vancouver Island this year especially when it comes to fishing. To find out the latest and greatest for the area from Campbell River north just go the annual Ocean Pacific Marine and

Boat Show held at the newly enlarged Ocean Pacific Facility at 1370 Island Highway in Campbell River. For more information you can call 1-800-863-2284 or go online to www.oceanpacificmarine.com

APRIL 20-22: 2nd Annual Trawler Time in Tacoma. Tacoma Yacht Club, 5401 North Waterfront Drive, Tacoma, WA. This is an event for Trawler Owners and it is put on by Trawler Owners. Join them at Dock Street Marina for the second annual event. There will be speakers addressing a number of trawler related topics. Gatherings have been set up at local restaurants along with an "open boat" afternoon. Sit back and watch the Tacoma Yacht Club's Daffodil Boat Parade pass by the docks on Sunday. Reservations, 253-572-2524 or email Dock Street Marina at info@dockstreetmarina.com.

APRIL 21-22: CharterFest. Shows Off Boats for Sale and Charter at Squilicum Harbor 10 a.m. to 4 p.m. Located at the Gate 3 Visitor Dock at Squilicum Harbor. Gate 3 is near the Bellingham Yacht Club, 722 Coho Way in Bellingham. Parking and admission are free. CharterFest lets people climb aboard and get up close and personal with vessels for sale and charter at Squilicum Harbor," said Squilicum Harbormaster Mike Endsley. "That kind of hands-on interaction with the boats and charter company staff really allows someone to come away from the event with

a great deal of information they might not have gotten otherwise." For more information, call the Squilicum Harbor Office at (360) 676-2542 or visit the Port's website, www.portofbellingham.com/charterfest.

April 27: Seattle Boat Show BIG DEAL Auction is scheduled from 5:00-9:00 p.m. at the Shishole Bay Beach Club. The NMTA is producing this event in order to help raise funds for two important non-profit organizations, Fish Northwest and the Clean Boat Foundation. This fun event will feature music and nearly 200 silent and live auction items. They have ten-person tables available which NMTA members can purchase for just \$400. Each guest will receive two drink tickets and will be serving heavy hors d'oeuvres throughout the night. For more information just go to: www.NMTA.net/Auction

MAY 12-13: Olympia Wooden Boat Fair. Percival Park in downtown Olympia. For further information www.olywoodenboat.org.

MAY 17-19: Trawler Fest Anacortes: Come together with boating enthusiasts all around the world to celebrate the cruising-underpower lifestyle. Get first-class education, take part in free demonstrations, board of multitude of boats meet industry leaders and esteemed presenters, and relax at the nightly rendezvous. For more information contact Carolyn Russell at 410-990-9086 ext. 23.

MAY 20: Tacoma Yacht Club's Tour of boats & Classic Cars. Tacoma Yacht Club, 5401 North Waterfront Drive, Tacoma WA 98407. The boats for viewing will be in the water at the club's Guest Doc. There will be award winning Classic Cars to tour. There will be several cars clubs represented at the event. The public is welcome, so invite your friends and neighbors and remind

them to wear soft sole shoes. Life vests will be available for youth 12 and under. www.tacomayachtclub.org.

MAY 26-27: Seattle Yacht Club. Mini-Cruise to Poulsbo. www.seattleyachtclub.org.

EDUCATION

Foss Waterway Seaport Workshops - Spring 2012 Class Schedule. Class location: Foss Waterway Seaport Offices, 459-A East 15th Street, Tacoma, WA 98421.

April 10, 7-9 p.m. - Marine Electronics: Session I - Computer Navigation.

April 12 7-9 p.m. - Marine Electronics: Session II - Getting the Most from your Radar. .

April 17, 7-9 p.m. - Marine Electronics: Session III - New Marine Radio Devices.

May 1 and 3, 7-9 p.m. May 5 - 10 a.m. to 2 p.m. - The Natural History of Puget Sound.

Washington Sea Grant Workshops at Foss Waterway Seaport.:

April 21, 9 a.m. to 4 p.m. - Marine Corrosion Protection Workshop.

April 25, 8 a.m. to 5 p.m. - Sea Safety and Survival Training.

For more info, 253-272-2700, ext. 100. Registration: www.fosswaterwayseaport.org.

The Everett Sail & Power Squadron is inviting all USPS members and the public to join us for a variety of classes. The Puget Sound main boating season is still a few weeks away offering an excellent time to build your boating knowledge and safety awareness. The majority of classes are offered at the 14th Street Conference Center (Everett Yacht Club), 404 14th St Everett, WA 98201. American's Boating Course, basic class meeting WA State boater education requirements, is offered on an ongoing



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Coming April - June Attractions

ing basis. Other core and Advanced Classes are Seamanship, Piloting, Advanced Piloting, Junior Navigation, Marine Maintenance, and Weather. Don't let the "Advanced" titles deter you. In boating, the more advanced you reach, the more fun it is and definitely the more fulfilling. Taking a class as opposed to solo learning offers a wider spectrum of information and interacting with others who love boating. In addition to the longer classes, several FREE seminars are offered, each lasting 2 to 3 hours. For March through April plan to take at least one of these: Marine Radar, Paddle

Smart, Advanced Powerboat Handling, Partner in Command. For further information and to register, please contact Lt/C Mary Stading, SEO: mstada49@hotmail.com (509-870-9398); PC Elaine Matthews at 425-327-8210; or P/D/C Carol Walker at carrollwalker@msn.com.

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Capt. Sanders invites all interested mariners for an informative and complimentary evening aboard the *Virginia V On: One-day License Renewal Class* (renewing your license without sea time requirements) **Saturday, May 21st, 10 a.m. to 5 p.m.** (lunch break). Call Capt Sanders at 360-385-4852 or www.usmaritime.us.

BSPS 2012 Winter and Spring Classes and Seminars. The Bellevue Sail & Power Squadron offers the following boating classes on the Eastside, taught by experienced, certified instructors. For information or to register on-line for all classes and seminars, go to: <http://www.bellevuepowersquadron.org/Education>.

ABC 3rd Edition, which qualifies you for the Washington Boaters Card, is now being offered along the new on-the-water training program. Two 7-weeks and four all-day sessions are scheduled to be held at the Newport Yacht Club.

ABC All-day Course: To be held at 7:30 a.m. on **Saturday, April 14.**

ABC All-day Course: To be held at 7:30 a.m. on **Saturday, May 12.**

ABC Seven Week Course: Begins **Thursday, June 7** from 9:30-9 p.m.

ABC All-day Course: To be held at 7:30 a.m. on **Saturday, June 9.**

ABC All-day Course: To be held at 7:30 a.m. on **Saturday July 14.**

Advanced Grade Classes and Electives are now open to non-members. For classes offered, please register on line at <http://www.bellevuepowersquadron.org/Education>. Look under Education, Advanced Grades and Electives to Register, and for information for these upcoming scheduled classes. All are from 7-9 p.m.

Seamanship: 8 weeks. Begins **Monday, April 2** at Lake Hills Elementary.

Advanced Piloting: 9 weeks. Begins **Tuesday, April 3** at Lake Hills Elementary.

Marine Electrical Systems: 8 weeks. Begins **Tuesday, April 3** at Newport Yacht Basin.

Sail: 8 weeks. Begins **Thursday, April 5** at Newport Yacht Basin.

Junior Navigation: TBD. Taught at personal residence.

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Coming April - June Attractions

Safety® Classes. In 2012, all persons 40 years and younger operating a motor boat of 15 horse power or greater in Washington State are required to pass a boater safety education course and obtain a WA State Boater Education Card. This eight hour Coast Guard Auxiliary "ABS" sign exceeds the education requirements in all states. The course is designed to teach safe and enjoyable boating. You will learn how to avoid problems on the water and learn navigation rules for all types of recreational boaters. The classes are being taught by Coast Guard Auxiliary Certified Instructors.

For dates of classes near you go to: www.auxnorthwest.com; www.d13cqaux.com/sites.

The USCG Auxiliary, Flotilla 48. "About Boating Safety" Course. This one-day, eight-hour course meets the mandatory Boater Education requirements for Washington State's Boater Education Card. The material covered is aimed at the new boater, those thinking of buying a boat, and for boaters who need the Boater's Education Card. A wide range of topics are covered to help all boaters, experienced and inexpe-

rienced to become safer and more knowledgeable. In addition to course topics they will cover aspects of chart reading, chart plotting and knot tying. Please pre-register. Cost \$35/person, \$50/family. Grant Winner 206-842-5862 gawsall@sounddsl.com or Rindell 360-779-1657.

Boating Classes Winter 2012. Boaters, take a boating course from the Coast Guard Auxiliary to prepare for boating in 2012. The Edmonds Flotilla 12 will be teaching the following public courses the winter.

April 21; May 19 and June 16: About Boating Safety Course. This is a one day 8-hour class that with completion and passing the test will qualify the student to apply for the Washington State Boaters Card. This card is required if you are or will be age 40, or older than age 12 in 2012 and operating a powerboat of 15hp or more. Classes will be taught at Chuck Olson Chevrolet Auxiliary. For more information contact Korky Heryla, CG Auxiliary 425-483-9684 or erik@seattleboatshow.com.

boatclasses@hotmail.com.

San Juan Sailing & Yachting has over 28 years of experience in providing sailing and power education to sailors and yachtsmen alike. Here is a sampling of courses and options offered April through October:

American Sailing Association 101/103/104: Available as a week-long Learn-N-Cruise course (Saturday through Friday) or as 3 separate weekends (Saturday through Sunday). Both are popular ways to achieve your goal of becoming a Bareboat Charter Certified Skipper. All the courses take place in the best classroom possible, the beautiful San Juan Sailing Yacht Club. You will get hands-on experience aboard a 30'-40' yacht along with 3-4 other students and highly skilled, patient, USCG licensed and ASA certified instructors. Tuition is \$1395 for the week-long (7 day, 6 night) Learn-N-Cruise course, and includes all meals except for one meal ashore. Weekend prices vary—you have the choice to do all three, just a couple, or even just get your feet wet with the Basic Sailing course! The Weekend Package discount for all three weekend courses is \$950 (over a \$250 savings versus taking each course separately). For further details call 1-800-677-7245 or visit: www.sanjuansailing.com.

Advanced Training: If you already have your ASA 104 (or comparable experience), then now is the time for the next step! You can advance to ASA 106/Advanced Coastal Cruising (including an option for ASA 105/Coastal Navigation) in our week-long Learn-N-Cruise format. This offshore preparatory course is intense, challenging and rewarding and is offered locally, as well in Desolation Sound or en route to Alaska! If your dreams include catamarans, then the ASA 114/Catamaran Cruising course will give you the training to take on a twin screw catamaran. This course is available as a weekend course (\$495) or as a fully provisioned week-long Learn-N-Cruise course cruising and learning in the San Juan Islands (\$1,495), with an option for ASA 105/Coastal Navigation. Details: call 1-800-677-7245 or visit www.sanjuansailing.com.

"For Women Only" Courses: Both weekend and week-long classes are offered in all women environments. Developed to give women the confidence needed to skipper a vessel, or become a more confident crew member. All Women Weekend is a weekend to get away, enjoy sailing and relax with a fully provisioned weekend (which includes a 5-course meal at a quaint Friday Harbor restaurant). This fantastic weekend away is \$425 and is led by ASA certified, female instructors. Join the flotilla of fun, practice your sailing (or try out for the first time) and even bring your friends along with you. A more focused, learning option is available in the All Women Learn-N-Cruise. This week-long course will give you hands-on experience aboard a 30-40' yacht with the opportunity to achieve your ASA Bareboat Charter Certification. The tuition for this course is \$1,395 and is all inclusive, with the exception of one meal ashore and your ASA certification/textbooks. For more info, call 1-800-677-7245 or www.sanjuansailing.com.

Power Seamanship Courses: With both twin and single engine options, this two day course will give you the confidence to maneuver a powerboat vessel up to 40'. The certification through RPBA/Recreational Power Boat Association is internationally recognized. All instructors are also USCG Captains and their calm instruction will give you the ability to successfully take the helm! Call 1-800-677-7245 www.sanjuansailing.com.

Private Instruction: If you prefer learning with your own crew, you have the option of hiring your own instructor (ASA-sail certified or RPBA-power certified, USCG Captain) and taking any courses while you



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Guided Flotillas: This season offers a wide array of flotilla options that are guided by USCG captains and ASA/RBPA certified instructors, providing a great opportunity to

cruse alongside other boaters and explore locations both nearby and far away. Choose from the following - Alaska Inside Passage (multiple legs); April 30-July 29; Gulf Islands; September 17-October 7. For complete details, call 1-800-677-7245 or www.sanjuanaysailing.com.

The Everett Sail & Power Squadron will be conducting the USPS America's Basic Boating Course, Plotting, and Advanced Plotting during the spring 2012 sessions. One of the best ways to have a fun boating experience is to know before you go. Listen

to experienced classroom instructors and enjoy discussions with fellow boaters to add to your local knowledge. The completion of the Basic Boating class will also satisfy the boater education requirement for the State of Washington. Plan ahead by signing up now and be prepared for a summer of safe boating! For questions or to register and for information about other classes, please contact L'Vic Jim Groves, AP, SEO at 360-659-6398 or email at jl@consulting@earthlink.net.

Sea Scout Ship Corinthian: Meets most Tuesday evenings, Saturday afternoons and some Sunday afternoons at various locations in North Seattle. Sea Scouting is a Venturing Program of the Boy Scouts of America for young men and women ages 14 - 21. It offers opportunities to acquire seamanship and other maritime skills in peer activities, and to learn and apply leadership skills. A national program of measuring accomplishments through learning and association with other young adults with simi-

lar interests. Activities include day sailing on Lake Union, overnight cruising on Puget Sound and a summer long cruise beyond Puget Sound. SSS Corinthian is sponsored by Corinthian Yacht Club of Seattle, and this association with CYC provides a solid basis for developing strong sailing skills. For specifics on time and locations, contact Winston Joyce-Clarke at 425-355-0450 or winston@alcoermsarrnet.com or Pat Crockett at 206-354-9127 or pmercrott@ga.com.

Olympia Sail and Power Squadron Public Days at space donated by the Lacey Fire District. These courses provide useful information for every type of boater: power or sail. Cost is \$35. The course includes boat handling and seamanship, survival equipment, rules of the road, line and knots, charts and aids to navigation, engine troubleshooting, boat trailering and much, much more. The course exceeds educational requirements in all states. People who have taken this course will have met those requirements. USPS has over 60,000 members in 450 squadrons nationwide, and is America's largest family boating organization dedicated to Boating Safety with Boating Education, Civic Service, and just plain fun. For info about classes in your area, call toll-free 1-888-367-8777; 360-416-7909 or visit the website at www.usps.org.

The USPS Public Boating Course. This course provides essential information for every type of boater: inboard, outboard, sail, and personal watercraft, pleasure fishing or hunting. The course includes Boat Handling and Seamanship, Needed Equipment, Rules of the Road, Lines and Knots, Charts and Aids to Navigation, Engine Troubleshooting, Boat Trailering, and much, much more. The course exceeds educational requirements in all states. People who have taken this course will have met those requirements. USPS has over 60,000 members in 450 squadrons nationwide, and is America's largest family boating organization dedicated to Boating Safety with Boating Education, Civic Service, and just plain fun. For info about classes in your area, call toll-free 1-888-367-8777; 360-416-7909 or visit the website at www.usps.org.

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

Anacortes Yacht Charters offers an extensive range of educational courses of interest to boaters including the following:
ASA 101 Basic Keel Boat. Available as a 2-day course, beginning with terms and concepts; followed by hands on skill building aboard a 22' sailboat, while focusing on maneuvering, docking, practical navigation rules, safety and more. No prerequisite required. Cost \$250.00 per person, plus required material and certification.

ASA 103 Basic Coastal Cruising. Offered as a 2-day course, beginning with a brief review of ASA 101 and progresses to hands on training aboard a 30' - 36' sailboat. Your floating classroom includes skill building with focus on safety, weather, skipper and crew duties, seamanship, man overboard, points of sail and more. Cost

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ASA101/103/104 Course. This popular 4-day/3-night combined course begins with

a half day classroom of 101 and progresses to a 22' tiller sailboat on day one. Day two through four continue your training on your floating classroom for 103 & 104 instruction aboard a 30-40' sailboat with hands on skill building while focusing on weather, duties of skipper & crew, seamanship, boat handling under power & sail, docking, anchoring, safety and more. Basic Keelboat certificate or equivalent is recommended. Cost \$850.00, plus required material and certifications.

Introduction to Power Cruising, Twin Engine, Single Engine & Ladies Only - Our

popular 3 day /2 nights Power Cruising courses are offered on 32' - 36' twin or single engine power boats and provide on the water training. No previous experience required. Cost \$750/per person.

Cruise and Learn Course. This custom training program is designed for the sailor who wishes to develop a higher level of competency by taking an instructor along on part or all of his charter. When proficient boating skills are demonstrated the instructor may depart at our marina or one of the ferry landings on the islands with ferry service to Anacortes. The instruction fee is \$275. Private ASA Sailing Instruction fee is also available for a fee of \$375/per day.

Advanced Power Cruising. This course includes the same valuable training as our Introduction to Power Cruising while also introducing the student to basic operation of modern navigational aids and auxiliary power sources. Additional time is also spent on crew training and dock maneuvering. Training is offered on 45' to 47' power yachts. Cost \$995/per person. Anacortes

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

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

APRIL 16: Learn about First Aid at Sea. 8 a.m. to 4 p.m. Northwest Maritime Center, 431 Water St., Port Townsend. Fee: \$80. Topics include cardiopulmonary resuscitation, patient assessment, hypothermia, coldwater near-drowning, shock, trauma, burns, fractures, choking, immobilization techniques, first-aid kits and more. To register or for more information 206-543-1225 or 360-379-4034.

APRIL 18: Wooden Boat Wednesday Education Event. Noon to 1:30 p.m. Wooden Boat Chandlery, end of water street, near Pt. Hudson. For more information chandlery@nwmaritime.org.

APRIL 21: Learn About Marine Refrigeration in Port Townsend. Washington Sea Grant (WSG), Integrated Marine Systems and the Jefferson Education Center are co-sponsoring two marine refrigeration workshops in Port Townsend in March and April. Topics include theory, general maintenance, controller programming, charging with Freon, thermal expansion valve adjustment and more. A 7.5-ton refrigeration unit will be used as a training aid during the class. Integrated Marine Systems, 755 Haines Place, Port Townsend, WA. Fee: \$30. Space is limited so pre-registration is advised. To register or for more information contact WSG's Sarah Fiskin at 206-543-1225 or sffiskin@uwashington.edu or Kelly Lyons of the Jefferson Education Center at 360-379-4045.

APRIL 29: Marine Radar Course for Power and Sail. 9 a.m. to 6 p.m. Presented by San Juan Sailing and San Juan Yachting. Taught by Sripath and ASA instructor Larry Brandt. This in-depth course covers introduction to radar principles, properly adjusting radar for optimum performance, radar for navigation and pilotage, radar as the preferred tool for collision avoidance, AIS, and understanding radar regulatory requirements. Although the course is equally applicable to power and sail, ASA students can test for their Radar Endorsement. (Note: A discounted offer is available to ASA certified instructors.) Call 800-677-7245 for further details.

MAY 19: South Sound Women's Boating Seminar. Olympia Yacht Club in Olympia, WA. This year's seminar will focus on planning your cruise and skill to make that time on the water safer and more fun. For more information: www.sssclub.com/wbs.

RACING

American Lake Sailing Club Race Series. The American Lake Sailing Club is a non-profit, low-key organization that has perpetual once-a-month club meetings and sailing races on American Lake in South Tacoma. The series of races runs on the last Saturday of each month out of Bill's Boathouse (Tillikum), skips the meeting about 11 a.m. Once-a-month club meetings are held at 7:30 p.m. each second Thursday in Bill's Boathouse. Skippers,

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Coming April - June Attractions



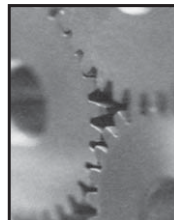
crewmembers, non-boat owners and learners are all welcome to join and sail. 253-926-5366, 253-984-7404, 360-455-9474.

APRIL 1st North U Racing Trim Seminar Seattle. You will learn the fundamentals of upwind performance, plus advanced techniques that balance angle of attack, sail depth, and twist in both the main and jib in order to optimize speed and pointing in all conditions. Through animated graphics, photos, and video you will see how the champions do it. In addition, the course covers the latest in spinnaker trim and control for both conventional and asymmetric spinnakers. But that is not all! The course also teaches proven boat handling methods that put you in control. You'll see how to set, jibe, and douse all types of spinnakers in all kinds of weather. You will leave with the tools to make your boat handling second nature, and your boat speed second to none. Plus, the North U Trim Disc is included. The revised Trim Disc shows sail trim and boat handling in full motion. The Trim Disc includes animations, photos, and new video segments. You'll see how changes in trim change performance, and learn the latest in boat handling. The Trim Disc is used to teach the class, but it is packed with more info than can be covered in a day. No worries: You get the complete Disc with the class to take home for review and further study. Registration is required, just go to www.NorthU.com.

APRIL 6-8: Southern Straits Classic. The West Vancouver Yacht Club (WVYC) is reminding sailors to mark their calendars for the return of the Annual Southern Straits Classic. Now in the 44th year, the regatta is a West Coast racing tradition and an Easter weekend ritual for sailors, their families and the community. Three redesigned courses, ranging from 64 to 132 nautical miles, will see sailors' criss-crossing Georgia Strait, testing their strategy, skill and endurance. WVYC will also offer live yacht tracking of the event to help friends and family monitor the races progress. The yacht tracker will be streamed on the clubhouse big screen TV for those that wish to come down and be part of the action. For more information, please visit www.southernstraits.ca or call WVYC at 604-921-7575.

APRIL 14: The Sloop Tavern Yacht Club's 32nd Annual Blakely Rock Benefit Race. All proceeds will benefit the Ballard Food Bank again this year. Please come out to participate in the famous blintz breakfast before the race (cheap 'n good) the well-attended race around the rock, and the post-race raffle and awards party at the Sloop Tavern. For more info: www.slyc.org. Or contact STYC Commodore, Tim Morgenroth at: tmorgenroth@msn.com.

APRIL 14-15: Seattle Yacht Club Mini-12 Interclub Regatta. www.seattleyachtclub.org



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34' Glacier Bay Ocean Runner '06\$325,000
34' Mainship Pilot '00\$119,000
34' Sea Ray '99\$74,500
33' Bertram Flybridge '87\$67,500
31' Bertram Sportfish '62\$99,000
31' Hatteras '74\$27,500
30' Sea Ray Sedan '89\$34,500
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Coming April - June Attractions

APRIL 15-22: Performance Race Week XII. North U Performance Weeks provide incomparable experience, with expert coaches, great boats, an incredible setting and an action packed curriculum that have made this event a feature on the calendar for the last 12 years. Sailing on the Colgate 26s in Pine Island Sound at South Seas Resort, you receive detailed expert training from an onboard coach. There will be shore side seminars and video review using curriculum North has tweaked and refined over the last 12 years. Find out more about the boats, curriculum, location and pricing at Offshore Sailing School 800-221-4326 or www.tinyurl.com/RWXII.

April 21: North U Racing Trim Seminar Coos Bay, OR. You will learn the fundamentals of upwind performance, plus advanced techniques that balance angle of attack, sail depth, and twist in both the main and jib in order to optimize speed and pointing in all conditions. Through animated graphics, photos, and video you will see how the champions do it. In addition, the course covers the latest in spinnaker trim and control for both conventional and asymmetric spinnakers. But that is not all! The course also teaches proven boat handling methods that put you in control. You'll see how to set, jibe, and douse all types of spinnakers in all kinds of weather. You will leave with the tools to make your boat

handling second nature, and your boat speed second to none. Plus, the North U Trim Disc is included. The revised Trim Disc shows sail trim and boat handling in full motion. The Trim Disc includes animations, photos, and new video segments. You'll see how changes in trim change performance, and learn the latest in boat handling. The Trim Disc is used to teach the class, but it is packed with more info than can be covered in a day. No worries; You get the complete Disc with the class to take home for review and further study. Registration is required, just go to www.NorthU.com.

APRIL 28-29: Seattle Yacht Club. Smith Island Race. www.seattleyachtclub.org.

MAY 5-6: 11th Annual Race to the Straits. This is the most popular single or double-handed race in the Northwest typically drawing 100 or more boats. This fun race takes sailors from Seattle to an awesome party with band and catered dinner at the new Northwest Maritime Center at the Point Hudson Marina in Port Townsend, then back to Seattle the next morning. Due to the popularity of this race, all dockside slips have already been reserved at Point-Hudson, but don't worry, we expect to accommodate the entire fleet by rafting with dockside boats or at the Marina's linear dock. Plenty of moorage is also available at the Boat Haven Ma-

rina in Port Townsend. Register online at www.styc.org. For questions contact Dan Randolph at 206-909-2800 or email RaceToTheStraits@gmail.com.

MAY 6: Seattle Yacht Club. Mark Mayer Regatta. The regatta is coordinated with Opening Day weekend. The course is just north of the Evergreen Point Bridge on Lake Washington. A post-party will be held at the SYC Clubhouse. www.seattleyachtclub.org.

MAY 11-13: Seattle Yacht Club. High School Nationals (Mallory) www.seattleyachtclub.org.

MAY 12: Seattle Yacht Club. Vashon Island/Point Robinson Race. The race course is one of the most popular races with several distinct racing phases. Get ahead and go for a breakaway, or, if not so fortunate, hope to bring the wind to your competitors waiting at the next corner. The short course to Point Robinson now lets you go a little farther than in previous years and face your decisions from a slightly different angle. These tactical courses will take you south with scenic views of Elliott Bay and Mt. Rainier. www.seattleyachtclub.org.

MAY 18-20: Seattle Yacht Club. National Offshore One Design. (NOOD) Regatta. This regatta celebrates tight buoy racing and May is a great month for sailing on Puget Sound with sunshine and consistent wind. Each night will feature a post-race party. www.seattleyachtclub.org.

MAY 19: Yellow Island Wooden Boat Regatta. Deer Harbor, Orcas Island. The Wooden Boat Society of San Juan Island is planning a first annual spring Yellow Island Wooden Boat Regatta. Any kind of wooden sailboats are permitted to enter. Non-wood boats are also welcome but will receive no

prizes. Deer Harbor Marina is offering a discount on regatta participants. Call 360-376-3037. For more information contact Ward Fay at 360-298-2057 or wardfay@rockisland.com.

JUNE 2: Seattle Yacht Club. Blake Island Race. The third race in the series takes the Tri-Island racers around Blake Island. Whether you're testing your mettle or rolling the dice, you select which way to round the island. Finish off Elliott Bay Marina with Tri-Island awards party at the SYC Elliott Bay Station. www.seattleyachtclub.org.

JUNE 9: Seattle Yacht Club. Leukemia Cup. SYC is a proud participant in the annual Leukemia Cup regatta to benefit the Leukemia and Lymphoma Society with a casual race in Elliott Bay and tropical themed auction party. This event is open to everyone. Last year over \$125,000 was raised in the name of the Seattle area boating and sailing community. Come take part in doing something fun and good with the sport and join the 90 or so boats, and 300 people at the auction party at Elliott Bay Marina to enjoy the food, the rum, the band, the auction and the company. www.seattleyachtclub.org.

JUNE 14-17: Seattle Yacht Club. Melges 24 Nationals. www.seattleyachtclub.org.

REMINDER!

"Coming Attractions" notices by the 5th of the month, please

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Rowing for Rowings' Sake

Remember the first time you rowed a boat? Most of us of a certain vintage (before outboards for dinghies were considered standard equipment) remember it vividly. The bite of the oar in the water, the connection to the water and the boat. That wonderful feeling of putting muscles to work.

Greg Spooner, Jordan Hanssen, Richard Tarbill and Adam Kreek of OAR Northwest have never lost that enthusiasm for rowing, even after collegiate, Olympic careers and winning the North Atlantic Rowing Race back in 2006. In case you were napping back then, yes a Pacific Northwest team won (by a wide week) one of the world's premier ocean rowing races.

These days it's not about racing, it's about rowing, adventure and doing some good deeds along the way. Two expeditions are planned for this year, the first around Vancouver Island non-stop in April, the second across the mid-Atlantic starting in December.

There are several non-profit fundraising and educational elements to these adventures. Sponsors look kindly on folk who deliver. These guys are set up to deliver.

The 2006 Race

The original OAR Northwest team of Spooner, Hanssen, Brad Vickers and Dylan LeValley won the race by a week, but it had its challenges. An error in provisioning left them doing harsh rationing through most of the race. The weight loss was incredible. Greg lost 45 pounds, but everyone lost at least 35 pounds.

As they approached the English Channel, malnourishment reared its ugly head more in lack of judgement than in lack of strength. One such error almost resulted in the foursome and their boat getting run over by a freighter. Only a last-second, nearly fumbled flare saved them.

The charitable outlet for that effort was the American Lung Association of Washington, for which the team raised over \$50,000.

The 2008 Olympic Peninsula Adventure

If you ask Greg or Jordan about their adventures, they're happy to



Greg Spooner somewhere in the middle of the Atlantic Ocean wondering how he ever got talked into rowing all the way across. - Photo by Brad Vickers

tell you about the Atlantic Race, but what they'll really want to talk about is their voyage around the Olympic Peninsula in 2008. Yes, it's possible, and I didn't know it either. With a dory from Gig Harbor Boat Works that was seaworthy enough for the ocean and (barely) light enough to portage, they navigated all the way around the peninsula.

Hanssen wrote in *Small Craft Advisor* about swamps, cows, submerged trees and railroad tracks that had to be negotiated to get the boat to Olympia's Budd Inlet from the Pacific Ocean via Black River and Black Lake. By the way, you have to zoom in really far to find the Black River on your Internet map.

When they were portaging to Capitol Lake, a helpful policeman opted not to cite them for the apparent \$20K trespassing sign, but did point out that boats work better in the water. And who says the police have no sense of humor?

Circumnavigating Vancouver Island

While Spooner and Hanssen remain from the original team, they've been joined by Richard Tarbill and

Photo right - The day of the start and already they have a lead they would never relinquish and would actually increase all the way across.

From left to right: Greg Spooner, Brad Vickers, and Jordan Hanssen.

Photo by Erin J Hale

events in the US.)

The CWF is a primary sponsor of OAR Northwest, a "natural fit" according to Spooner. The connection came through Adam Kreek, who is not only Gold Medalist, but an experienced and comfortable public speaker.

The team will have three official launch dates for the Salish Expedition, and of course the public is invited. The first is at Lake Union on April 7, the second in Sidney, BC on April 9 and the last on April 11 in Vancouver, BC.

If all goes along as planned, the team will be joined by Native American paddlers for short stretches.

The technology

An article can (and should) be written about the technology involved in these races. There is the biggest obvious one, the boat. It is the very same hull they rowed to victory in 2006, but it has been completely stripped down, gone over and upgraded. The oars are carbon-sheathed fir, a design they came up with back in 2006, and one which is widely copied today. In 2006 they never even had to break out one of their spare oars.

But there are many other technologies that go into this project. Since they'll be in constant touch with classrooms for their educational programs, satellite communications are a necessity. There will be video taking and uploading, journal entries and uploads, watermaker, AIS, plus some navigation and lights. Solar power and a wind turbine will be the systems only sources.

The help has come from many quarters, including David Burch of Starpath School of Navigation, Dave



Robertson of Gig Harbor Boat Works, Emerald Harbor Marine and Canal Boatyard, among others.

Africa to the Americas

A more ambitious and lonely adventure is planned for December. The unsupported row will depart Liberia destined for Caracas, Venezuela. The 4,000 nm trip should take 60-80 days. Chances are they will have provisioned appropriately, if not super-abundantly!

This transatlantic passage may not face the same kinds of obstacles as did the 2006 race, but it's longer and hotter. And with no race management structure, they'll have to be that much more self-sufficient.

The charitable target for this expedition will be the very international Right to Play organization, which seems a very fitting one considering the athletic nature of the OAR Northwest program. Right to Play aims to help improve the lives of kids through sport and play, in the process creating healthier and safer world. To my way of thinking, sports are a great

way to give kids goals and structure, and it's not hard to get kids to participate. The organization has seen much success and it's a safe bet that our friends at OAR Northwest will have fans around the world.

While they're at it, the OAR Northwest team has forged several educational connections throughout the region, and kids are learning about everything from physical conditioning to geography through the adventures of guys who go at pace no faster than walking.

The Future

Spooner, Hanssen, Tarbill and Kreek are all multidimensional guys. You couldn't call guys who row across oceans "ordinary" guys, but they're certainly close. Spooner is a physical therapist; Hanssen's a writer and multi-discipline adventurer, and a guy who likes to work on houses; Tarbill is an aeronautical engineer working at The Boeing Company. (Incidentally, he gave up a violin scholarship to row for the University of Washington) Spooner credits Tarbill with being the cata-

lyst for this year's adventures; Kreek is a motivational speaker and sits on the Canadian Olympic Committee.

For these guys, OAR Northwest is a chance to do what they love. Ocean rowing for 80 days at a stretch, plus the buckets of money and years of time it takes to prepare, is not something people can generally do without the help of others. Lots of folk, official and unofficial sponsors, have helped along the way.

But they're genuine enough that one comes away knowing that their interest in educating kids, support-



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

ing the CWF and Right to Play, are very real.

And when they consider the future, they imagine other rowing teams developing under the OAR Northwest umbrella, taking on new adventures and charitable endeavors.

These guys are great representatives of the Pacific Northwest boating community, and they deserve our attention and support. But if you see them rowing out there at 3 mph, don't bother offering them a tow. They won't want it, they're doing just what they want to do. **www**

What's Up for the Cup

The Sailing Foundation held its annual gathering this past February at the downtown Seattle Public Library. The speakers were Stan Honey and John Craig of the America's Cup. This was actually a fitting topic since the Sailing Foundation was originally formed to help fund Seattle's Intrepid America's Cup campaign in the early 1970s.

Representatives from the Sailing Foundation reported on a lot that's going right in the world of sailing on Puget Sound. Most impressive was the news that 20 or so high schools in the area have very active sailing programs that continue to gather strength, aided by funds from the Sailing Foundation. Most of these schools are not from the Seattle metro area, but from smaller towns around the area with a connection to the water.

I was a little concerned that Honey and Craig would give the audience an overdose of America's Cup marketing razzle dazzle, complete with projections of millions, maybe billions of viewers and dozens of teams. Thankfully, both Honey and Craig were much more down to earth about what the next Cup might look like, and it's impressive enough without the hyperbole. It made it more interesting and, frankly, more worth writing about here.

Honey, whose resume is way too impressive, pioneered the on-screen first down line in TV foot-

ball coverage. While that may his most visible achievement, he's been an innovator in many fields of endeavor. He's also navigated countless on-the-water sailing victories and records.

He calls his system for the TV coverage "augmented reality." In that reality, you get to see real-time video and hear real-time audio while this overlay of intuitive explanatory lines and markers also pepper the screen. So real looking are these video constructs that more than once people have wondered who's going to clean up those dyes from the ocean.

What makes this all work is real-time electronic "knowledge," to within a few millimeters, of each boat's position and orientation. It's one thing to do this on a football field, it's another thing to do it at sea with footage from a helicopter. Call it über 3D GPS.

Craig, who's originally from British Columbia, raced a lot on Puget Sound, including both Laser dinghies and keelboats. One innovation worth mentioning is that he sends competitors, judges and the media electronic bulletins on the course and course changes and knows where each boat is to within the aforementioned centimeters.

On shore, "in the booth," judges will be watching all this on TV with the benefit of augmented reality lines of boatlengths surrounding the mark and overlap lines. They'll work hand in hand with the on-the-



The AC45 trainer cat compared to the real deal AC72 that will be used for the America's Cup.

water judges.

On the water judging is coming of age, and one of the primary obstacles for promoting the sport, its arcane rules, will be out in the open for all to see and discuss. It might not make them better understood, but it will definitely put a spotlight on rules issues. Computers assess penalties, which are taken by slowing the boat down for a time, not doing circles that might injure boat or crew.

Say want you want about the 2013 America's Cup in San Francisco, it will be something unlike the world has ever seen before. The broadcasting and race management technologies are going to set new standards for the sport (on the fly course changes, no anchored marks, out of bounds lines). The 72' catamarans are going to be flying around the course fast enough to

turn heads (30, maybe 40 knots). There will be no mistaking what those sailors are doing for anything that we ordinary sailors do (these guys are at max heart rate for nearly the entire race).

The Pacific Northwest is actually well represented on the race management team. Ben Glass, former Seattle Yacht Club racing coach, is driving one of the mark boats. Not mark set boats, mark boats. The boats themselves, with computers controlling their precise positions, ARE the marks. When the AC45 "trainers" do a hairpin, curve, Ben's boat is the mark. When the 72-footers come bearing down at 30-something knots, he'll get the front row seat.

We'll check in periodically with Ben to see how things are shaping up.

"Legislative success is much more than coming up with the remarkable idea or uncovering a need."

Otto Rohwedder had an idea. His invention was the greatest thing since, well... this is where I run into trouble since he's the one who invented sliced bread. He figured that his bread-slicer invention could stand alone, speak for itself and address a real need. He waited and waited for customers to come calling. Fifteen years passed and no one called. His crowning

achievement was eventually picked up by Wonder Bread in 1925 and became an integral component of bakeries, saving tendons and knife blades everywhere.

Mr. Rohwedder's invention and the long wait that followed serves as a nice backdrop to the trappings of Olympia's action and inaction. Legislative success is much more than coming up with the remarkable idea

or uncovering a need. From a government affairs perspective, success pivots on the ability to take the idea and add a dose of heat to it so it moves across the bell curve of early adopters, to the middle majority and eventually to the slow-to-adopt laggards. Victories depend on these early adopters.

Ideally, they are chairs of targeted Senate and House committees as well as ranking members (which are the committee leaders from the minority party) and elected Senate and House leaders from both parties (such as the Majority and Minority Leaders.) Even if just one of these electeds buys into an idea, that can be enough to ensure a positive result. The middle majority is the vast number of legislators who are indifferent to our issues and the laggards are the true skeptics who need to be brought along.

Ideas and studies are common place in the state Capitol. Unless folded into a larger plan, they take on the life of Rohwedder's bread slicer, sitting on the shelf for years.

There's even an arm of the state Legislature devoted to studying different topics assigned to it by legislators. This committee (the Joint Legislative Audit Review Committee (JLARC)) takes on issues with a non-partisan edge. They just want the facts. You may remember that they spent considerable time studying recreational boating within Washington state and around the nation in 2010. Their key findings (most salient for us is that boaters pay \$70 million in fees and taxes and get \$54 million in boating services) would gather dust bunnies if it didn't become embedded in our talking points.

More recently, JLARC found that tax incentives for Washington state's film industry provide an economic boost to the region. This is helpful to us because it provides a parallel to boating: like film crews, visiting

boats spend money (\$343 million to be exact) in our economy.

The Hebert Report, which is the 2011 economic impact study on boating, could potentially become a bread slicer, too. Left alone, it could become part of a dust heap in Olympia. Using the data within the report as the crux of conversations with legislators, however, has had an I-had-no-idea effect on them. Taking this information and applying the key connecting points found in it to the legislative district has become just as essential as the data itself. It's a two-pronged approach: take the data and marry it to each district.

Not to get too wrapped up with the findings of the study, there are several numbers that stand out, including (I realize I've highlighted these numbers in previous pieces, but it bears repeating):

"The overall industry has a \$3.99 billion impact on the state's economy;

"There are 28,000 maritime employees in the state;

"The average business size is 11.5 employees and the average salary of these employees is \$56,000.

These are big numbers and while you may hear a great deal about Washington state's wine industry, we are bigger.

While we may be big and while there are 260,000 of us who have registered our boats (which doesn't include kayaks or canoes), many legislators are not of our world. Most do not boat, and if they do, they certainly aren't thinking about boating while in Olympia or campaigning for office (which is most of the year). That's why it's imperative to help them get a better sense of us.

As a place to start, sometimes there are important gaps between what we think could be a true statement about legislators and what we actually find when we are in the field. As an example, it's a trap to think that elected officials are there for us. I'd humbly suggest that we flip that statement. We are there for elected officials. We are there to make their lives easier by providing them with key talking points and bill ideas. Reliable information provided to their staff makes their lives easier. You should be happy to know that's exactly what we are doing, too. The recreational boating lobby has taken the Hebert Report, found the appropriate senators and staff and moved forward on making the Northwest more accessible to boating.

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Arguably the best example of this new-found success has occurred with the Northwest Marine Trade Association's effort to ease the pilotage regulations in the state. So you know, any foreign-flagged vessel needs to hire a pilot when they enter our state's waters. While pilots provide an important function for the bigger cargo ships, hiring one for any foreign-flagged vessel is inconvenient and expensive. Fortunately, there's an exemption process in place for these boats up to 500 tons or 200 feet. The goal with Senate Bill 6171 was to bump up the exemption threshold to boats up to 750 gross tons.

The story of this bill's path is worth retelling because it includes the central tenets needed for legislative success: **developing priorities and then creating consensus around those priorities.** Easing pilotage regulations moved from concept to priority phase rather quickly due to its strong performance on a Legislative Priorities Survey that was disseminated by NMTA. While this issue was important for NMTA, consensus did not exist with the other stakeholder (the Puget Sound Pilots). Without any agreed upon bill language, this bill would easily die since legislators don't like to step into the middle of pro-found disagreement.

Eventually the Pilots and the marine trades met before this year's

legislative session and agreed that the higher 750 tons made sense for both groups because it would increase visiting traffic while not taking too much work away from the pilots. Also, the pilots found their role on these boats as inconvenient.

This new united front met with Sen. Mary Margaret Haugen, who chairs the committee where this bill would be referred. Not only that, she carries considerable clout on both sides of the aisle and within leadership and her district depends on marine tourism (La Conner). If you remember the bell curve from earlier, Senator Haugen was our hope for the earliest "early adopter." Without her interest in championing this idea, the bill would have little if any chance for success. Indeed, her support would mean that she would help transition our idea into a bill and move it across the entire bell curve. Our hope was that she wanted this legislative win as much as we did and would become a de facto member of our lobbying team along the way.

Put another way, the probability of success takes a huge leap when interest groups like ours can take their priorities (such as easing Pilotage rules) and consensus (NMTA and Pilots were on board) and have them jump to a priority for a legislator so he or she can then build

Our man in Olympia, Peter Schrappen currently works for NMTA as their Government Affairs Director and the Clean Boating Foundation as their Executive Director. Additionally, he serves on boards of the Boating Safety Advisory Council, the Washington Boating Alliance and the U.S. Superyacht Association.



consensus in the Legislature on our behalf. It's like moving from the kids table to the adults table when it comes to bills being taken seriously. And that appears to be exactly what happened.

As of press time, this bill sits on the Governor's desk, awaiting her signature. Of the 220 votes that occurred before it got to her (49 Senate votes, 198 House votes and before that 29 House Transportation Committee and 16 Senate Transportation votes), it received only 2 "no" votes. And it's not exactly clear that either of those no voters knew what they were voting on.

As you think about the next legislative session, and ideas for legislative action come up, send me a line. (peter@nmta.net). It's never too early to move forward with the priorities and consensus process.

As legislators gasp for air and

look to us for clarity on what we really want, we owe it to them to have priorities and consensus when we can. At the very least, that should prevent them from rolling forward with their ideas on what they think we want. Once we fill the priority vacuum with this priority/consensus list, that should mean something to them.

While kayakers to superyachters may not always agree on every issue, we can agree that boating is a vital component of the Northwest's quality of life. As I think about it, maybe Mr. Rohwedder was told that the bread slicer was the best invention since boating.

Author's Note: For more information on the spread of ideas and how it relates to the bread-slicer invention, visit: www.ted.com/talks/seth_godin_on_sliced_bread.html. www

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... here they come, baby!

How do you feel about good news? Good news, especially when it comes to summer and early fall salmon fishing here in Washington, is my kind of music. In fact, now that the chinook and coho return forecasts have been made public, the good news is off the chart. And since April is finally here, through this writing, let me spend some time of when and where to be during the upcoming salmon season.

Before I do that, I want to take a shot at the why question. We Pacific Northwesters complain about the rain. We live in a climate where normal annual rainfall runs between three to five feet of rain annually, depending upon where you live. Unless you've been living in a cave, you have read or heard about the La

Niña weather patterns we have encountered for what seems like several years. Remember, people who live here, who really like La Niña winters are either skiers or friends of salmon.

Wet, cool winters are derivative of ocean surface temperature patterns. At or below temperatures trigger La Niña weather conditions and at or above normal temperatures produce El Niño conditions. If you worship the sun, and do not give a rip about salmon survival factors, El Niño is for you. However, that has not been the case for considerable years now, as wet and cool La Niña's have prevailed.

La Niña conditions are good for all fish. Whether it's juvenile salmon in their fresh water nursery, or maturing salmon, living in the ocean pas-

ture, growing healthy as the result of a productive food chain, then, eventually returning to the stream or river of their origin. This year will be another dividend payout year as survival rates are up, here they come, baby!

The first major return of salmon this year, is underway now, on the Columbia River, where spring chinook salmon are pouring into the Columbia. Salmon forecasters from Washington and Oregon are predicting the fourth largest return of spring chinook since records were initiated nearly 80 years ago. Anglers are migrating now, to the lower Columbia and it's tributaries in huge numbers, hoping to land the premier eating-quality salmon of all salmon. Melts in your mouth, not in your hand.

Later this summer, around two-thirds of a million chinook (king) salmon will be entering the mouth of the Columbia River in mid-August, traditionally peaking during the end of the third or beginning of the fourth week. Decent numbers of coho salmon will be riding shotgun, accompanying this big chinook salmon return, to the tune of about a third of a million fish. Yep, my reservations have already been made.

To the north, up the coast 20-30 miles, the ocean summer salmon season schedule is about a week away from the announcement by the Washington Department of Fish and Wildlife. King salmon will rule the ocean again this year. I like Westport in early and mid-July, agreeing with historical catch data and there is a strong likelihood that anglers will get a shot to chase chinook salmon beginning in mid-June too. Regardless, the town should rock as late June and July are great months, statistically, to catch chinook salmon in the

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Westport region.

Following July, I turn my focus to the lower Columbia River, as reported earlier, followed by shallow water king salmon fishing in Willapa Bay. Many anglers have turned to other salmon fishing options in late August and early September in recent years. This will be the year to return to Willapa.

King salmon forecasts have hovered below or around 30,000 chinook salmon in recent years, which is considered a nice return. Try 45,000 kings, forecasted to the Willapa in 2012. From a contemporary standpoint, this is a big return and the fishing should be meltdown. Throw in a coho forecast of 170,000 compared to 110,000 last year and it spells fish on! I like the last week of August and the first week of September. Pick soft tides and they bite like crazy on the high water. Yep, my reservations are in for Willapa too!

From the Willapa, it's on to Grays Harbor. I am anticipating a king salmon fishery in the Harbor for the first time in the last four or five years. The numbers are not huge, but exceed the escapement goal by around 5,000 fish which should trigger a fishery. Throw in around 200,000 coho salmon with a king fishery and it could be big time fun. The last week of September and early October seem to be the peak. Pay attention to next week's announcement and if it's a go.....book it Dano!

There are several areas in Puget Sound, the San Juans and the Strait of Juan de Fuca west to Neah Bay that missed my focus of places to be this summer. The Puget Sound king salmon forecast, which provides for the July-August north Sound hatchery-only selective fishery is not shabby, at around a quarter of a million chinook salmon. This July/August fishery (unclear at this writing whether it will open on the 1st or 16th) mid/north Puget Sound selective fishery is the ultimate staycation option for Seattle, Edmonds, Everett and west Puget Sound anglers. Put in your time at Jeff Head, Pt. No Pt., Possession Bar and Port Townsend and you'll encounter some good scores. So many places to fish, in a year like this, and so little time.

I would be remiss, in my forecast outlook for this summer to not mention the San Juans and the Strait of Juan de Fuca. Fishing pressure has been relatively light in both of these areas during recent summers excluding local anglers who fully understand these regions and take it to the bank.

One of the sleepers will be Neah Bay. Yes, it's probably the hardest to get to, out on the northwest tip of Washington, but with the strong forecast for the Columbia and the coast, Neah Bay could be incredible in mid-July. There is a clear relationship between Neah Bay and the Columbia River. When the Colum-



Tony Floor is the Director of Fishing Affairs for the Northwest Marine Trade Association (NMTA) and a former 30-year veteran of the Washington Department of Fish & Wildlife. NMTA advocates for and promotes recreational boating and fishing in the region. You may subscribe to receive the monthly Tony's Tackle Box in your e-mail by clicking on www.NorthwestSalmonDerby-Series.com.

bia has strong runs, Neah Bay can be spectacular. Dude! This will be a salmon fishing Jihad year!

I have heard rumblings, along with you, about \$5 a gallon gas fees by this summer. I translate these gas price years into more stacation. During the last 20 years, salmon anglers in increasing numbers have fed the passion of this sport by migrating to Canada and Alaska, especially as Washington's fishing regulations have been restrictive and returns of chinook and coho have been ho-hum. That will not be the case, comparatively speaking this year. Show me the salmon, and I'll show you anglers staying home, spending their dollars efficiently and productively. Stacation never looked so good. www



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Enchanted April

*"And then my heart with pleasure fills,
And dances with the daffodils."*

— William Wordsworth

Enchanted April, beguiled with a shy coquette's knowing blush, casting a spell over our jaded senses. Perhaps it is because April is so full of dazzling sunlight. Perhaps it is because the earth seems greener, the water bluer, the skies brighter. Or, perhaps it is because resurrection is this month's signature. We shake off the Winter's doldrums by entertaining heady possibilities. Our spirits fairly start to soar! The season of darkness diminishes as the light increases.

My clearest memories of Spring

on a boat involve a late morning meal. The oh, so civilized meal of brunch - combining breakfast and lunch - can lend a nice, lazy expansive quality to a Spring morning. Make it light, informal, and lingering. Make it pretty! Plan ahead for this or not-spontaneous can be fun . . .

While I have participated in any number of Spring brunches aboard on every level of formality - at anchor in Montague Harbor en route to Vest Van for the Straits Race, pulling out of Turtle Bay headed north to San Diego, underway on

various large private yachts, in Wollochet Bay on Easter morning, rafted up in Port Madison with everyone contributing something, a lay day with crew only in Craig, Alaska - I still take such delight in this Spring ritual!

Brunches can include anything from the traditional breakfast entrée of eggs and bacon to luncheon foods such as salads, cheese, and fruit desserts. Pasta can be fun and don't forget seafood! Soup is also a possibility. There should be warm, aromatic rolls or muffins, perhaps enticing morning cocktails or a nice bottle of champagne, and, without a doubt, the very best coffee. Set the table with fresh Spring blooms, put on some nice classical music, and warmly welcome your guests to brunch. Above all, when aboard, keep it relatively simple.

ion. Add onion/butter mixture to eggs with cream and half and half; stir in salt, cayenne, and dill. Spread cheese and salmon in bottom of crust; cover with egg mixture and bake at 400° until puffy and set - about 35 minutes.

Twisted Sisters Frittata

- 1 leek, thinly sliced
- 2 garlic cloves, minced
- 2 T. olive oil
- 4 c. torn spinach leaves
- 1 red bell pepper, julienne
- 1/4 tsp. crushed dried thyme
- 1/4 tsp. salt
- 1/8 tsp. pepper
- 3/4 c. shredded Asiago cheese
- 6 eggs, lightly beaten

Sauté leek and garlic in heated olive oil in ovenproof 10" skillet over medium heat for 2 minutes or until tender. Add spinach and sauté until it wilts. Remove from heat and stir in red pepper, thyme, salt, pepper, and 1/2 cup cheese. Mix in eggs. Bake at 350° for 13-15 minutes, sprinkle with 3/4 cup cheese, and cut into wedges to serve.

Barbie's Gamma Phi Beta Strata

- 16 slices white bread, cubed
- 1 lb. bacon, diced, fried, and drained
- 2 c. grated cheddar
- 4 c. milk
- 8 eggs
- 1 tsp. salt
- 1 tsp. dry mustard
- 2 cans Cream of Mushroom soup
- 1/2 c. sherry
- 1/2 lb. mushrooms, sliced and sautéed

Layer bread, sausage, and cheese in 9x13" casserole. Beat next 4 ingredients; pour over layers. Cover and refrigerate overnight. Bring to room temperature and bake covered for 45-60 minutes at 350°. Combine soup, sherry, and mushrooms in saucepan; mix and heat through to serve over soufflé. Serves 6.

Minted Fruit Salad

- 1 pt. strawberries, hulled
- 3 kiwi, peeled and thinly sliced
- 1 ripe cantaloupe, scooped into balls
- 1 ripe honeydew, scooped into balls
- 1 c. fresh mint leaves, finely chopped
- 1/2c. fresh orange juice

Saltspring Sausage

- 1 lb. link sausage
- 6 med. baking apples, pared and sliced
- salt and pepper to taste
- 1 T. lemon juice
- 3 T. brown sugar

Brown sausage and cut each link in half; drain thoroughly. Combine apples and sausage and place in buttered casserole; sprinkle with salt, pepper, lemon juice, and brown sugar. Cover and bake at 350° for 45 minutes.

Smoked Salmon Quiche

- 9" pie crust
- 3 T. butter
- 1/3 c. minced onion
- 4 eggs, lightly beaten
- 3/4 c. heavy cream
- 3/4 c. half and half
- 1/4 tsp. salt
- dash of Cayenne
- 1/4 tsp. dill weed
- 1 c. grated Swiss cheese
- 3/4 lb. smoked salmon, boned and flaked

Melt butter in skillet; sauté on-

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1/4 c. fresh lemon juice
3 T. sugar

Mix all fruits together except 1 sliced kiwi; sprinkle with mint. Mix orange and lemon juice with sugar and pour over all. Gently toss to blend thoroughly. Arrange kiwi slices on top and garnish with fresh mint leaf. Chill for 2-3 hours to serve cold. 12 serving.

Raspberry Cream Cheese Coffee Cake

2 1/2 c. flour
1 c. sugar
3/4 c. butter, cut into chunks
1/2 tsp. b.p.
1/2 tsp. baking soda
1/4 tsp. salt
3/4 c. sour cream
2 eggs
1 tsp. almond extract
8 oz. cream cheese, softened
1/2 c. raspberry preserves
1/2 c. sliced almonds

Grease 9-10" springform pan. In food processor, combine flour, 3/4 c. sugar, and butter; blend until mixture resembles coarse crumbs. Reserve 1 cup crumb mixture. To remaining mixture, add baking powder, baking soda, salt, sour cream, 1 egg, and almond extract; blend well. Spread batter over bottom and 1" up sides of pan. In small

bowl, mix cream cheese, 1/4 cup sugar, and 1 egg; blend well and pour over batter. Spoon preserves evenly over cheese filling; sprinkle reserved crumb mixture and almonds over top. Bake at 350° for 45-50 minutes until cheese mixture is set and crust is golden brown. Cool for 15 minutes, then remove side of pan. Serve warm sliced into wedges. Haven . . .

Lemon Shortbread Bars

12 T. butter, at room temperature
1/2 c. powdered sugar
1 1/2 c. flour
1/4 tsp. salt
1/2 tsp. vanilla
2 T. lemon zest

2 T. sugar

Cream butter and powdered sugar in large bowl until light. Sift flour and salt together in another bowl; add to butter mixture. Stir in vanilla and lemon zest; blend thoroughly. Gather dough into a ball, wrap in waxed paper, and refrigerate for 4-6 hours. Remove dough from refrigerator and allow to soften slightly. Press dough into 8" square pan; sprinkle with sugar and refrigerate uncovered for 45 minutes. Bake at 325° for approximately 20 minutes or until just starting to slightly color. Allow to cool before cutting in 4x1" bars. **nwv**

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life, Call Alert and rechargeable NiMH batteries.

The powerful CXT235 includes all the features of the CXT135, plus a larger range of up to 20 miles. It also features NOAA All Hazards Alerts, which provide loud audible tones in the event of a weather alert or other emergency. The NOAA Alert feature activates an automatic alarm on the radio if NOAA sends a tone alert with the warning. The tone will activate an alarm on the CXT235, even if the audio volume is turned down. This is especially useful for warnings which occur at night when most people are sleeping.

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vanced NOAA weather and emergency radio capabilities, rechargeable high-performance LiON batteries and desktop chargers and Cobra's Rewind-Say-Again digital voice recorder.

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Wiper motor now has more sweep angles, torque

Smart manufacturers don't rest on their laurels even when their products are best-in-class. The **Heavy Duty 2 Speed Wiper Motor** from **Schmitt & Ongaro Marine Products**, a proven winner for 15 years, has been improved in many respects.

The wiper motor now has twice as many sweep angle settings 40, 50, 60, 70, 80, 90, 100 and 110°. This enables users to better adjust how far the wipers move to best fit their particular windshield.

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ture an isolated ground for metal, plastic or wooden boats. Available in 12V or 24V models, customers have a choice of 1.5", 2.5" or 3.5" shafts.

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New Products

Yacht Timer with Anemometer

So after this last breezy Scatchet Head Race, there was the totally predictable telling of tall sea stories at the Yacht Club where the highest wind speed and biggest wave stories seemed to grow as the evening dragged on. Wind speed in actuality was a relatively sedate 15-18 knots

however to be in the Clubhouse you would have thought a small hurricane had blown over the course.

The solution to this problem (maybe) is this very cool new chronometer from Pyle Watches. Some of you, and you don't have to raise

your hand, will recognize the name from your days of putting together stereo systems. Pyle is perhaps best known for their high-quality advanced woofers. Their reputation quickly grew as customers around the United States used their products and recognized the power of their scientifically-tuned woofers and drivers. Soon, the Pyle Driver became a household name in stereo speakers.

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The Gig Harbor Yacht Club Junior Sail program is looking for a few good boats.

The Gig Harbor Yacht Club Junior Sail Program is a 501(c)(3) non-profit educational organization focused on introducing youth to sailing in the South Puget Sound or Salish Sea region.

We are seeking donations of sail and powerboats for our program. We are in need of Lasers, 420's, FJ's, Vanguards, Thunderbirds and Boston Whalers or similar. We are also interested in other nice boats that you feel we could fit up and perhaps outfit off to the local community as a fundraiser. If you have an ability to donate your vessel, we will be able to provide you with a tax-deductible receipt.

We have just been awarded the Garrett Horder Memorial Award presented to the organization that is judged to have shown the greatest improvement in its Junior Boating Education program.

Please call 252-214-6131 and leave a message and we will get right back to you, or email any ideas to info@GHYCJuniorSail.org



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Super Comfortable Deck Shoe

I don't know about you but the older I get the more sensitive my feet have become to all manner of little details when it comes to the construction of my deck shoes. It used to be that as long as the sole was slip resistant and non-marking, I was good to go and my **Sebago's** went everywhere and not just onto the boat. They were good looking shoes and until I wore them out which was about once a year they were perfect for just about any boating or social event.

This new line of shoes, the **Off-shore Catch**, is the latest development in Sebago's quest to make their shoes even more comfortable and it is a winner. They have combined modern flexible Strobel construction with your choice of waterproof leather, synthetic, suede, or mesh upper built with a marine guard toe and heel with reinforced protection.

No matter which you choose, you'll also benefit from the comfortable, removable anatomical footbed with Sebago's Blue Wave Comfort Technology, the energy

return heel pad, and as always, Sebago's famous slip-resistant, non-marking TriWater sole.

The real key here is that Sebago has addressed an issue about sailing that most of us tend to ignore and that is that we can't always sail. When that happens, you fire up the iron genny and off you go at 6.5 knots. The problem is that standing right over a vibrating diesel engine

for a couple of hours will completely numb your feet into oblivion. The new technology in these shoes known as Blue Wave Vibration Dampening goes a very long way to completely solving that problem. Thank you Sebago.

Great looking shoes, very comfortable and available at any fine marine retailer like Fisheries Supply.

To see all the great styles and



color combinations just go www.sebago.com.

Blue Gel Keeps Surfaces Stain-Free

For spring cleaning and routine maintenance, **Fiberglass Stain Remover (FSR)** from Davis Instruments keeps small projects from becoming large, tedious ones.

With no need to scrub, nonabrasive FSR gel absorbs oil, rust, exhaust and waterline stains, and road dirt. In addition to fiberglass, it can be used on chrome, stainless steel, metal and painted surfaces.

On boats, it leaves cushions, galley surfaces, railings and steel stanchions looking like new. The blue gel makes quick work of sinks and shower stalls. It gently cleans clothing and sails, yet is tough enough to remove stubborn grime from grills and RV fenders.

With no need to sand or compound, FSR is easily applied with a cloth, sponge or soft brush. It re-

mains on the surface to quickly absorb stains, then is simply wiped and rinsed clean. Davis recommends cleaning a small test spot first on sensitive fabrics or finished surfaces.

Contact Davis Instruments, 3465 Diablo Ave., Hayward, CA 94545. 510-732-9229; Fax: 510-732-9188. info@davisnet.com; www.davisnet.com.



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So we built them another

New Products

GOST EZ Tracker

The new EZ Tracker 2.0 from GOST™ (Global Ocean Security Technologies – formerly Paradox Marine) provides global tracking and monitoring of recreational and

commercial vessels and features an integral, long life rechargeable battery that will allow the unit to operate up to 180 days between charges. Designed for continuous use where

there is no external power source, the compact EZ Tracker 2.0 terminal measures just 10in by 7in by Zin (247mm x 178mm x 48mm).

The EZ-Tracker 2.0 has one external interface connector which is used to connect a sensor or panic button and to charge the unit. It also has a key switch that allows you to switch the terminal "On" and "Off." This helps preserve the life of the battery when the terminal is not in use.

When the sensor or panic button is activated the unit will generate an



'in alarm' message with the vessel name, latitude, longitude, speed & heading and will continue to do so at whatever interval is selected on the web site for the next four hours. After four hours, the unit will revert back to standard tracking messages at the normal reporting interval. A hardwired sensor can be connected to the device to monitor conditions remotely and the battery will operate up to 6 months between charges (with set to report every 6 hours reporting, approximately 2800 pings).

The terminal incorporates magnetic feet in addition to fixed mounting points to provide greater flexibility to monitor transitory or fixed assets.

For more information about the GOST EZ Tracker 2.0 and other GOST marine security, monitoring and tracking products, visit www.gostglobal.com or call 1-954-565-9898.

Thetford Introduces New Holding Tank Deodorant

Thetford Marine, a leader in sanitation chemistry, introduces Eco-Smart Free & Clear. The newest member of the Eco-Smart family was developed by Thetford's chemistry staff for those sensitive to dye and perfumes. It's named Free & Clear because it is free of fragrance and dye. Like the other two Eco-Smart formulations, Free & Clear provides excellent odor control and waste digestion, contains no formaldehyde and is 100% biodegradable.

This strong formula ensures year-round odor control. Available in a

convenient, easy-to-use liquid, this product gives boat owners maximum performance with minimum effort. It is offered in 36- and 64-oz. bottles with an easy-to-use, integrated dosage device.

Headquartered in Ann Arbor, Michigan, Thetford is the world's leading supplier of sanitation and refrigeration products for the RV, marine and heavy-duty truck industries.

Thetford subsidiaries include Norcold, America's leading manufacturer of gas-absorption refrigera-

tors and freezers for the RV, marine and truck markets; Tecma, a producer of fine-china toilets and powerful waste-transfer systems based in Italy; and Thetford UK, a unit in England that manufactures Spinflo brand high-quality cooking and heating appliances and accessories.

Contact: Marine Sanitation, 1900 North Northlake Way, Mariners Square #121, Seattle, WA. www.marinesan.com. www.thetford.com.



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Shoremaster Fabric expands Weathermax offerings

ShoreMaster Fabric has built its reputation on designing and manufacturing a vast array of high-quality, long-lasting marine products. It now offers WeatherMax from Safety Components as a premier fabric choice for all of its aftermarket boat covers and boatlift canopies.

With an extensive library of patterns, ShoreMaster Fabric produces exact-fit custom covers for more than 100 boat brands. Semi-custom versions are available for all major hull types. Its CoverTuff boatlift canopy covers are tailored specifically for the frames of each boat hoist canopy brand and model.

"WeatherMax is our high-end fabric option," said Bill Kasper, ShoreMaster Fabric sales and marketing manager. "Our products are exposed to harsh elements daily and

WeatherMax stands up to the abuse.

Completely recyclable, highly breathable WeatherMax has twice the strength and six times the tear and abrasion resistance of acrylic. Guaranteed to retain its rich color for a minimum of five years, WeatherMax fabric employs tightly woven, solution-dyed SaturaMax yarns. A wide range of color options is available.

In addition to boat covers and lift canopies, ShoreMaster Fabric manufactures bimini boat tops and

related marine accessories. More information is available at www.shoremasterfabric.com.

Contact WeatherMax by Safety

Components, 40 Emery St., Greenville, SC 29605. 864-240-2712; Fax: 864-240-5947. www.weathermax.net.



Perko Rod Holders

Anglers can be particular about their rod holders. With a wide range of mounting options and materials, Perko offers models to satisfy nearly any need and budget.

The basic vertical flush-mount version is available with a 9" or 10-1/2" stainless steel tube with a hard, black plastic liner. It features a chrome-plated bronze flange and integral flip-up cap. The flange is also available in Perko's Marinium, its exceptionally high-strength, corrosion-resistant alloy.



For those who prefer angled rod holders, Perko offers many choices. Its 65° angled flush-mount models have tubes ranging from 8"-12" deep, made from chrome-plated brass, stainless steel or anodized aluminum. Flange finishes include chrome-plated brass, polished stainless steel, chrome-plated zinc alloy or Marinium. All models incorporate a soft, black liner to protect rods. A flange gasket with integral flip-up cap keeps water out when not in use. Each flush-mount rod holder is available with or without drain ribs.

Perko also offers side-mount and clamp-on rod holders to easily add storage without cutting holes in the hull.

Contact: Fisheries Supply, 1901 N. Northlake Way, 206-632-4462. www.fisheriesupply.com. www.perko.com.

New Products

Galmukoff Marine



At Your Boat: The Galmukoff name has been respected in the boat repair/refit industry since 1976. Having had successful boat yards, on the San Francisco Bay, and in Port Townsend speaks to the solid, long-term reputation of the Galmukoff name.

We offer full mechanical, maintenance, and re-power services for diesel, and gas engines. We also service and repair out-drives, service and install all on-board systems and controls including sanitation, heating, plumbing, generators, electrical, and instrumentation. We do upgrades and replacements to windows, doors, and all hardware.

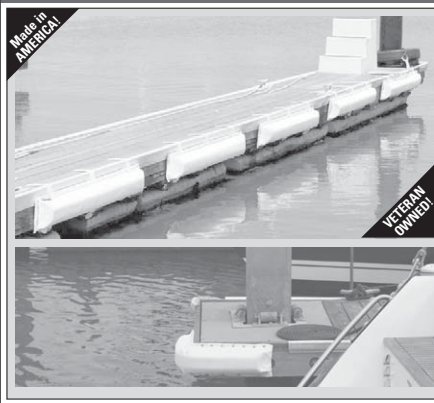
Haul-Out Work: When it is necessary for your boat to be hauled, we have a long-standing relationship with the Port of Port Townsend, which hauls boats to 300 tons. Our out of the water services include all typical dry-dock work, prop and shaft repair, thru-hulls, prep and paint.

Galmukoff Marine has always been known for offering complete services to their clients. "If we cannot find a way, we will make one..." This has always been the Galmukoff approach.

Hand us your re-power, re-fit, repair or maintenance, and free yourself of the stress of trying to contract the work to more than one business. By contracting with Galmukoff Marine you have put your trust in a long-standing reputation of high quality work, and reliability. We always keep our clients informed in a timely fashion as to the progress, and costs of their projects. Extensive references upon request.

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New Boats

Riviera 5000 Sport Yacht with Twin Cummins Zeus Pod Drives

Riviera is the largest and most respected luxury boat building company in Australia and a major player in the global marine industry. Today, the company builds luxury boats from 36 to 85 feet in length across five lines: Open and Enclosed Flybridge, Sport Yachts, Offshore Express and Motor Yacht models.

Founded in 1980, Riviera now operates from the largest luxury boat building facility in the Southern Hemisphere, a 35 acre state-of-the-art waterfront site at Coomera on Queensland's Gold Coast. Plus, if you'd like you can take delivery there, do sea trials, cruise the Whitsunday Islands and do Hamilton Island Race Week. Now that would be fun! Call me if you need crew.

The company exports about 50

per cent of its annual production to a dealer network that now spans more than 30 countries, almost every continent in the world (no dealer in Antarctica), and with two highly reputable dealers in the Pacific Northwest, you know you'll be well taken care of.

The name Riviera is synonymous around the world with quality, style, innovation, sea keeping ability and value. The company's primary objective is to continue to deliver outstanding boating options to its ever-increasing owner base. The Riviera 5000 is the latest in this quest and the 5000 does not disappoint especially with the twin Cummins Zeus Pod Drives as the power plant and drive system.

Embarking on the development of an entirely new style of boat is one of the most challenging and exciting projects Riviera has undertaken in recent times.

The inspirations for their Sport Yacht series came from recognizing the changing values and lifestyles not just of boat owners, but people everywhere—changes that are reflected in such domains as contemporary architecture, interior design and the styling of prestige cars.

Such was the thinking behind the design of their first Sport Yacht, the 3600. And it appears that their thinking was correct. The enthusiasm for this vessel and the larger 4400 model exceeded all expectations: the clean lines, the bright, contem-



porary interior, the modern materials, the emphasis on easy entertaining, the solid feel and handling together with the spirited performance are among the many qualities that made this one of their most successful new model launches.

Now they have taken all this one step further with a significantly larger and even more refined model: the 5000 Sport Yacht. The flow between the cockpit and the saloon that so many found so refreshing is even more inspiring on this 50' model. It brings the inside outside like never before—and the saloon is brighter and lighter than ever. The ease with which you can cater to a large party and the standard of comfort your guests can enjoy is magnificent.

The 5000 Sport Yacht is above else a robust, reliable and brilliantly engineered vessel. Powered by twin Cummins Mercruiser turbo diesel engines linked to the revolutionary Zeus pod drives, this new propulsion system offers easy maneuvering in close quarters such as marinas or Locks as well as superb over-

all performance. This advanced propulsion system delivers up to 30 per cent improved fuel economy, 15 per cent faster cruise speed and 15 per cent faster top speed.

You will experience performance just like a sports car because each pod turns independently, resulting in much greater turning efficiency and responsiveness. Reliable, responsive hydraulic power steers the pods and actuates the integrated trim tabs. Trim tabs are automated to improve performance and visibility during acceleration. The rear-facing pod with thru-hub exhaust can be steered through a large angle without rudder blow out. Counter-rotating propellers eliminate lateral forces, giving completely straight tracking.

At the helm, a self-centering



wheel and customized steering response, with two-position memory give a whole new meaning to the word cruise. An advanced joystick control system for slow-speed maneuvering can be operated with one hand and a single turn of the wrist; from sideways tracking to spinning on a pin, to precise speed control.

Zeus also features Skyhook, a system that will maintain the vessel on a fixed heading within a tight area even in strong currents and windy conditions just like you might encounter coming into Ballard Locks or trying to land at the Port McNeill Fuel Dock in the typical hard afternoon westerly.

This stability is enhanced by having a large-capacity, mid-mounted fuel tank for extended range. This boat is made for serious voyagers as well as playful day cruising.

As well as the new propulsion system, the 5000 Sport Yacht is offered with an unprecedented range of options that will allow owners to configure the boat to their individual boating requirements. For instance, open the saloon door, open up the large, polished, stainless-steel-framed rear window and you have transformed the cockpit and saloon into one enormous area, ideal for relaxing, socializing and entertaining. It's all on one level too. Just to enhance the sense of light and space and create a pleasant through breeze the side windows in the saloon slide open and there is a huge, electrically operated sunroof above the helm station.

Locating the galley aft by the rear door not only allows you to cater to the saloon and cockpit with ease, but the chef is always involved with the party. It's a very substantial galley too, with everything from high-quality Amico flooring in the saloon to a pull-out pantry, convection microwave oven, ample storage space and an optional drawer dishwasher. The cabinetry is clean and modern in its design. This is accented by the solid surface bench tops and stainless steel sink.

Just to ensure entertaining is as effortless as possible, they've fitted a wet bar with a stainless steel fridge-freezer and an optional stainless steel icemaker into the cockpit. The cockpit also offers generous seating, a large table that converts to a sun lounge via electric table legs, an electric barbecue and a teak-laid swim platform that raises and lowers at the touch of a button – a feature that comes in particularly handy for launching the 10.1' (3.1m) tender that is neatly garaged out of sight.

One of the greatest pleasures must surely be sitting at the helm. The helm chair is electrically adjustable and, like the companion chair, clad in the finest leather; the console is ergonomically designed and the vast, curved windscreens presents you with sensational views. It all adds up to a delightful sense of confidence and control.

When it comes to the interior layout Riviera goes even further with customizing your boat by giving you the choice of three staterooms and two bathrooms or two staterooms, two bathrooms, plus a second, more intimate lounge. With the first option you have comfortable accommodation for seven.

The alternate configuration provides you with another entertainment area below, perfect if you have children or grandchildren. Alternatively, it provides a welcome parents' retreat. The Master Stateroom is spacious and bright and features a walk-around queen-size bed with innerspring mattress. Under-bed storage (easily accessible by virtue of gas struts), overhead cabinets and other storage and cedar lined hanging lockers accommodate everything you need for extended voyages.

Located aft is the full beam VIP guest cabin that is also extremely comfortable and well laid-out with a double and single bed and little touches like the cedar lining in the hanging lockers tell of the attention to detail that has gone into this design.

A day spent aboard your new 5000 Sport Yacht is a day well spent plus both Pacific Northwest Dealers will have one of these in stock fairly soon, like this May for Van Isle Marina. If I were you I wouldn't hesitate too long about this decision because based upon past history and the fact that this economy is recovering, the Riviera 5000 won't remain unsold for long.

Specifications: LOA - 54.75' (16.69m); Hull Length - 50.75' (15.46m); Beam - 15.58' (4.76m); Draft (w/props) - 4.08' (1.25m); Displ (approx) - 40,800 lbs, (18,500kgs); Fuel - 634 gals (2,400 liters).

Northwest Dealers: British Columbia - Van Isle Marina, 2320 Harbor Road, Sidney, BC (250) 656-1138; United States - Emerald Pacific Yachts, Seattle & San Diego, 206-587-0660.



Cruising to the Mystical Islands of Haida Gwaii

Part 1 by Mark Bunzel

One of the most unique cruising areas in the world is located just 60 miles off the coast of British Columbia, just below Southeast Alaska. Haida Gwaii, formerly called the Queen Charlotte Islands, is an archipelago of over 150 islands. It is a remote and pristine location with a unique geological history. The glaciers over the islands receded 2,000 years before the rest of British Columbia, resulting in a rich ecosystem with some species of plants and animals not seen anywhere else in the world. It has



been referred to as the “Galapagos of the Northwest” with hundreds of species of birds, unique species of bears and many trees and plants that range from the very wet western

coast to the rain forests on the eastern coast. It is a special place, best visited with a capable cruising vessel.

Haida Gwaii means “Islands of the People” in the language of the



first people to settle here, the Haida. The Haida were revered and respected along the coast as ambassadors and warriors, with a unique culture. Over 10,000 inhabited this area at one time until the 1800's when many succumbed to small pox and other diseases from the western world. By 1900, only 350 remained. A visit to Haida Gwaii and the Gwaii Haanas National Park will take you to a special place where you can see what is left of this once great nation and culture through the remaining poles and carvings and the foundations of their long houses and villages. As you walk on the trails through the rich rain forest, through moss covered canyons, and around the old villages you may even feel the presence of the people who once inhabited this rugged and beautiful area.

The Gwaii Haanas National Park Reserve and the Protected Area was created in 1987. The Reserve is unique in Canada. It is jointly managed by the Haida and the government of Canada. It was established as a joint conservation area covering



Photo left - Despite the rugged terrain, there are beaches to explore on Moresby Island. Charts above courtesy B.C. Parks



*Photo above - This cove at Spicer Island is a good jumping off point before crossing Hecate Strait from the north.
Photo below - Louise Narrows is a narrow and scenic pass, navigable, near high water. Visibility through the still water is excellent to aid close navigation through the narrows.*

both the land and the sea.

Haida Gwaii has experienced the impact of an imbalance caused by man. In the 1800s the sea otter was hunted almost to extinction. Sea otter pelts were highly valued around the world and greed kicked in. It took time, but soon the sea urchin population went out of control without the sea otters to keep them in check. Later the health of the kelp beds were affected by the overabundance of sea urchins. The balance was thrown off.

Today the symbol of Haida Gwaii is the sea otter and the urchin, a reminder to keep the ecosystem in balance. The sea otter population is barely starting to come back and boaters are encouraged to report sea otter sightings.

A visit to Gwaii Haanas is special and requires a reservation, fees and a schedule for the time you will be in the protected areas. You are required to attend an informative hour and a half orientation. See the sidebar (page 64) to this article for more information on how to plan your trip to Gwaii Haanas and the options for the orientation program.

Our group for exploring Gwaii Haanas was comprised of five Grand Banks yachts traveling together in a Mother Goose expedition, a bareboat charter organized by NW Ex-

plorations. Many in the group had been traveling together in South-

east Alaska, while some boats had joined the group for the scenic re-

position leg were on their way back to their base in Bellingham, Wash-



ington.

NW Explorations each summer offers a unique opportunity to see Southeast Alaska with their fleet of Grand Banks yachts. Couples or families can charter different legs covering the trip from Bellingham to Ketchikan and several legs throughout Southeast Alaska. The boats are capable, well maintained, with guidance offered by Brian Pemberton and his staff onboard a support vessel that accompanies the group. For those traveling to a place like Haida Gwaii or Southeast Alaska for the first time, it is a wonderful way to travel together with a fun group.

Our group started this trip in Ketchikan and overnighted first in front of the white shell beach in Foggy Bay. The next day, we proceeded into Canadian waters and crossed Dixon Entrance under sunny skies and flat seas following inside of the Dundas Islands through a narrow but scenic channel. We cleared Canadian Customs by phone at the dock at the Prince Rupert Rowing and Yacht Club. Some in the group took advantage of the shopping in Prince Rupert to fill in missing provisions. The next day we started the beginning of our passage to Haida Gwaii with a planned trip south of Prince Rupert to Larsen Harbour. Larsen Harbour is often used as a departure point for crossing the often challenging 60 miles of Hecate Strait.

As we approached the area, a friend, who had proceeded ahead earlier, radioed back that Larsen Harbour was choked with kelp, more than described by the cruising guides. A quick scan of the charts and a decision was made to shift our anchorage to a cove between Spicer and South Spicer Is-



Photo above - Haida Ready to Go.

lands, off Beaver Passage. While this was a very pleasant anchorage, it would add about an hour to the trip the next day. The strategy for a major crossing like Hecate Strait is to cross as early as possible to reach Haida Gwaii and our destination at Skidegate and Queen Charlotte City as early in the day as possible. This anchorage meant we would be out on the water in Hecate Strait for an extra hour during the afternoon.

Hecate Strait is well known for rough sea conditions. It is relatively shallow and some 10,000 years ago was a dry coastal plain before the water rose and covered the land. The Haida used the weather defensively to raid coastal villages and time the crossing back to their villages based on their knowledge of the weather patterns of Hecate Strait. With proper timing their adversaries could never follow them.

Today, to aid a crossing we can

consult the North Hecate Strait weather reporting buoy to see the actual weather conditions, and especially the wave heights. You can listen to the regular radio transmission of the buoys weather conditions, or with a satellite phone you can call dial-a-buoy. This buoy is located about midpoint on the route and can be a go-no-go point for the crossing.

For our crossing in late July, the sea conditions were relatively calm with a gentle roll. Initially there was some fog and light rain, but the winds were down and it was a long but pleasant passage with some whale spout sightings off in the distance from time to time.

We proceeded to the Lawn Point Light on Graham Island to follow a natural area of deeper water south to Maude Channel, which separates Graham and Moresby Islands. We passed Skidegate on the northern shoreline and the Gwaii Haanas Na-

tional Park Reserve offices and the Haida Heritage Centre where the orientation briefing is held. Once tied up at the Queen Charlotte City floats there are shops, a few restaurants and a pub just a short walk away. For those wishing to anchor, you can drop the hook in Bearskin Bay.

While in Queen Charlotte City you can take your orientation and register. The options for the orientation are covered in the accompanying sidebar.

The departure from Maude Channel requires a turn north for almost seven miles to clear a shallow area before the turn south. A short cruise down Hecate Strait for about 25 miles and you can duck in to Cumshewa Inlet and anchor overnight in Gordon Cove with majestic high mountains surrounding the anchorage.

The next morning we departed at 6:30am. The sky was a glorious blue, with not a cloud in sight. Why so early? Our departure was timed for passage through Louise Narrows at close to high tide. Why close to high tide? The small boat passage at Louise Narrows is very shallow and narrow, only 30 feet across in some places. It is best to travel through the passage before high-water. In case you inadvertently run aground, the high water will float you off and you can continue.

Also, on a spring tide, high water covers the top of the dredge spoil mounds that mark the sides of the narrows. It is tight and shallow. We could see the sea urchins clearly on the bottom through the clear water. The depthsounder in some areas showed less than 4 feet under the keel of the boat.

It was manageable, but added a bit of excitement to the passage. Our boats filed through with a security call on VHF 16 and a sound of the horn. Any opposing traffic would have to wait once our flotilla

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FUEL DOCK
— MARINA —

entered the channel as there was definitely not enough room for two vessels to safely pass.

Once through the 1/4 mile narrows we broke out in to Selwyn Inlet and continued on. We worked our way down to Dana Passage. Here the water was deeper and the narrow section was about 100 yards wide, but it was still very scenic.

Next, we entered Logan Inlet and into the boundary of the Gwaii Haanas National Park Reserve and the Haida Heritage Site. We continued on under blue skies, keeping a lookout for bears and other wildlife. We turned into Cresnet Inlet towards our overnight anchorage. As quickly as we had entered into the Reserve, we were now out. An evening in Cresnet Inlet does not require payment of the daily fee for the Reserve.

We turned the corner towards the head of Cresnet Inlet. It was the perfect anchorage. Well protected and bomb-proof with a snow spotted bowl above. There was a creek bed to explore and an area at the head noted in the harbor diagram as a grassy meadow. Grassy meadow is code for bear country and we kept our eyes open.

Soon the call went out on the radio, there was a bear out in the meadow. The binoculars came out and sure enough a 275-300 pound bear ambled out to munch on the grass.

We went to investigate and photograph the bear from the inflatable. The water at the head of the bay shoals up to mere inches and required us to run with the outboard tilted so as not to hit the prop on the rocks. We crept closer until we were about 150 yards away shutting off the motor so as not to spook the bear who was sitting there munching away on grass. We were cognizant of the fact that the water was only about 9 inches deep, shallow enough that if this was an aggressive bear, we could be at risk if he or she felt threatened, though unlikely.

The bear looked up and casually looked us over. He more than likely had smelled us for a while since we were upwind. No matter, he or she just meandered through the meadow stopping to munch more grass and occasionally looking our way. It is pretty special to see bears this way in their natural environment.

The next morning started once again under a sunny Pacific high. Soon we were back into the protected area of the Reserve on our way to Hot Spring Island. This was the first of the protected sites and we would have to follow a set procedure before we could come ashore at the island.

Hot Spring Island and its baths is one of the most popular sites in Gwaii Haanas and has had a special meaning to the Haidas. We learned

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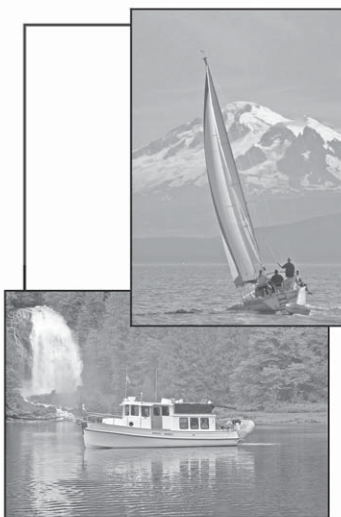
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that the water is part of an old aquifer fed by rainwater percolating down on the much larger Lyell Island, three miles to the north. Part of the water in the aquifer hits a thin spot in the earth's surface, where it is superheated and bubbles up to the surface on Hot Spring Island and is directed into rock pools that overlook the water.

In all of the preparation and the orientation, we had heard about the native watchmen at the special sites in the protected areas and we did not know what to expect. We called one hour ahead on their radio frequency on VHF 06 and they advised us to call when we were just in front of the hot springs. Only 12 people are allowed on the island at any one time and we divided our group accordingly.

When we arrived we anchored the boats and got ready to go. We checked in with the watchmen and were told that one group was still on the island and they would call us in next, when it was our turn. In less than an hour we got the call that it was our turn and to proceed into



A bear enjoying an afternoon snack in the tall grass sharing the beautiful views in Crescent Inlet.

the west dinghy area. The first group of six was shuttled over and met by

the watchmen. David and Paul provided a warm greeting to the island.

The natural beauty of this spot was immediately apparent assisted and by the day's blue sky. As we walked up the path marked by white shells, David gave us an orientation on the history of the island to the Haida people. He even showed us the spot where he sits and views the mountains off in the distance while having his morning coffee. The view was breathtaking. We learned the Haida viewed this as a mystical place. They did not fully understand the steam and the hot water bubbling up to the surface and they thought it might be land associated with the gods.

We passed the first of the three bathing pools on the way to the showers. David pointed out that they had just cleaned one of the pools and the temperature, at about 120 degrees, was very hot and probably too hot. The next pool was the Cliff Side pool with a moderate temperature of about 100 degrees. The third pool, close to the shower house, was at a temperature somewhere in between. The water in all of the pools was fresh water, high in mineral content, but

Gwaii Haanas Orientation and Making a Reservation

Visiting the Gwaii Haanas National Park Reserve and the Haida Heritage Site is a special experience and requires advance preparation. You can make a reservation to visit the protected areas starting April 1 by calling 877-559-8818. Be prepared to indicate your dates for cruising in the Reserve and Protected Areas. July and the first half of August are the

busiest months.

Next, determine when you and your crew will attend an orientation. Many attend in Skidegate before entering Gwaii Haanas. Some would like to cruise to Gwaii Haanas directly and bypass traveling to Queen Charlotte City and Skidegate. Parks Canada is now offering spring orientation sessions in Vancouver, Victoria and Seattle. At

press time the sessions and locations were just being scheduled. For more information, check the Parks Canada web site area for Gwaii Haanas and the Orientation sessions.

You can pay your fees and register in advance. With enough time the Parks Canada office will send your permits by mail. The Watchman at the protected sites may ask to see your permits and Parks Canada rangers sometimes check visiting boats to make sure they have the proper paperwork and have paid their fees.

If you have prepaid and been through the orientation (once every three years), you can enter the protected areas directly from the mainland, or from Cape Scott on the north end of Vancouver Island, an open-water passage of 120 miles.

Note - you only need to pay for the days in the Protected Areas a fee of about \$20 per day, per person. For many trips this may only be 3-5 days. All fees are used for the programs and preservation of the Reserve.

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without the sulfur smell. The watchmen requested that we all shower to wash off any body oils or lotions. The shower buildings were clean and fed by pipes mixing the hot water with fresh water to just the perfect temperature.

Most of us proceeded to the moderate temperature Cliffside Pool, with its perfect view of the anchored boats below. Under sunny skies, with the mountains of Moresby Island on the western horizon, the view was perfect. Everyone shared that "can you believe this . . ." comment to each other.

After a delightful one hour soak, we headed back to our boats feeling very relaxed. Soon we were underway to our evening anchorage in Marshall Inlet. There are many inlets with suitable anchorage along this shoreline. To preserve the remote experience, the Reserve has a rule that you are not allowed to anchor in a cove or inlet with another boat or group in sight. There are so many anchorage possibilities this was not a problem. We rarely encountered another boat in Gwaii Hannas.

There was one notable exception. As we were leaving Hot Springs Island, a Canadian Navy warship in the area called in to say that 40 members of its crew would be visiting the island in groups of 12 after our departure. As we left, we could just see the top of the large naval vessel anchored on the north side of the island. It was quite a contrast to the other boats in the area. I am sure it was a great break for the crew as it was for us. *nwr*

Next Month - Cruising to the Mystical Islands of Haida Gwaii - Part II. The exploration continues on to S'Gang Gwaay Llnaagay, the historic UNESCO World Heritage Site on Anthony Island where we explore the ruins of a Haida village and view the remains of its tottem poles and long houses.



Mark Bunzel is the Editor/Publisher of the 2012 Waggner Cruising Guide. In addition, he is the Publisher at Fine Edge Nautical Publishing, Mark holds a USCG Masters License in Power and Sail and is the Co-Author of *Cruising the Virgin Islands*. See more at WaggnerGuide.com

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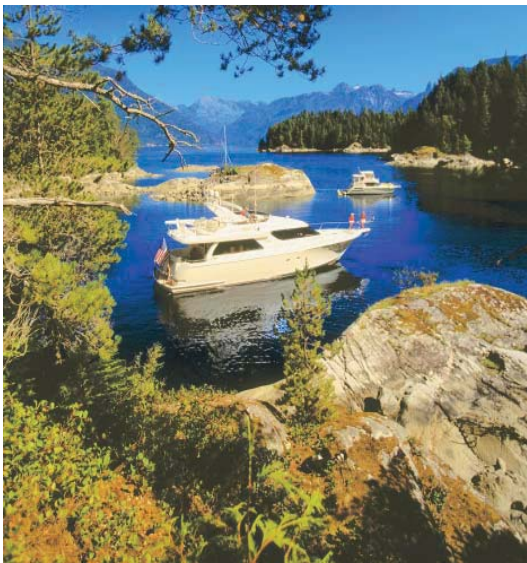
Marine Parks of Washington and British Columbia

Aahhh! It's that time of year again, the time when liquid sunshine gives way to real sunshine, when bows sniff the wind and hulls creak and shimmy as they try to loose the bonds that hold them to the dock, when chairbound boaters spew out inane metaphors to get the story finished so they can head out for (big drum roll) Cruising Season! And there's no better way to start off your cruising season than by taking advantage of one of the dozens of public marine parks and recreation areas that grace our Northwest waters. No matter what your style, there's one for you - from bustling, something-for-everyone sites to remote havens where there's nothing but you and nature.

To help you discover the variety of facilities just waiting for your visit, we hereby present our eighth annual *Northwest Yachting Guide* to Marine Parks in Washington and British Columbia. The parks listed herein all share four characteristics: they're on salt water, they have mooring buoys and/or floats or safe anchorage, they all allow overnight stays on water and they're all government-operated.

What does that last criterion have to do with anything? Well, it means we - all us citizen boaters - own these parks and we pay for their upkeep. So it makes sense that they should take care to use them in a way that protects our investment. The folks who run the Washington parks for us have a few simple but mandatory rules for park use:

Moorage is limited to 72 hours unless otherwise posted. No overnight moorage in marked loading/unloading zones. All moorage on a first come/first served basis. Tying up your dinghy to "reserve" dock space or a buoy for your friends is



Prideaux Haven Bay, Desolation Sound, Canada - Neil Rabinowitz photo

not allowed. Maintain a "no-wake" speed in all harbors and moorage areas. No overboard discharge of human waste or bilge water. Boaters must self-register and pay moorage fees where posted. Pets must be on a leash, they're not allowed on swimming beaches and, if they "do it" in the park, you have to clean it up.

Add to those rules some common sense: Don't litter. Pack your garbage out (there is absolutely no garbage disposal at many of the San Juan Islands parks, so don't be surprised if you can't find any). Be sparing when using the park's water. Island wells can dry up pretty fast. Read the posted signs; you just

may learn something. Pay attention to signs or markers indicating private property. And remember that "wild" animals are just that - wild; keep your distance and you'll keep your self intact.

If you're going to be making a lot of use of our marine parks, you may want to invest in an annual moorage permit. Moorage fees are charged year-round for docks and buoys at five state marine parks and May 1 through September 30 at a number of others (check the individual listings in our guide to see if there's a fee at the park of your choice). Annual permits are \$3.50 per foot with a minimum of

\$50. A \$10 fee is charged at designated buoys. For a permit application, call (360)-902-8844. And, this year, it will cost \$5 to use park boat launch ramps. You may also purchase an annual permit for \$50. Use of the boat launch ramps are free if they are part of a campground where you have paid to stay. British Columbia parks have similar rules, plus a few others:

All wildlife in B.C. parks is protected. All animals are potentially dangerous, especially bears. Black bears may be encountered at any time. While the risk of bear attack is very low, bears are extremely powerful animals that can cause injury or death. Be Careful.

While Canada does not have the same holding tank regulations as the U.S. does, there is a prohibition about dumping in an anchorage. Note also that some parks have recycling bins - sort your garbage before depositing it.

Rafting of vessels from a mooring buoy is not permitted regardless of boat size or weather conditions. In other words, only one boat to a buoy.

Fresh water is difficult to obtain at times. Marine park installations are usually some distance from anchorages. Your best bet is to be sure to fill up on water at marinas and fueling stations along the way.

On-shore camping is permitted in marine parks where no facilities are provided. Be sure however to take your own drinking water and pack out all garbage. Open fires may not be permitted. And don't cut down any trees!

Please keep sound generating equipment to a minimum. Do not operate such equipment during quiet hours from 11 p.m. to 7 a.m.

PARKS

Please respect private property within and adjacent to public parks including Indian reservations and Native traditional-use areas. It is a strict no-no to disturb archaeological sites.

As for fees, only a few of British Columbia's provincial parks charge any fees.

Our Washington State guide is divided into two sections, with each listing numbered to correspond with the accompanying map: Puget Sound from South Sound to Whidbey Island to Sequim Bay and Hood Canal (map on page 44) and the San Juan Islands, including the Anacortes and Bellingham gateway areas (map on page 47).

Unless otherwise noted, drinking water is available at all parks, as are picnic tables and fireplaces or fire rings. All parks listed allow overnight stays on their buoys or floats.

The taking of fish or shellfish for food use is permitted at all Washington parks in season and with the appropriate licenses (which now include everything from seaweed to crabs) - and, in the case of shellfish, with the appropriate caution for areas where shellfishing may be banned because of the danger of paralytic shellfish poisoning ("Red Tide"). Watch for closure signs or call the Marine Biotoxin Bulletin: (800) 562-5632 or www.doh.wa.gov/ehp/st/biotoxin.htm. Check out the Department of Fisheries' pamphlet, available at most sporting goods stores, for the full rules and regulations. Washington State Parks Website: www.parks.wa.gov. For San Juan Marine Parks call 360-376-2073.

In our directory of British Columbia Marine Parks numbers refer to their location on the charts on pages 48 and 55. Unless noted, all parks have all weather anchorages and on-shore toilets. Mooring buoys and drinking water availability are noted.

For further information on British Columbia Marine Parks call the Parks Canada Information Line at 1-888-773-8888. You can also go to the B.C. Ministry of Environment, Lands and Parks website at www.bcparks.ca, or www.pac-dfmpo.gc.ca. nwy

Directory of Washington State Parks begins on page 68

Directory of British Columbia Parks begins on page 72



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NORTHWEST YACHTING REPORT

DIRECTORY OF WASHINGTON STATE MARINE PARKS

Puget Sound and Hood Canal

Tolmie State Park (1), on the south side of Nisqually Reach, adjacent to Sandy Point. 5 buoys. Restrooms, swimming/clamming beach, hiking trails. Good scuba diving at the artificial reef about 500 yards offshore. Day use only.

Hope Island Marine State Park (2), between Steamboat Island and the southwest end of Squaxin Island (where Pickering Passage and Totten and Hammersley Inlets meet). 5 buoys. About a mile of walking trail, two vault toilets and no camping and water trail sites (a State Parks volunteer lives in the island's sole cabin). Day use only, no water, no fires allowed. Good clamming and fishing area.

McMicken Island State Park (3), Case Inlet east of Hartstene Island. 5 buoys; good holding bottom on west side of the island. Two pit toilets, no water, fairly wild hiking trail. Shallow beach (wading, swimming, low tide exploration, clamming). Good area

for birdwatching; lots of harbor seals. On shore, watch out for poison oak!

Jarrell Cove State Park (4), on the northwest side of Hartstene Island. 14 buoys, 682 feet of dock/float space; excellent shelter in bad weather. Year-round moorage fee. Restrooms, showers, pumpout and Porta-Potty dump, trails. Jarrell's Cove Marina, across the cove, has a store and fuel. Note: the small float on the park's northwest side goes aground at low tides.

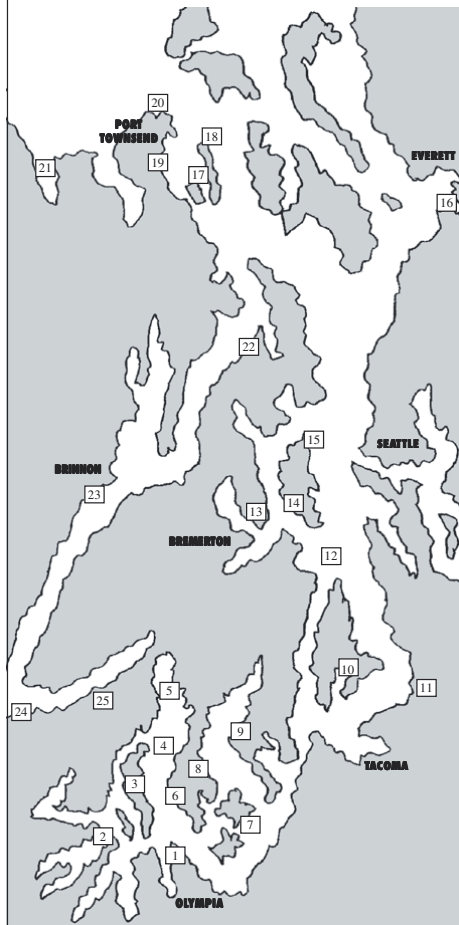
Stretch Point State Park (5), on the northeast end of Stretch Island (east of Grapeview on Case Inlet). 5 buoys; limited anchorage in the cove on the southwest side of the island. No water, no toilets. Clams at park. Oysters and mussels on the DNR beach at the southeast end of the island, but don't trespass on adjacent private tidelands and beaches.

Robert F. Kennedy Education and Recreation Area (6), just west of Whitman Cove, southeast end of Case Inlet. New 500-foot dock (available only from May to late September). Pit toilets. Private beach adjoins the park on both sides.

Engle Island State Park (7), between McNell and Anderson Islands on Balch Passage. 3 buoys. No facilities, no camping or fires on the island. Nice sand beach (watch out for poison oak inland). No eagles here (it was named for a member of the Wilkes Expedition) but lots of seals.

Penrose Point State Park (8), on Mayo Cove, Carr Inlet. Eight buoys, 304 feet of dock moorage. Porta-Potty dump, restrooms (Summer only), showers (Summer only). More than two miles of beaches, nature trail with interpretative signs; hiking trails.

Puget Sound/Hood Canal



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MARINE PARKS

Kopachuck State Park (9), Cuts Island sits off the mainland portion of the park on the southeast side of Carr Inlet. 13 buoys. Restrooms at Kopachuck, water and picnic sites at Kopachuck only. Walking trails and beautiful views in both places. No onshore camping at Cuts Island. Biggest attraction is the underwater artificial reef that lies between the two.

Dockton County Park (10), on the northwest side of Maury Island in Quartermaster Harbor. Float space for 60-70 boats. Moorage fee is charged nightly; three-night stay limit. Restrooms, showers, swimming beach. Operated by King County Parks Department. (206) 296-2956.

Saltwater State Park (11), on East Passage south of Des Moines. 3 buoys. Restrooms, swimming beach, hiking trails. Camping at inland sites only (fee). Artificial diving reef about 150 yards offshore. Very busy park used by lots of landlubbers.

Blake Island Marine State Park (12), west of Seattle at the north end of Colvos Passage. 21 buoys on all sides of the island; 1,500 feet of mooring space on floats (rafting allowed). Year-round moorage fee. Restrooms, showers, pumpout station and Porta-Potty dump, swimming and clamming beaches, walking and nature trails, artificial reef on the southwest side (watch out for strong tidal currents). From mid-January through November, Indian salmon dinner and dance program offered at Tillicum Village (make reservations at the longhouse at (206) 933-8600).

Ilahoes State Park (13), on the Port Orchard Channel at the north edge of Bremerton. 5 buoys; 356 feet of float moorage. Restrooms, showers, Porta-Potty dump (all in the upland area of the park up a steep switchback trail), hiking trails.

Fort Ward State Park (14), on Rich Passage on the southwest side of Bainbridge Island. One boat ramp (area subject to strong tidal currents). Pit toilets, hiking trail, underwater park (not for novices), birding blinds on the beach (big area for cormorants).

Fay Bainbridge State Park (15), on the northeast shore of Bainbridge Island. 2 buoys (wind and wave action can make an overnight stay uncomfortable). Restrooms, showers, sports area. Park is heavily used by island residents.

Everett Marine Park (16), on the Snohomish River north of the Port of Everett Marina. Open all year with picnic with picnic tables, barbecue pits, and a crabbing/fishing pier. 13-lane boat launch ramp with boarding floats, plus 700 feet of guest moorage, restroom, pumpout and portapotty dump; but no electricity, and no showers. An attendant is on duty summer and fall. PORT OF EVERETT 425-259-6001.

Mystery Bay State Park (17), on Marrowstone Island halfway down Killis Harbor. (Follow the channel markers carefully; there's only five feet of water at mean low water.) 7 buoys, 683 feet of float moorage, protected anchorage. Year-round moorage fee. Pumpout and Porta-Potty dump, pit toilets, water seasonally (April through September) at head of pier, shore facilities are limited to day use only. Good birdwatching.

Port Flagger State Park (18), on Marrowstone Island near the mouth of Killis Harbor (see map above). 4 buoys, 244 feet of float moorage, some anchoring space. Sea-

sonal: floats are pulled from end of October until the end of April. Porta-Potty dump, restrooms, showers, nature and hiking trails, limited groceries, snack bar, underwater park off the fishing pier.

Old Fort Townsend State Park (19), on Port Townsend Bay four miles south of Port Townsend. 3 buoys. Restrooms, hiking and nature trails and self-guided historical tour -- all located up a steep service road to the park's uplands.

Fort Worden State Park (20), on Admiralty Inlet between Port Townsend and Point Wilson. 8 buoys, 128 feet of float space. Moorage fee year-round. Restrooms, showers, laundry, snack bar, pay phones, hiking

trails, sports areas, underwater park. Walk to marine science center, museums and a self-guided historic buildings tour.

Sequim Bay State Park (21), on the western shore of Sequim Bay. 6 buoys, 424 feet of float moorage (dock area can be shallow at low tide). Restrooms, showers, hiking trails, sports areas.

Kitsap Memorial State Park (22), on the east side of Hood Canal, southwest of the bridge. 2 buoys. Restrooms, showers, sports area. Heavily used by the locals.

Pleasant Harbor State Park (23), just inside the mouth of Pleasant Harbor. 218 feet of dock/float space. The dock and about 100

feet of beach comprise the entire park. Don't stray into the adjacent private marina moorage area. One vault toilet and picnic sites; fishing and crabbing.

Potlatch State Park (24), at the southern-most part of Hood Canal. 5 buoys. Restrooms, showers, swimming beach. Lots of seals and birds. Named for the Indian ceremonies held here long ago.

Twanoh State Park (25), near the "fishhook barb" at the south end of Hood Canal. 7 buoys, 192 feet of float moorage (be cautious at low tide). Restrooms, showers, pumpout and Porta-Potty dump, swimming beach, sports area, hiking trails. Full use in summer; onshore facilities are day use only in winter.

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NORTHWEST YACHTING REPORT

San Juans and Vicinity

Skagit and Hope Islands (26), between Fidalgo and Whidbey Islands at the transition of Skagit Bay into Deception Pass. 2 buoys at Skagit Island, 4 buoys at Hope Island. Pit toilets. No water. Crabbing, clamming. Avoid rocks on east side of Skagit Island.

Deception Pass (Cornet Bay) State Park (27), on Coronet Bay east of the Pass. About 1,100 feet of float moorage space, 11 buoys. Moorage fee year-round. Restrooms, Porta-Potty dump. To avoid the shoal on the west side, keep the small island to starboard as you enter the bay.

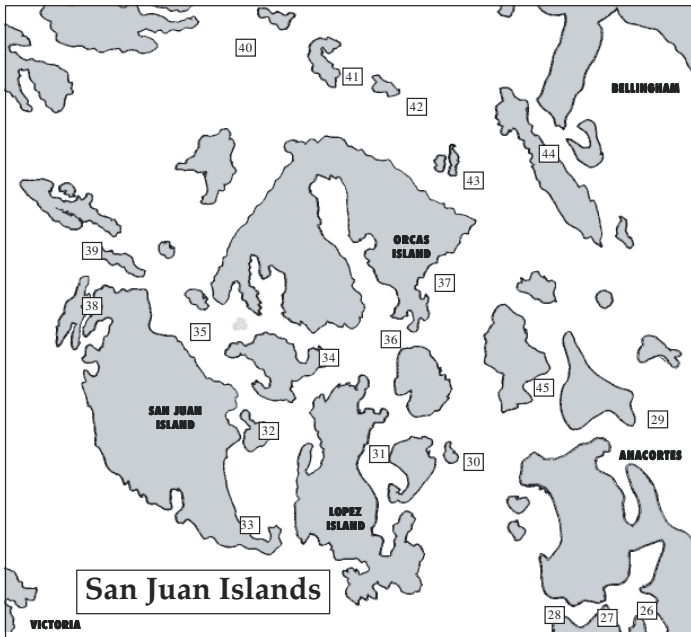
Deception Pass (Bowman Bay/Sharpe Cove) State Park (28), west of the Pass on the southwest end of Fidalgo Island. 5 buoys in the Bay, 125 feet of float moorage in the Cove; best protected anchorage is in the cove. Restrooms, showers, (all on the uplands between Bowman and Rosario Bays). Watch the rocks at the Bay entrance; stick to the southeast side to enter.

Saddlebag Island State Park (29), two nautical miles northeast of Anacortes. Anchorage only (best, deepest water is in the cove on the north side). One vault toilet. No water. Lots of fish, crabs and sea birds feed in the area, hiking trail.

James Island State Park (30), on the west side of Rosario Strait, southeast of Thatcher Pass. 5 buoys, 80 feet of float moorage (on the west side, which is more sheltered). Pit toilets. No water. Stay on marked trails.

Spencer Spit State Park (31), on the northeast end of Lopez Island. 16 buoys, plus plenty of anchorage. Restrooms (uphill in the camping area), pit toilets (near the beach), beach fire rings, walking/hiking trails. Sandspit encloses a saltwater lagoon with plenty of opportunity for critter-watching.

Turn Island (32) (both a part of the San Juan



Islands National Wildlife Refuge and a marine state park), southeast of Friday Harbor. 3 buoys on the west side of the island (only moderately sheltered). Pit toilets, walking trails (no pets on trails). No water.

Griffin Bay Campground (33), at the western end of San Juan Island about half a nautical mile south of Low Point. 2 buoys (may be in water too shallow for deep-keel boats). Check charts for submerged rocks and pilings. Pro-

hibited anchoring grounds in nearby Fish Creek (but shorelands there are all private). Pit toilets. Owned by DNR; (360) 856-3500.

Blind Island State Park (34), at the entrance



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to Blind Bay on the north side of Shaw Island. 4 buoys; more protected anchorage further into the bay. Pay careful attention to channel and rock markers. Pit toilets. No water.

Jones Island State Park (35), a mile off the southwest tip of Orcas Island. 7 buoys and a 256-foot float. Pit toilets, primitive camping. Good diving area.

Obstruction Pass Campground (36), at the south end of East Sound (the water, not the town), Orcas Island. 2 buoys and nice gravel bottom for anchoring. Pit toilets, easy trails to the top of the cliff. No water. Operated by DNR. (360) 856-3500.

Doe Island Marine State Park (37), off the southeast side of Orcas Island. About 60 feet of float moorage. Pit toilets, hiking trail. No water.

Posey Island Marine State Park (38), just outside Roche Harbor. Anchoring only (nearshore waters are very shallow; watch out for the reefs to the north and east too). Pit toilet. No water. Worth the effort; wonderful spot for savoring the sunset.

Stuart Island State Park (39) (Reid and Prevost Harbors), 7 buoys and 256 feet of float moorage in Prevost Harbor; 15 buoys and 621 feet of float space in Reid; good anchorage in both. Check your charts before entering either harbor's tricky entrances. Pumpout and Porta-Potty dump at Reid Harbor, pit toilets, lots of walking/hiking paths, roads and trails (but don't stray onto private property), good area for crabs, shell-

fish. Don't miss Turn Point and the old lighthouse at the western tip of the island. Drinking water from mid-May through September.

Patos Island Marine State Park (40), the northernmost of the San Juans. 2 buoys at Active Cove (the only protected part of the island) and room for a couple of boats to anchor. Pit toilets, walking trails. No water.

Sucia Island Marine State Park (41), about two nautical miles north of Orcas Island. Buoys at Fossil Bay (16), Echo Bay (14), Shallow Bay (8), Snoring Bay (two) and Ewing and Fox Coves (4 each); 640 feet of float moorage in Fossil Bay, plus anchoring space. Pit toilets, swimming/wading

beaches, lots of walking trails, clams, crabs, underwater park off of Ewing Cove. A very popular place.

Matias Island Marine State Park and Wildlife Refuge (42), a title over two nautical miles northeast of Orcas Island. 2 buoys and 120 feet of float moorage space (removed in winter). Camping limited to the west end of the island Vault toilets, trails. No water.

Clark Island Marine State Park (43), about two miles east of the northeast side of Orcas Island. 9 buoys on either side of the south end. Pit toilets, trails. No water, no camping nor fires on the west beach.

Lummi Island Recreation Site (44), on the

southeast end of Lummi Island. Just 1 buoy in the unnamed cove southwest of Reid Harbor; some anchorage in the harbor itself. Pit toilets, hiking trail. No water. Operated by DNR; (360) 856-3500.

Cypress Head Recreation Site and Pelican Beach (45), at the south and north ends of the east side of Cypress Island (northwest of Anacortes) respectively. 5 mooring buoys at Cypress Head and 4 at Pelican Beach. Pit toilets, rough trails at both sites. Only publicly accessible sites on the island, which is home to an astounding variety of birds and a lot of mammals. Respect the boundary fences; a good part of the island is private. Operated by DNR; (360) 856-3500.

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NORTHWEST YACHTING REPORT

DIRECTORY OF BRITISH COLUMBIA MARINE PARKS

Lower Mainland - Sunshine Coast/ Indian Arm

1) Buccaneer Bay - a broad, sandy beach at the southern tip of North Thormanby island at the south end of Malaspina Strait. Enter from Thormanby Channel. Limited onshore development. No all weather anchorages.

2) Copeland Islands - a chain of small islands, islets and rocks at the northern end of the Strait of Georgia, northwest of Lund and southwest of Bliss Landing. Small boats may be launched at Lund for the short trip to the park. Limited onshore development. Restricted anchorage.

3) Desolation Sound - a diverse area at the confluence of Malaspina Inlet and Homfray Channel with more than 60 kilometers of shoreline, several offshore islands and a gradually rising upland that contains a number of lakes, waterways and waterfalls. Urwin Lake is the largest body of fresh water, set-back from the park to the north, east and south are snowcapped peaks of the Coast Mountains that soar to heights of more than 2,400 meters. The waters of the park and surrounding area team with sea life and are amongst the warmest along the coast, making them very popular for swimming and scuba diving. There is private property adjacent to the park. Please respect it. There are several safe anchorages including:

Prideaux Haven - an island-dotted bay

near the northeast boundary of the park. Enter from Homfray Channel to the east of Eveleigh Island. Keep reef in center channel to port.

Tenedos Bay - Bold Head shelters this bay that lies about midway along the north side of the park. Enter from Homfray Channel south of Mink Island or between Mink Island and Otter Island. Anchorage behind the island on the north side of the bay is the most secure, although the cove at the mouth of the creek is often used. Caution must be exercised setting anchor. Urwin Lake is just a short distance inland. Onshore toilet and information facilities.

Grance Harbour - on the southwest side of Gifford Peninsula. Enter from Malaspina Inlet. Best anchorage is at the head of the harbor. Onshore toilet and information facilities.

4) Garden Bay - on the north shore of Pender Harbour. Enter Pender Harbour from Malaspina Strait. Fronted by some 200 meters of shoreline of Garden Bay, the park upland includes Mount Daniel, known as *Kwiss Cham* by the local Sechelt native people and is of great ceremonial and ritual significance. The summit of the mountain and a cemetery on the waterfront are protected archaeological sites. Open anchorage. Dinghy float. Limited onshore development. A number of marinas, resorts, stores, repair facilities and fuel suppliers are located around Pender Harbour. Paved road access from Highway 101. Onshore toilets.

5) Halkett Bay - on the east side of Gambier Island in Howe Sound near the south end of Ramillies Channel. Enter from the eastern end of Collingwood Channel. Sheltered site,

dinghy float, onshore toilets and information facilities.

6) Harmony Islands - on the east side of Hotham Sound north of Granville Bay. Enter from Jervis Inlet. The park is the southern-most of a group of four islands. Sheltered anchorages, scenic upland and no development.

7) Indian Arm - the park is on the east side of Indian Arm of Burrard Inlet and consists of Raccoon Island and Twin Islands which are about a kilometer apart. These low-lying islands support a forest of Douglas-fir, hemlock and cedar broken by rock out-croppings. Twin Islands are joined by an isthmus that dries at low tide. Shoals extend from each of the islands. There are several small beaches on Twin Islands. Adjacent waters are popular with scuba divers. The park is primarily the destination of small boat operators. Small boat float, pit toilets and wilderness camping facilities on Twin Islands. No facilities on Raccoon Island.

8) Musket Island - a small island in Blind Bay just off the south shore of Hardy Island, northwest of Fox Island. Anchor with care. Enter Blind Bay from the west from Malaspina Strait near the entrance to Jervis Inlet or from the north from Jervis Inlet through Telescope Passage. Undeveloped. No all weather anchorages.

9) Plumper Cove - a snug anchorage, protected from most winds, on the northwest side of Keats Island where Howe Sound and the Strait of Georgia meet. Enter from Shoal Channel through passage between Observatory Point and northern Shelter Islet. Floats

and anchorage. Pebbly beaches front a forested upland with open campsites. Walking trail circles the park and leads to Observatory Point where there are sweeping views of Howe Sound, Shoal Channel and their mountainous backdrops. Accessible by passenger ferry from Langdale to Keats Landing and 2 km hiking trail. Eight mooring buoys.

10) Porteau Cove - nestled against the imposing ramparts of the Coast Mountains on the east shore of Howe Sound between Horehob Bay and Britannia Beach. Extensive beach area, vehicle and walk-in campsites, boat launching ramp and four mooring buoys. Of particular interest to scuba divers are the sunken ships and man-made reefs and the specially equipped change-house. Vehicle access from Highway 99.

11) Princess Louisa - at the head of Princess Louisa Inlet, a sheer-walled fjord with sides rising to elevations of 1,500 meters and more, interspersed with numerous cascades and waterfalls. Descriptive words cannot do justice to the scenic wonder of this stretch of water. Enter Jervis Inlet from Malaspina Strait directly or through Agamemnon Channel. Entrance to Princess Louisa Inlet through Malibu Rapids is subject to strong tidal currents. Park includes picturesque Chatterbox Falls and MacDonald Island. Floats secure anchorage mooring buoys, campsites and toilets. Walking trails to various features including Chatterbox Falls. Four Mooring Buoys. Extreme caution must be exercised near the falls.

12) Roscoe Bay - on the east side of West Redonda Island just north of Marylebone Point near the junction of Waddington Chan-



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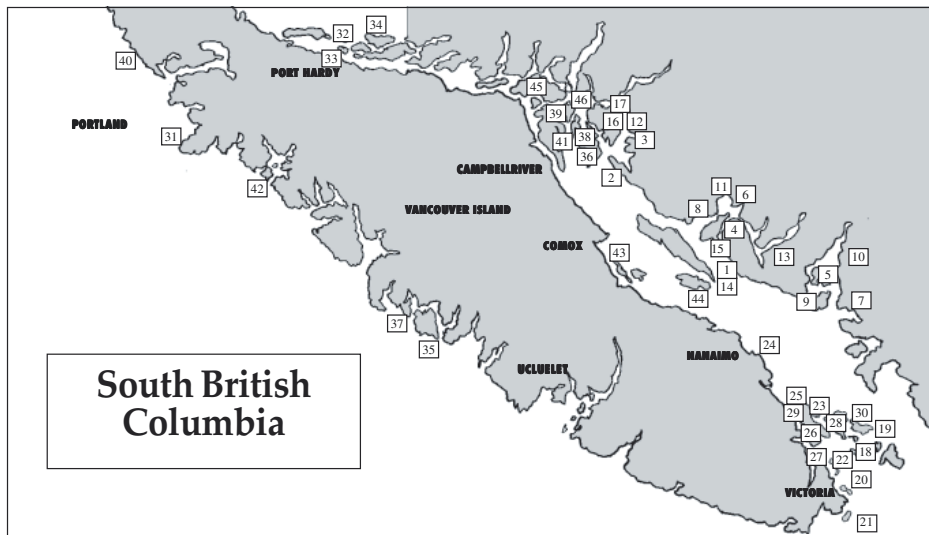
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MARINE PARKS



nel and Desolation Sound. Enter from Waddington Channel. Drying shoal across entrance. Caution advised. Toilets and camping facilities ashore. Hiking trail to Black Lake.

13) Sechart Inlets - eight sites on the sheltered waters east of the Sechart Peninsula: *Tzoonie Narrows*, midway along the north shore of Narrows Inlet; *Kumechin Point*, on the north side of Salmon Inlet; *Thornhill Creek*, on the south shore of Almon Inlet at the mouth of Thornhill Creek; *Nine Mile Point*, on the east side of Sechart Inlet just south of the entrance to Salmon Inlet; *Tuwanek*, on the east side of Sechart Inlet about midway between the entrance to salmon Inlet and the head of Sechart Inlet; *Piper Point*, on the west side of Sechart Inlet about midway between the entrance to Salmon Inlet and the head of Sechart Inlet; *Skaikos Point*, on the west side of Sechart Inlet just south of the entrance to Salmon Inlet; and *Halfway*, on the west side of Sechart Inlet almost opposite Nine Mile Point. Small boat launching facilities at various locations on Sechart Inlet. Limited onshore development at some of the sites. Skookumchuck Narrows can attain rates of 10 to 14 knots at spring tides with as much as five meters over-fall. The tides must be known before venturing into the Narrows. Reference to the appropriate tides tables is essential. High or low slack tides is the recommended time to pass through the Narrows.

14) Simson - a beautiful area comprising most of South Thormanby Island. The island is in the Gulf of Georgia on the west side of Welcome Passage about three nautical miles southwest of the community of Halfmoon Bay on the Sunshine Coast. Forested upland, pebbly beaches and impressive headlands. Spigglass Hill in the northeast part of the park is a dominant landmark. Undeveloped.

15) Smuggler Cove - a small, scenic all-

weather protected anchorage on the south side of the Sechart Peninsula near Secret Cove. Enter from Welcome Passage, keeping close to Isle Capri. Reefs extend a considerable distance from the southerly side of the channel. Entering inner bay requires caution to avoid the reef projecting from France Islet. Forestry beaches. Frenchman's Cove, a shallow inlet at the southeast corner of the park, is entered from Halfmoon Bay. Camping facilities and toilets. Vehicle access from Highway 101. Trail connects parking lot with cove.

16) Teakerne Arm - at the head of Teakerne Arm on the west side of West Redonda Island. Enter from Lewis Channel. Anchorage near falls. Undeveloped except for dinghy float.

17) Walsh Cove - on the east side of West Redonda Island facing Waddington Channel at Butler Point. Enter from Waddington Channel from the south to the west of Gorges Island. Ancient pictographs and interesting features of this undeveloped park. Good anchorage. Take a dinghy and explore Gorges Island.

South Vancouver Island and South Gulf Islands

18) Beaumont - in Bedwell Harbour on the west side of South Pender Island. Enter from Swanson Channel from the south or from Plumper Sound and Port Baring through Pender Canal from the north. Good mooring and anchorage, fifteen mooring buoys. Walking trails lead to points of interest. Hand pump for water. Camping and picnicking facilities, toilets, swimming, restored hotel, marina, store, post office, fuel and Canada Customs (summer only) at Bedwell Harbour Village.

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NORTHWEST YACHTING REPORT

19) Cabbage Island - off the northeast coast of Tumbo Island, east of Saturna Island. Enter from Strait of Georgia and Tumbo Channel through Reef Harbour. Approach with caution. Anchorage with mooring buoys on south side of island for short stays or overnighting. The anchorage is exposed to easterly and westerly winds. Sandy beach for sunbathing or swimming, camping and picnicking facilities, toilets.

20) D'Arcy Island - a small island in Haro Strait on the south side of Hughes Passage south of James Island. Numerous reefs and shoals in the vicinity. Approach with caution. Enter from the west to the south of lighthouse. No sheltered anchorages. Wil-

dermess camping facilities. Otherwise undeveloped. No open fires. Three mooring buoys. *Little D'Arcy Island to the east is private property. Please respect it and refrain from landing there.*

21) Discovery Island - at the south end of Haro Strait at its junction with the Strait of Juan de Fuca, two nautical miles east of Victoria. Once the home of its donor, the late Captain E.G. Beaumont. Lighthouse at Seabird Point. Enter from Plumper Passage or Hecate Passage from the west or into Rudin Bay from the south. No sheltered anchorages. Underdeveloped except for walking trails. No open fires. No all-weather anchorages. *The northern portion of Discovery Island,*

adjacent Chatham Island and some of the smaller islands nearby are Indian Reserve lands. Please respect these areas.

22) Isle-de-Lis - Rum Island at the east end of Gooch Island where Prevost Passage meets Haro Strait is the park. A small natural area with a pleasant walking trail, toilets and beaches. No other development. No open fires. No all weather anchorages.

23) Montague Harbour - on the west side of Galiano Island. Enter from Trincomali Channel from the south through the passage between Phillimore Point and Julia Island or from the north between Parker Island and Galiano Island. Gray/Peninsula, a fairly heavily

forested promontory, is connected to Galiano Island and the main park area by a narrow neck of land. Sandy beaches in Montague Harbour itself and on the north side of Gray Peninsula are pleasant for sunbathing and swimming. Protected anchorage. Wharf, dinghy floats and 26 mooring buoys. Tent and vehicle camping, picnic ground and boat launching ramps, trails to some of the scenic areas, fuel, store, supplies and some repairs at nearby marina. British Columbia Ferries provides service to Studley Bay from Swartz Bay on Vancouver Island, from Ganges (Long Harbour) on Saltspring Island, from Mayne, North Pender and Saturna Islands and from Tsawwassen, south of Vancouver. Marine Park, no open fires.

24) Newcastle Island - an island in Nanaimo Harbour with historic links to the Salish people who inhabited the area long before the first Europeans arrived. From 1853 until 1887 coal was mined from the island and sandstone was quarried from 1869 until 1932. A Japanese saltery and boatyard operated near Shaft Point between 1910 and 1941. Canadian Pacific Steamships Limited opened a resort on the island in 1931 that was a destination for the company's cruise ships that sailed out of Vancouver. The Pavilion from this area has been restored. It now houses a dance floor and a restaurant/snack bar and is the site of social events that recall the resort's heyday. There are several bays, beaches and playing fields and more than 20 kilometers of walking trails and 200 meters of mooring floats. A passenger ferry operates between the island and Nanaimo during the summer. Supplies and services available in Nanaimo and vicinity.

25) Pirates Cove - at the southeast tip of De Courcy Island. Enter from Pylades Channel. Keep clear of kelp-covered reef extending towards the point at entrance to the channel leading to the cove. The best course is just east of center channel. At low tide this channel must be negotiated with care. *Dock to starboard upon entry is private.* Care should be exercised in setting anchor. Dinghy floats, walking trail to beach area on Ruxton Passage. Camping, picnicking, drinking water, toilets. Additional anchorage at nearby Whaleboat Island Provincial Marine Park.

26) - Portland Island, between Satellite Channel and Prevost Passage, southeast of Saltspring Island, is the park. There are sandy beaches on the northwest and southwest shores and fair weather anchorages at Royal Cove and Princess Bay. The island should be approached with caution since there are numerous shoals and reefs around it. Camping and picnicking facilities, toilets, water. Trails cross and circle the island. Off the southwest shore of the island is the sunken 56 meter coastal freighter, for scuba divers. The vessel lies in 56 meters of water at high tide and is marked with bow and stern buoys. No all weather anchorages. *The small islands around the park are private property and should be respected.*

27) Sidney Spit - at the northern tip of Sidney Island between Miners Channel and Sidney Channel. Enter from Sidney Channel. Sheltered anchorage. Thousands of meters of beach for swimming, sunbathing and beachcombing. Open upland with stands of Douglas fir and arbutus. Seasonal landing floats for small craft. Camping and picnicking facilities including some for groups. Water, toilets, play areas and walking trails. Passenger ferry service from Sidney in summer. No all weather anchorages. 35 mooring buoys.

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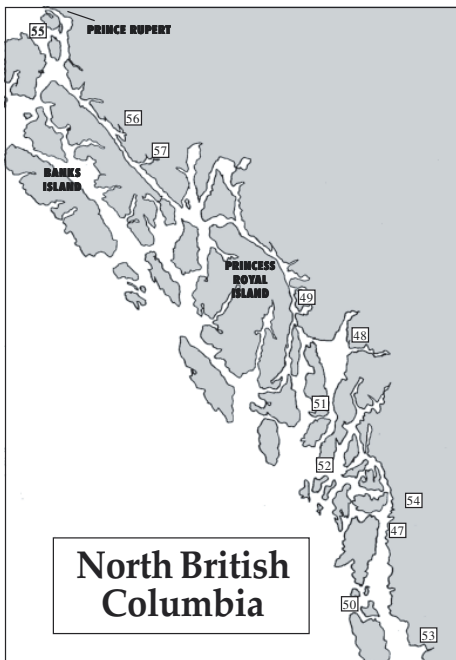
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MARINE PARKS



28) Wallace Island - a low-lying island in Trincomali Channel between Galiano Island and the northern tip of Saltspring Island. Enter from Houstoun Channel to sheltered anchorages at Princess Cove and Conover Cove. Approach with caution due to numerous reefs and shoals. The entrance to Conover Cove is shallow at low tide. Care must be exercised to avoid grounding. Dock at Conover Cove. Camping and picnicking facilities. Toilets, walking trails runs length of island. Drinking water. Fires prohibited. *There are two private properties on the island. Please respect them.*

29) Whaleboat Island - a small rocky island at the south end of Ruxton Island and north of Whaleboat Passage, the waterway that connects Pylades Channel with Stuart Channel and separates Ruxton and Pylades Islands. Limited anchorage. An alternative to nearby Pirates Cove Provincial Marine Park. Undeveloped. No all weather anchorages.

30) Winter Cove - at the northern tip of Saturna Island at Winter Point. Broad sand and mud beaches are backed by forested upland with numerous open areas. Normally entered from Plumper Sound and Navy Channel from the west and southwest. Entry can be made from the Strait of Georgia to the northeast through Boat Passage which separates Samuel Island and Saturna Island but care must be exercised in the passage where currents can run to seven knots. Mike's Reef can pose a hazard on the way in from Plumper Sound. Anchorage is sheltered except from

northwest winds. There is only about two meters of water at low tide. Picnicking, drinking water, toilets, walking trails and boat launch for small boats only. Accessible by ferry from Swartz Bay on Vancouver Island and from nearby islands. No camping or overnight stays.

Northern Vancouver Island, Mainland Coast and Northern Gulf Islands

31) Brooks Peninsula RA - Brooks Peninsula is a finger of land that juts out into the Pacific Ocean from the west coast of Vancouver Island north of Kyuquote between Brooks Bay and Checklist Bay. Several beaches and all weather anchorages. Interesting coastline for kayak exploration. Checklist Bay is the site of a successful re-introduction of sea otters to the area. Undeveloped.

32) Broughton Archipelago - a wilderness area consisting of several small islands, numerous islets and adjacent foreshore at the southern extremity of Queen Charlotte Strait of the west coast of Gifford Island. All weather anchorages at various locations. Undeveloped.

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NORTHWEST YACHTING REPORT

33) Cormorant Channel - between Cornart Channel and Broughton Strait at the junction of Queen Charlotte Strait and Johnstone Strait. Park includes eastern portion of Pearce Island, Plumper Islands and several smaller islands. No development. No all-weather anchorages.

34) Echo Bay - on the northwest side of Gifford Island. Access from Retreator Cramer Passage. Small wharf which is often crowded. Bottom does not provide good holding for anchors. Open upland area. No development. Fuel, moorage and supplies available at adjacent Echo Bay Resort.

35) Gibson - on the south side of Flores

Island off the west coast of Vancouver Island northwest of Tofino. Enter from Russell Channel. Sheltered anchorage in Matilda Inlet. Broad, sandy beach at Whitesand Beach. Ahousat Hot Spring, which are considered to be of therapeutic value, are in the park. Primitive trail connects hot springs area with Whitesand Cove. No other development.

36) Mansons Landing - on the west side of Cortes Island. Enter from the southwest through Sutil Channel or from the northwest by Uganda Pass. The eastern boundary is at Hague Lake which has one of the finest fresh water, white sand beaches in British Columbia. Partially protected anchorage in Mansons Bay. Government wharf, store,

fuel available, picnicking, toilets and walking trails. Accessible by car ferry from Campbell River on Vancouver Island via Quadra Island. No all-weather anchorages.

37) Maquinna - at Hot Springs Cove near the northern entrance to Clayoquot Sound on the west coast of Vancouver Island. Enter from Sydney Inlet. Named for the Nootka Chief who greeted Captain Cook on his arrival in 1778, the park is the site of excellent, undeveloped hot springs. Weary travelers have long enjoyed bathing in the hot springs' 50 degree C waters. Onshore development includes a float, a primitive trail to the hot springs, picnicking facilities, drinking water and toilets.

38) Octopus Islands - near the northeast tip of Quadra Island on the north shore of Waist Bay west of Hole in the Wall. Enter from Okisloko Channel. Several small islands and islets near the mouth of the bay are backed by a lightly forested upland on Quadra Island. Beach areas for sunbathing, swimming or scuba diving. Unsettled anchorage and picnicking.

40) Raft Cove - near the northwest tip of Vancouver Island south of Cape Palmerston. Fair weather anchorage. Sandy beach and walking trails. No all-weather anchorages.

41) Rebecca Spit - on the east side of Quadra Island at Drew Harbour. Enter from Sutil channel via Heriot Bay. Beaches line both sides of the spit and are backed by open uplands interspersed with stands of mostly second-growth trees, shrubs and grasses. Most secure anchorage is at the northwest tip of the spit. Extensive day-use facilities. Boat launching ramp, water, vehicle access from Vancouver Island via Campbell River-Quathiaski Cove ferry.

42) Rugged Point - on the south side of Kyuquot Sound on the west coast of Vancouver Island. Enter from Kyuquot Channel. Numerous small coves and beaches make for good kayaking. Limited onshore development.

43) Sandy Island - at the north end of Baynes Sound where it meets Georgia Strait. Includes Sandy Island, locally known as Tree Island and Seal Islets off the northwestern tip of Denman Island. The spit connecting islands with Denman Island dries at low tide. Fairly sheltered anchorage on the south side of Sandy Island. Sandy beaches, picnicking, camping, toilets and walking trail. No all-weather anchorages.

44) Squilly Bay - near the southeastern tip of Lasqueti Island north of Young Point near the southern entrance to Sabine Channel. Enter from Sabine Channel staying close to south shore. Watch for rocks at entrance. Undeveloped except for small float.

45) Thurston Bay - on the northwest side of Sonora Island with frontage on Chameleon Harbour and Thurston Bay. Enter from Nodales Channel. Anchorage behind Block Island is most protected. Mostly second-growth timber covers Block Island and adjacent uplands. Undeveloped.

46) Von Dong Inlet - a long, narrow inlet near the northeast tip of Cortes Island. Enter from Sutil Channel. Several good anchorages. Undeveloped.

Inside Passage South

47) Codville Lagoon - on the west side of King Island facing Fisher Channel. Excellent and scenic all-weather anchorage. Adjacent to Sagar Lake which is noted for its red sand beach and warm water swimming. The lake is a 20 minute hike along a rustic trail. Undeveloped.

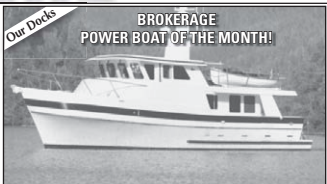
48) Fiordland RA - encompasses Kynoch Inlet, Mussel Inlet, the northern portion of Mathieson Channel and part of Pooley Island. The recreation area covers one of the finest examples of glacially gouged fjords on the British Columbia coast where sheer granite cliffs rise more than 1000 meters. Impressive scenery includes soaring peaks



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MARINE PARKS

of the Coast Mountains, heavily forested upland, imposing waterfalls and lush river estuaries. Several areas provide good anchorages including the tidal lagoon at the head of Kynoch Inlet. Enter via Mathieson Channel or Sheep Passage. Undeveloped. No all weather anchorages.

49) Green Inlet - on the east side of Tolmie Channel across from Princess Royal Island. Enter from Tolmie channel. A scenic fjord, tidal lagoon, reversing rapids and estuary. Sheltered anchorage with a rocky bottom. Undeveloped.

50) Hakai RA - an island archipelago lying between Queen Charlotte Strait and Fitz Hugh Sound, Hakai is the largest marine park area in British Columbia. Included within its 122,998 hectares are Goose Island, Hecate Island, the northern portion of Hunter Island and hundreds of smaller islands and islets. There are spectacular white sand beaches, quiet coves and inlets, and pounding surf. Enter from the south by way of Fitz Hugh Sound or from the north via Kwakshua Channel, is one of the more popular anchorages scattered throughout the islands. A number of commercial floating fish camps and resorts dot Hakai Pass which is would famous for its salmon fishing. Opportunities for scuba diving, kayaking, beachcombing, hiking and nature study.

51) Jackson Narrows - at the northeast tip of Susan Island where Jackson Passage joins Mathieson Channel. Enter from Mathieson Channel. An attractive little bay suitable for small boats. Undeveloped.

52) Oliver Cove - on the east side of Reid Passage at the south end of Reid Peninsula near the junction of Milbanck Sound and Mathieson Channel. Enter from Reid Passage about one nautical mile north of Carne Rock Light. Watch for rock and ledge at entrance. Good anchorage for small

boats. Undeveloped.

53) Penrose Island - between Fitz Hugh Sound and the entrance to Rivers Inlet. Enter from Klawek Channel into sheltered anchorages on the east side of the island. Sand and clam shell beaches along the southwest shoreline and a network of narrow channels. Scuba diving. Undeveloped. No all weather anchorages.

54) Sir Alexander Mackenzie - on the north shore of Dean Channel. Site of the rock where Mackenzie inscribed, *Alex Mackenzie, from Canada by land, 22 July, 1793*. Mackenzie was the first European to cross continental North America. Undeveloped.

oped except for a cairn commemorating Mackenzie's epic journey. No all weather anchorages.

Inside Passage North

55) Kitson Island - an island and adjacent islet at the southern entrance to Prince Rupert Harbour, northeast of Smith Island and south of Ridley Island. Enter from Chatham Sound and be alert for shoals. Accessible by small boat from Port Edward. Sand beaches, no sheltered anchorage. All services nearby.

56) Klawuggit - midway along Grenville Channel across from Pitt Island. The park consists of East Inlet where there is good anchorage. Brodie Lake is separated from the inlet by a small rock step. Enter from Grenville channel. No development.

57) Lowe Inlet - popular sheltered anchorage in Nettle Basin on the east side of Grenville channel near its southern entrance. Enter from Grenville Channel, Verney Falls, at the head of the inlet, drains a series of lakes which are noted for sand beaches and fishing. The falls and the tail to the lakes are on Indian Reserve land. On private land on the north side of Nettle Basin are the remnants of an old cannery. Undeveloped. www



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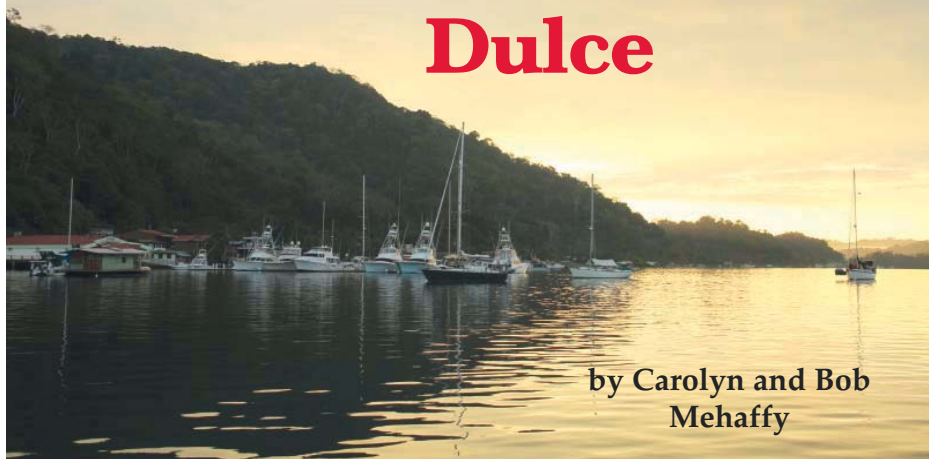
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The Second (or Third) Time Around

Costa Rica's Golfo Dulce

by Carolyn and Bob Mehaffy



A heavy mass of dark clouds was forming above the mountainous tropical rain forest of Piedras Blancas National Park, along the north and northeastern shores of Golfo Dulce. At the end of an overnight sail from Isla de Coiba, Panamá, we were sailing into this wide and deeply indented body of water in southern Costa Rica, only a few miles from the border of Panamá.

Watching the approach of these clouds, we agreed, "Cocktail hour must be near at hand in Golfoito."

We had last sailed into Golfo Dulce in 2004 at the end of a rainy nine-day passage from the Galápagos Islands. One of the indelible memories of that passage was the intermittent squalls as we approached Golfo Dulce, these squalls bringing lightning, heavy rains, and winds during the evening and the following morning. Inside the gulf, those heavy rains had continued, but in the protected waters of Dulce the wind had moderated, and the water had only the slightest ripple. (Whoever named this gulf "Sweet" must have done so while coming in from the Pacific Ocean in just such weather as we had had.)

Fortunately, on this most recent entrance into Golfo Dulce, we'd not had this severe weather on our approach. This time, rather than the weather slowing us, a Panamá navy patrol boat with three heavily armed men aboard pulled alongside *Carricklee*, motioning us to stop. Two hours earlier, according to our GPS, we had crossed the border into Costa Rica; and we had, in accordance with international law, replaced the Panamá flag flying on the starboard spreader with the flag of Costa Rica.

Nevertheless, here was the Panamá navy, informing us we were still in Panamá waters and were therefore were illegally flying the Costa Rica flag, even though by our reckoning we were 10 miles beyond the border.



Photo above - Sunrise on a cloudy morning in Golfoito, Costa Rica. Photo left - En route from Isla Coiba, Panamá, to Golfoito, Bob replaces the Panamá courtesy flag with that of Costa Rica. Photo below - The busy docks of the Banana Bay Marina in Golfoito, Costa Rica.



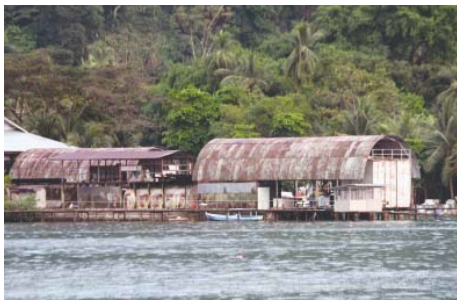


Photo above - These fish handling facilities on the Golfito waterfront appear to be leftover banana sheds from the days of the United Fruit Company.

Despite our certainty we were no longer in Panamá waters, we didn't demur when two of the three men came aboard to see our papers and inspect the boat while the other man remained in the patrol boat to hold it alongside *Carricklee*.

After a thorough inspection below decks, the boarding party continued to hang around. Finally Bob went below and brought up three half-pint bottles of rum, one for each, and the two men scampered happily off the boat and sent us on our way. First, though, we hoisted the Panamá flag, leaving it flying until we came to the inner reaches of Golfo Dulce. As we sailed away, we watched the three men stop the patrol boat after a mile or two. Surmising they had stopped to drink their rum, we now understood more clearly the real purpose of the "inspection."

When we were well up inside Golfo Dulce, the familiar heavy clouds rolled over the mountains and down the slopes to drench the gulf with rain. Crossing Golfo Dulce in the now limited visibility, we watched the radar and the electronic charts carefully to supplement our visual observations of our progress.

Our challenge then was to find the unmarked entrance into Golfito channel. We worried particularly about the shallow water and rocks threatening on the starboard, these charted shoals extending a mile out from the peninsula separating Golfito from Dulce.

With binoculars, Bob and the two friends Jack and Frank, who had come along as crew for the hurried passage from Cartagena, Colombia, to Huatulco, Mexico, were out on deck. The three men stared into the opaque rain and mist, searching for the first pair of channel markers a half mile inside the channel. At last they located what they took to be one of these markers off to starboard.

Instead, a sportfishing boat emerged from the opacity off our starboard to pass about 100 yards

across the bow to exit the channel. While the sudden appearance and speedy approach of this boat were alarming, we were relieved to have its wake to follow into the channel. Turning to starboard into this providential wake, we confirmed on the electronic chart that this new course agreed with our track toward the first pair of markers in the channel entrance.

Crawling ahead on idle, we made our way another half mile to this first set of markers shrouded in sheets of rain. In another mile we readily located the second set. A half-mile farther, we came to three white markers identifying a sand bar off the inside tip of the peninsula. Keeping these markers to starboard, we made a 90-degree turn to enter Golfito ("Little Bay," the name of both the bay on the east shore of Golfo Dulce, 30 miles from the ocean, and the small town on its shores).

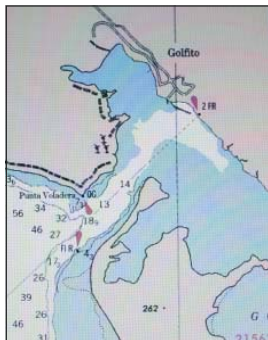
We passed the commercial facility off to port, where Costa Rica coast guard patrol boats tie up and tankers transporting African palm oil take on their loads. (Palm oil trees replaced the banana plantations of the United Fruit Company after a combination of political uncertainties and a widespread banana disease forced the 1985 closure of this U. S. company.)

By this time, the rain had begun to decrease steadily, and we were sweeping along the waterfront of the town of Golfito, seeing the structures clearly along the familiar shoreline. In 2004, when we had last been here, we heard of ambitious plans for the development of two additional large, full-service marinas along this shore.

Now, studying the shore as we might, we could discover neither new nor unfamiliar marinas nor any signs of the early stages of development of these fabled marinas.

We also passed a few old docks off to port, appearing to have been there since the early days of the United Fruit Company (1938-1985), when this company shipped the ever more popular bananas from Golfito to the U. S. Some of the defunct-looking fishing boats might have remained from the same era.

In no more than a light sprinkle now, we motored into a large circle of deeper water, where we would anchor. Ashore of the anchorage, we saw the same marinas—Banana Bay and the Fish Hook Marina and Lodge, formerly King & Bartlett—that were here the first time we had arrived in 2003. In both small marinas a little appeared to have changed



Above - Close-up chart of the entrance channel into Golfito.

much: Each still has a small number of slips, though the Fish Hook has rebuilt its docks; and private and charter sportfishing boats occupy most of the slips in both marinas. Along the shore, on both sides of and between the two marinas, we recognized the dilapidated wooden structures, their watersides perched on wooden stilts in the bay. Nowhere did we see much change.

This lack of change exhibited so far was surprising but also strangely reassuring. We were back in what had been, for many reasons, our favorite destination in Costa Rica.

We dropped anchor among the five sailboats already at anchor offshore of the two marinas. Confident with our position relative to the other boats, we hailed Land Sea Marina Services on the VHF to sign up for shore privileges at the dock there, just

Photo below - Much of Golfito depends on the active charter fishing business.



as we had done in 2004.

As we hoped, Land Sea and its most accommodative ownership had not changed. Tim and Katie, American ex-pats who have been the owners and managers of this service for about 15 years, reiterated the previous policy. For \$5 a day we could use the dinghy dock, the showers and restrooms, the water spigot on the dock, the WiFi, and the decks with tables and chairs for socializing.

While making *Carricklee* shipshape for the night, we also had a chat on the VHF with the friendly woman on another Hardin 45 ketch anchored off our stern.

Later, in the cockpit sharing stories of our passage to Golfito, we watched the dark clouds once again rolling over and down the Fila Costeña, the coastal mountain chain embracing Golfito on the north and east. Hastily we rolled down the plastic panels to protect the cockpit from the inevitable rain to come. As we sat over our cocktails and dinner, we marveled at the bolts of lightning over the mountains followed by nearby sharp cracks or more distant rumbles of thunder. Ah, the familiar weather of Golfito, one of the wettest and therefore greenest and most luxuriant places on earth, with 400 to 500 centimeters of rain annually (approximately 160-200 inches!).

The brilliance and cracks and roars of the electrical storm and the amount of water pouring from the sky surprised and fascinated Frank and Jack, particularly because we were all cozy and dry within the shelter of the enclosed cockpit. Bob and I had seen this pattern daily, without exception, on our previous visits, so we had known to be prepared for the torrential rains signaled by the clouds gathering over and rolling down the mountains. On previous visits, these dramatically torrential but cooling rains and light shows in the distance had been among our favorite experiences of Golfito.

By bedtime, when the rain had ceased once more, Jack moved his bedding up to the cool cockpit, where he settled in for the night—or perhaps we should say he thought he had settled in for the night. At about 2300h the woman on the other Hardin awoke Jack with her shouts across the quiet waters that our boat was about to swing into hers. He called back to her not to worry, but in a short while she was once again shouting to him, this time more urgently.

By then we were all awake. We decided to re-anchor to ease her mind, though clearly her boat was in no danger from ours. Without further discussion with her, we hoisted the anchor and moved far



Photo above - These billowing clouds are coming down from the north to dump rain on Golfo Dulce and Golfito, Costa Rica.

enough away that her shouts, if they continued, wouldn't keep Jack awake the remainder of the night. Though this encounter—the first such we'd ever had—had little specifically to do with our being in Golfito, it remains in our memories as a humorous first-time event that happened here.

Late the following day she and her husband came by in their sportboat to apologize for her overwrought reaction.

Early the next morning we all went ashore to turn in our week's laundry at Land Sea and then attended to other chores. The one thing we had desperately wished to find changed in Golfito was the checking-in procedure for visiting boats. We remembered from our two past visits that this procedure was one of the, if not the, most inefficient we'd encountered among the many ports in the many countries we had visited.

At 0930 Jack and Bob hailed a taxi to take them to the far side of town to begin this process. As is common in foreign ports, the checking-in here requires visits to various agencies—immigration, customs, and port captain. In other ports the offices for these agencies, or at least two of the three, are often in the same vicinity.

Unlike those other ports, the three in Golfito are in three different and widespread sections of town. Golfito, with its population of about 7,000, seems a small town—except when one has to crisscross the town several times to visit and revisit the three agencies. A short way into the procedure Bob urged Jack to bail: This time-soaking process requires only one person. Jack had gone along for the adventure that had quickly devolved into a hot and tedious job, and he was happy to go to an internet café to catch up on his e-mail.

At least Jack had gotten a brief overview of the historic section of town, constructed in the 1930s as

the headquarters of the United Fruit Company. Along leafy tree-shaded streets on the northwest side of the commercial center of Golfito, the original United Fruit Company's commodious offices and dwellings sit among the tall, spreading trees and vivid green swaths of lawns. These white wooden plantation-style structures now comprise the most desirable neighborhood for both dwellings and businesses in Golfito.

Frank and I missed the tour of this historic setting. Our tour included no more than the walk to and through the commercial center, sandwiched between the marinas to the southeast and the former United Fruit Company headquarters to the northwest. We had the foraging duty of finding fresh produce and other foodstuffs to replenish the stores on *Carricklee*.

In the relative coolness of the morning, we walked along the main street of Golfito, the first portion between the waterfront structures on one side and the precipitous jungle-covered cliffs of the Fila Costeña, the coastal range, on the other. As we approached the center of town, the strip of land between

the water and the steepest cliffs widened so that a few short streets wound up the hillside until it became too steep for construction.

Our shopping was laborious, and in several instances disappointing, on this morning already rapidly turning hot. As we walked and gathered our goods from the same three sizable produce stands and four modest *supermercados* I'd remembered from past visits, the lack of a variety of fresh vegetables we'd hoped for, but not expected, disappointed us. Nevertheless, we were amply provisioned for another week or so. With our shopping bags bulging, we grabbed a taxi for the trip back across town to the Land Sea dock.

Though our shopping had taken far too long, Frank and I were back aboard *Carricklee* several hours before we saw Jack and Bob again. At 1500h, they returned, bedraggled and wet with perspiration. (The cooling afternoon rain that falls daily during the wet season hadn't yet commenced to wet the men with rain.) They had many stories to tell of the frustrations of the day: traveling from office to office, waiting for the appropriate officials, returning to two of those offices a second time, and to one, a third because this office had been inexplicably closed on the first and second attempts.

In addition, a trip to the bank in another part of town had to be included because the immigration agents can't be trusted to collect the fees. Hence, Bob had to take a voucher from the immigration agent to the bank, pay these fees there, and then return to immigration with the voucher stamped paid. This latest visit to the officialdom of the port was an instance when "the second time around" was decidedly not more wonderful than the first. And probably the most frustrating to contemplate was the sure knowl-

Photo below - A small charter fishing boat returns to Golfito in the late afternoon.



edge we would have to repeat the visit to one of these offices—the port captain—before we could depart for Puntarenas, our next destination in Costa Rica.

Happily we'd completed most of the only two things we hadn't liked about Golfito: provisioning and checking in and out with the port authorities. (The frustration with the port procedures so far exceeded the minor disappointments of not finding everything on our provisioning list, these disappointments fade to nothing by comparison.)

Out in the sportboat before dawn the following morning, we hoped to repeat another of our favorite memories from Golfito. For several mornings in years past, we had taken the sportboat the short distance across Golfito ("Little Gulf") to Punta del Cabro, the tree-shrouded peninsula distinguishing Golfito from Golfo Dulce. There we had paddled quietly near the shore to be on site at sunrise to watch the resident clan of howler monkeys at breakfast.

Visible in the lower branches of the outermost trees of the canopy, these monkeys had dropped down to feed on the ficus tree leaves at the water's edge. On each of those earlier visits, we had identified the dominant male, the "howler," on the upper branches, where he could watch the others—adult females, juveniles, and babies—below him. At some point while we had watched, perhaps because we had been watching, he would pass some undetected message, rather than the howl which the male apparently uses only to claim and defend his territory from other males up to five miles away. After his entirely silent message, or at least silent to us, the others followed him to the upper branches before the clan disappeared into the leafy canopy.

On this recent visit, we motored slowly across the quiet water through the warm pre-dawn mist seeming to seal us in a primordial world. Nearing the island, we cut the motor and ghosted through the water, dipping the oars quietly, to the spot where the howlers had so faithfully returned in the past.

This time, however, we were unable to observe the howlers so closely. In fact, they weren't visible at all in the familiar spot. After several minutes, we did catch glimpses of a clan barely visible in the thick canopy of a new spot farther up the hillside. We theorized they may have had to move their location to give the almost denuded ficus trees a chance to recover from the monkeys' voracious appetites. Though we had hoped Jack and Frank could experience the pleasure of feeling as if they were in the howlers' dining room, we were relieved to know a clan survived on the peninsula.

If seeing the monkeys only distantly and fleetingly was somewhat

disappointing, the colorful tropical birds we sighted rewarded us amply. Scarlet macaws and chestnut-mandibled and keel-billed toucans, out early to feed on the fruits, nuts, seeds, leaves, and flowers, flew among the trees above us.

The most disappointing aspect of this recent visit to Golfito, however, was a result of the brevity of our stay. From the beginning, we had determined that whenever the weather permitted, we would press on toward Mexico after each fuel and provisions stop. With the weather predicted to continue to be moderate along the Pacific Coast of Costa Rica for a few more days, we planned to get under way again early on the third day in Golfito. This decision, wise as it was under the circumstances, meant we would not have time to introduce Frank and Jack to some of the hikes up the hillsides to see more of the abundant and diverse natural world of Golfito.

One memorable trail we had taken several times earlier is immediately across from the marinas on a service road to a radio tower rising among the trees on a peak atop Fila Costeña. If not contained, the foliage and trees closing in on the road would soon swallow it, making it impassable. Green parrots and boat-billed toucans flew among these overhanging trees, presumably to feed early each morning.

Another of our exhilarating hikes had been at the opposite end of this long, narrow strip of a town. On the first of our earlier visits, the manager of King & Bartlett Marina (now the Fishhook) kindly drove us the several miles to a trail leading up the mountainside of the Piedras Blancas National Park. This trail ends at an attractive waterfall, but the walk itself was the most impressive—particularly because we had successfully avoided the poisonous snakes about which Steve had cautioned us. Specifically, he had advised that we not step over any log before we looked carefully on the other side.

The spectacular sighting on that hike had been the numerous blue morph butterflies flitting among the flowers and bushes along one section of the trail. The vibrant blue of the upper wings of these butterflies, among the largest and most brilliantly colored in the world, are almost impossible to photograph. When blue morphs land on a branch and close their neon blue wings, the brown camouflage of the bottom sides of the wings covers all the blue.

After completing our chores on this second day of our latest visit to Golfito, the four of us donned clean, dry "town" clothes. Under threatening skies, we motored the sportboat to the Land Sea dock and then walked the few hundred feet to Banana Bay Marina next door. Here we joined the crowd for the daily cocktail hour, where the Ba-

nana Bay manager, Bruce, stopped at our table and greeted us warmly, remembering us—though not our crewmen, of course—from our two previous lengthy stops here.

Werecognized none of those seated at tables around us, but we did get a pleasant surprise when a couple we'd last seen more than 15 years ago in San Francisco approached our table. Though they, too, were sailors, they were not in Golfito on their boat, having sold it some time back. Rather, they had fallen in love with Golfito and had bought a house a few miles out of town. The Friday night cocktail hour, they explained, had become a weekly ritual for them, where they could catch up with the local ex-patriate community and visiting sailors.

The rain had begun to pound the sidewalks and streets again by the time we were ready to take a taxi to Mariscos, a seafood restaurant in town recommended by our newly met old friends. Though we didn't recognize the taxi driver and hadn't previously been to the restaurant, everywhere we were met with the same friendliness and helpfulness we'd experienced in Golfito before.

While we were enjoying our splendid meal of seafood (*mariscos*), Frank, our friend and crewman, spotted a man who appeared to be the restaurant owner or manager walking among the tables, speaking with the patrons. Frank commented to us on how much he'd like to find a t-shirt like the one this man was wearing. When the man stopped by our table to inquire if we were satisfied with our meals, Frank asked him where he'd gotten the t-shirt. The man named some distant location none of us knew.

Frank then said, "I'll trade you my t-shirt for yours."

To our surprise, the man laughed, pulled the shirt over his head, and handed it to Frank, who was somewhat taken aback but quickly recovered to shed his own shirt and claim his new one. Talk about friendliness and helpfulness!

Because the restaurant is off the

main thoroughfare on a small back street where taxis do not pass regularly, we had asked the taxi driver who had brought us here if he could return to pick us up at an agreed time. We've made just this sort of request in cities and towns wherever we've traveled, with, at most, about a 25 percent success rate. This taxi driver, though, was waiting in the rain when we dashed out of the restaurant, and he pulled the vehicle up as closely to the entrance as he could. The people of Golfito clearly have retained their endearing small-town charms.

The next morning we were away at 0640, evaluating this latest visit to Golfito as we transited the channel on a sparklingly clear morning. Once more in Golfo Dulce, Bob and I pointed out to Frank and Jack the excellent cruising grounds to be had in the gulf outside of Golfito. In the past, we had spent a day or two anchored off Jiménez, on the opposite shore from Golfito. There we had gone ashore to enjoy the dozens of scarlet macaws in the palm trees along the beach as well as this popular backpacker village.

Farther up Dulce are two other comfortable, isolated anchorages, where the varieties of wildlife, both plant and animal, are abundant. We could only speculate on whether these cruising destinations had changed over the seven years since we'd seen them. Based on the lack of changes in Golfito, we supposed not much had changed along the opposite shore of Golfo Dulce.

We also supposed we would have been as pleased to see a lack of changes in the familiar anchorages as we had been in the little town and seafort of Golfito. Despite our disappointment at finding no improvement in the nautical officialdom of Golfito or in the shops, the spectacular environment and wildlife and the friendly, helpful people in Golfito remain as inviting as ever. We're confident we would find our love affair with Golfo Dulce and Golfito even more wonderful the fourth or fifth time around. **www**

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



Tall Ships *Lady Washington*, *Hawaiian Chieftan* announce 2012 Summer Schedule

The tall ship *Lady Washington*, the Official Ship of the State of Washington, and her companion ship *Hawaiian Chieftan*, have announced their sailing schedule for the 2012 summer season. The visits will include walk-on tours, three-hour public sailings, and educational programs for school groups, service groups, and others. The schedule includes a visit to British Columbia by *Hawaiian Chieftan* and a major upgrade to the *Lady Washington's* hull planking. Here's the list of ports confirmed and tentatively scheduled:

Aberdeen: June 6-13
Westport: June 22-23 (tentative, *Hawaiian Chieftan* only)
Victoria, BC: June 27 (tentative, *Hawaiian Chieftan* only)
Richmond, BC: June 29-July 1 (tentative, *Hawaiian Chieftan* only)
Aberdeen: July 4-9 (*Hawaiian Chieftan* only)
Port Angeles: July 13-18 (*Hawaiian Chieftan* only)
Anacortes: July 26-29 (*Hawaiian Chieftan* only)
San Juan Islands: July 30-Aug. 3 (Expedition Voyages Family/Youth Camp, *Hawaiian Chieftan* only)
Blaine: August 4-5 (*Hawaiian*



Chieftan only)
Coupeville: August 8-13 (*Hawaiian Chieftan* only)
Everett: August 15 (*Hawaiian Chieftan* only)
Seattle: August 17-19
Brownsville: August 21-23
Bremerton: August 25-26
Aberdeen: Sept. 10-24 (*Hawaiian Chieftan* only)

From June 14 to Aug. 9, *Lady*

Washington will remain in Aberdeen while shipwrights replace worn exterior hull planking. From Sept. 5 to Oct. 10, *Lady Washington* will undergo her biennial haul-out in Port Townsend, which will include any remaining work on her hull planking. During these periods, the ship will not be available for tours or public sailings. More schedule information is available at www.historicalseaport.org.

Chittenden Locks showing age, Corps initiates action plan

The nearly 100-year-old Hiram M. Chittenden Locks are beginning to show signs of age and U.S. Army Corps of Engineers officials have a plan to keep them safe and functioning for years to come. The Lake Washington Ship Canal, which includes the locks and Montlake and Fremont Cuts, received a revised dam safety classification prompting the Corps' Seattle District to initiate an Interim Risk Reduction Measure Plan. The action plan addresses erosion, component aging and corrosion issues.

"The locks are not in danger of immediate failure. We're taking the initiative and looking forward to address concerns that could potentially become problems if no action is taken. This is really about reducing potential risk before it becomes actual risk," said District Engineer Col. Bruce Estok. "Since safety is our top priority, we're taking immediate action to reduce that potential risk, ensuring everyone's safety in or around the project, supporting regional infrastructure and continuing to provide reliable navigation."

As part of the Corps dam safety program, the nearly 700 dams it operates throughout the nation received a Dam Safety Action Classification, or DSAC, by Corps national dam experts. The Chittenden

Locks were classified a Priority (DSAC IV) in 2008, but during an annual inspection, Seattle District officials discovered scouring in the spillway basin. This coupled with other potential issues prompted district officials to request a reevaluation in 2010. That evaluation resulted in the locks being classified as Urgent (DSAC II) - one of nearly 100 Corps dams with that classification.

"It is important to the Corps' dam safety program we make sure the locks are properly classified," said Seattle District Dam Safety Program Manager Robert Romocki. "The program is critical to addressing the nation's aging infrastructure and ensuring dams are safe and present minimal public risk."

According to Romocki a good analogy is automobile maintenance. "Tires, brakes, struts, spark plugs, these all require regular maintenance and routine replacement to keep your car running safe and dependable," Romocki said. "You don't wait until your tires blow out; you monitor them, check the tread depth and replace them before it becomes dangerous. It's similar to what we are doing here, we're identifying those potential risks and we've made a plan to keep the locks safe and operating until we can per-

form major repairs or upgrades."

As for the classification, it is a risk-based tool the Corps uses nationwide to prioritize dam safety decisions and allocate funding. Experts try to plan for every possible scenario that could take place, analyze the potential risks and come up with solutions long before they become reality. Based on the revised classification, the district has created a fiscally-responsible, workable plan that addressed 12 potential issues at the 95 year old locks, according to Seattle District Chief of Operations Stuart Cook.

The plan addresses each issue with interim risk reduction measures, but is not publicly releasable for security reasons. Those measures could range from more frequent inspections to replacing systems. Of the planned interim measures, 80 percent will be complete by the end of 2012. Seattle District officials will add, or reduce, measures as future needs warrant.

"We have also identified long-term, permanent solutions along with prioritizing other aging systems at the facility," Cook said. "Those long-term solutions and other priorities will be added to budget requests."

It will most likely be several years

before permanent solutions are funded, but a primary DSAC concern, spillway basin scouring, has already been repaired. "Even before the plan was approved by our division headquarters in December we were aggressively working this and the other issues," Cook said.

Work to repair the spillway basin scour began Jan. 14 and wrapped up Mar. 16. The scour repair addressed three of the 12 potential issues included in the action plan.

"For 95 years we've vigorously inspected and monitored the locks to ensure compliance with Federal Guidelines for Dam Safety," said Colonel Estok. "The Corps is now assessing our dams and incorporating risk concepts into dam safety management, routine activities and programming decisions."

"A key component is maintaining active and open communication with the communities. We've met with federal, tribal, state, city and county officials to discuss the plans and safety measures, and now we're reaching out to the public, letting them know we have a plan and the Lake Washington Ship Canal will be safe and active for many, many years."

To enhance the communication process, information and updates will be posted on the district website at http://bit.ly/LWSC_Dam_Safety and through traditional and social media platforms such as the Chittenden Locks Facebook and Twitter pages at www.facebook.com/chittendenlocks and www.twitter.com/chittendenlocks.

Affinity Marina and Salmon Bay Marine Center earn Clean Marina Certification

Sea Stories

Two marinas on Lake Union, Affinity Marina and Salmon Bay Marine Center, are the newest additions to the Clean Marina Washington program, bringing the total number of certified marinas to 61. Both marinas concurrently received 4 star ratings from the King County EnviroStars program as well.

Salmon Bay Marine Center (SBMC), a super yacht facility, received their certification by fulfilling program requirements, including conducting operations with the goal of protecting the environment, and reducing and properly managing hazardous waste, among other activities. John Bausch, SBMC's Marina Manager, sought out the certification and said they are pleased to be part of the program.

Affinity Marina first learned of the Clean Marina program through the Seattle Yacht Club, a certified Clean Marina since 2007. After doing more research, David Pitt, Marina Manager, decided the program was a

great match for the community of boaters at Affinity Marina. Pitt says "Affinity Marina is unique in that it has a stable, tight-knit community of recreational boaters that care about the marina and the environment. As a result, we felt that Clean Marina certification was a reasonable goal for us to show that we care about water quality and want to be leaders in pollution control and abatement. We are very excited to be a part of this program and to be good stewards of the water we all enjoy!"

One requirement of the program is to commit to a specific goal each year. Pitt chose to organize a spring cleaning event at Affinity Marina, providing tenants a convenient way to properly recycle or dispose of leftover products which may be hazardous. During the event tenants will also be able to re-charge their fire extinguishers at a discounted rate, negotiated by Pitt. "We want to be leaders in this great initiative and hope to undertake

some aggressive activities that help demonstrate our commitment to the environment," Pitt said.

Clean Marina Washington was created in 2005, and is an incentive-based certification program in which marinas assess their operations and implement improvements to better protect the environment. When they reach the qualification standards of Clean Marina Washington they earn the right to fly the Clean Marina flag.

Clean Marina Washington is a partnership of Puget Soundkeeper Alliance, EnviroStars Cooperative, Northwest Marine Trade Association, Washington Sea Grant, Washington Department of Ecology, Washington Department of Natural Resources and Washington State Parks and Recreation.

For more information on Clean Marina Washington go to: www.cleanmarinawashington.org.

Women's Boating Seminar

Women boaters of both power and sail persuasions are all welcome! Cost for the full day of learning and camaraderie is \$35; lunch is included. The seminar will be held at the Olympia Yacht Club clubhouse from 8:00am to 5:00pm, on Saturday, May 19. Educational exhibitors include the Olympia US Power Squadron, the Olympia Harbor Patrol and the US Coast Guard Auxiliary - Olympia Flotilla 38.

This year's theme is cruising, both preparing for a cruise and skills to enhance your safety and enjoyment while on the water. Speakers and topics for this year's seminar include:

- Ace Spragg - Anchoring Techniques.
- Suzie Shaffer - Provisioning for

a Hungry Crew.

Pat Browner and Jo Soheronne - Charts and Basic Piloting Skills.

Chris Doyle - First Aid Onboard Jessica Doyle - The Pre-Cruise Haulout: What Happens in the Boatyard and Why It's Important.

Alison Mazon - Toolkit and Spare Parts.

Lynne Reister, Pam LaNua, Pat Browner, Jo Soheronne, and Capt. Mary Fitzgerald - Hands-on Charting Practice

The speakers will convene in the afternoon with seminar participants for open discussion about cruising skills and techniques.

To learn the latest seminar news or to register, visit www.sssclub.com/wbs.htm.

Learn about first aid at sea in Port Townsend

Washington Sea Grant, Jefferson Education Center and the Northwest Maritime Center are sponsoring a Coast Guard-approved First Aid at Sea course in Port Townsend for commercial fishermen and recreational boaters.

Topics include cardio-pulmonary resuscitation, patient assessment, hypothermia, coldwater near-drowning, shock, trauma, burns, fractures, choking, immobilization techniques, first-aid kits and more.

When: Monday, April 16, 8 a.m. to 4 p.m. **Where:** Northwest Maritime Center, 431 Water St., Port Townsend, Washington.

The fee for the workshop is \$80. Space is limited, so pre-registration is advised.

To register or for more information, contact Sarah Fiske, WSG Marine Education Coordinator, (206) 543-1225, or Matt Lyons, Jefferson Education Center Director, 360-379-4034.

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	2006 Jeanneau SO-35 "Moondance" Shoal keel, two-cabin, Yanmar 29, Webasto	\$119,500
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	1998 Valiant 42 "Perseverance" Texas built, genset, loaded, super clean and ocean ready.	\$299,500
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	1984 Nelson/Marek 68 "Blue Ruby" Fast boat w/ warm cruising interior. Nicely maintained, ready!	\$223,500

Tugs and Trawlers

	1990 Blackfin 29 Flybridge Sportfish "Ice Ray" Offshore tough, new canvas, twin 320hp, great shape.	\$47,500
	1999 Camano Troll 31 "Murphy's Law" Kept well and in great condition. Heat, thruster and more.	\$134,500
	2000 Camano Troll 31 "Big Sky" Super clean, stainless arch, Ultraleather interior, low hours	\$163,500
	1999 Nordic Tug 32 "Nordic Star" Cummins 220, Garmin, new dinghy, furnace, a pretty boat.	\$179,500
	1997 Nordic Tug 32 "Sonshine" Cummins 210 & 5.5 Northern Lights, thruster, new bottom.	SOLD
	2007 American Tug 34 "Forever Friday" Cummins QSB-380. Pretty "Cabernet" hull & beautiful interior.	\$339,500
	2001 American Tug 34 "Morning Rose" Cummins 370. Red hull with neutral interior. Super nice.	\$249,500
	2007 American Tug 41 "Tislan" I sold this boat new & she is fantastic. Call Steve to see her.	\$599,500
	2005 American Tug 41 "Cinnamon Girl" Read my blog: http://americantugnews.blogspot.com	\$530,000

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Sea Stories

Opening Day 2012

Yup, it's that time of year again; Spring is in the air and all of creation is blooming everywhere. This can only mean one thing: Opening Day, the annual kickoff of the boating season is right around the corner.

Of course, there are various Opening Days throughout the Northwest, from Olympia (see "Comings Attractions") to Bellingham, but the one we're talking about in particular is the big one – Seattle's grand Opening Day celebration, scheduled to be held this year on Saturday, May 5, sponsored as always by the Seattle Yacht Club. Whether you're an active participant in the event, including the huge boat parade through Seattle's Montlake Cut, just a casual observer from the shore or among the thousands of boats moored along the log boom on Union Bay, you don't want to miss all the color, all the excitement, all the fun of one of the country's biggest yachting parties! More than 200,000 spectators and 5,000 boats are expected to show up for this year's Opening Day and, rain or shine, they're all going to be in a festive mood!

Where did the tradition of Opening Day start? Some say it could have begun back on July 4, 1885, when the Elliott Bay Yacht Club, the forerunner of the Seattle Yacht Club, held a regatta on Elliott Bay, the climax of which was supposed to be



a mock sea battle, to be "fought" with roman candles instead of cannons. Unfortunately, that fizzled when strong breezes blew out the candles.

Other folks believe it all began back in 1908 when a group of local yachties got together to form a welcoming committee for President Teddy Roosevelt's Great White Fleet as it sailed into Elliott Bay. Sixty boats went out to meet the guy who walked softly but carried a big stick – and a good time was reported by all. Some old-timers scoff at this and claim the first real Opening Day was actually held the following year, when the Seattle Yacht Club acted as official host to visiting boaters during the Alaskan-Yukon-Pacific Exposition, staging a public "potlatch parade" on the water of Elliott Bay, just off the then West Seattle SYC clubhouse. Then there's



the reported celebration held in 1913 at the Elliott Bay Yacht Club in West Seattle. This account has some substance, as the event's parade and regatta were the first to be held in early May.

We do know that the first Opening Day, as we know it today, was held in 1920, the year that the Se-

attle Yacht Club moved its clubhouse to Seattle's Portage Bay, across from the University of Washington. After a parade through the Montlake Cut with spectators lining both sides of the Cut to view 25-30 boats in full dress, the fleet moved out to Lake Washington for the regatta sponsored by the Queen City

Log boom information

Please refer to "Map" for the parade route, log boom location, and other information.

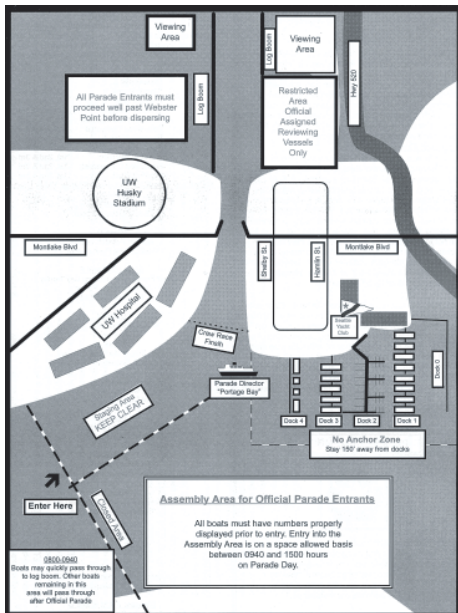
The log boom is provided by the Seattle Yacht Club and the University of Washington. Moorage is free, and you use it at your own risk. Please use good judgement and good nautical practices when maneuvering and mooring. Pay attention to weather conditions, and help your fellow boaters.

This is a volunteer effort. If all goes well, the log boom will be installed the Thursday before Opening Day, and removed the Monday following.

Moorage is free, and the organizers of Opening Day are working hard to keep it that way. You can help:

1. If you choose, you can show support by making a donation when the UW cheerleaders come by in their boat.
2. Please cheerfully follow the directions given by SYC Marshal Boats.
3. Please respect the clearly marked area on the West (shore) end of the log boom reserved for University of Washington VIPs.
4. Moorage is "First Come, First Served." You may save a spot for your buddy who is a few minutes behind you, but DO NOT try to reserve multiple spots with rope, tape or other devices. Please welcome your neighbors. You will meet some great boaters.

Come on down and have a great time!



Sea Stories

Yacht Club.

In the 82 years that followed, Seattle's Opening Day has become a time-honored event of majestic proportions. There were the flapper days of the 20's when everybody was into having a good time, Prohibition or no Prohibition. The Depression and World War II put a damper on things (a gas ration of 15 gallons per quarter-year didn't help much) but, with the end of the war, Opening Day got back into the swing, bigger and better than ever. The participants grew to include representatives from yacht clubs all around Puget Sound as well as the Royal Victoria and Vancouver Yacht Clubs, making Opening Day a truly international event.

In 1959, organizers of Opening Day came up with the bright idea of having some sort of nautical theme for the parade through the Cut (that year, it was "Hell's a Poppin"). Boaters were encouraged to "dress up" their boats around this theme and awards were given to the best decorated yachts in several categories. The tradition continues to this day; this year's theme is "Safari At Sea."

The '60s and early '70s were a time of "growing up" for Opening Day—as the amount of participating boats swelled to near uncontrollable numbers, creating general mayhem. Remember the days when you could practically walk across Portage Bay, jumping from boat to boat?!! And then, as the parade began, all these thousands of boats tried to cram through the Cut at the same time. Collisions resulted, tempers rose and Opening Day was beginning to be not so much fun anymore.

Wisely, the organizers stepped up and added some semblance of order to the anarchy, establishing rules and orderly parade structure.

This includes closing down an area of Portage Bay to boats in the early morning of Opening Day (see map). Another serious problem was also addressed: the throwing of water balloons. While this activity may sound harmless enough, on one Opening Day an innocent bystander lost an eye due to an errant toss. This was enough for the City of Seattle to pass an ordinance prohibiting such activity at Opening Day, punishable by a \$2,500 fine and/or a jail sentence. These guys aren't kidding; the law is strictly enforced, so leave your balloons at home.

We should point out that nobody, the Seattle Yacht Club, official organizers of Opening Day in particular, wants to put a damper on anyone having a good time at Opening Day. They want to make sure that everyone has a good time, which sounds fair to us.

The Seattle Yacht Club, like all of us, has seriously raised its environmental consciousness in the last few years and has put out a special request to all parade entrants to refrain from using balloons, plastic streamers or the like, that could be harmful to the environment. Likewise for spectator boats: don't use overboard discharge heads, throw refuse into the water or into the land, do not release balloons into the air nor discard plastic material or other refuse into the water or on the land. Of course there's a law against this, so enough said.

Opening Day is much more than just a parade of boats, spectacular as it may be. The party actually begins a couple of days earlier as boats tie up to the log booms at the east end of the Montlake Cut. Before it's all over, thousands of fun-seeking boaters will be partying on what has to be one of the biggest raft-ups in the country. If this sounds like the place



2012 Opening Day Trio (Left to Right): Vice Admiral Tyler Ellison, Admiralette DeAnne Brenneis, Admiral Dick Bell

you want to be, better plan on showing up on Friday before Opening Day and plan to spend the night—that is if you want to get a good spot on the log boom. Also take note that no boat will be allowed to pass through the Montlake Cut from 0940 to 1500 on Opening Day itself.

The actual Opening Day festivities kick off Saturday morning at the Seattle Yacht Club clubhouse on Portage Bay, with the Commissioning Ceremony on the SYC lawn, presided over by the Opening Day Officers (Admiral of the Day, Vice Admiral of the Day, and Admiralette

of the Day) and featuring officials from yacht clubs throughout the Northwest, all slicked up in their finest blues and whites.

At 0950 the official VIP boats parade to the reviewing moorage and at 1020 the first of the popular crew races start on course throughout the Montlake Cut. The big boat parade itself begins at noon. It's so big that it takes two and a half hours to complete.

So, that's the scoop on this year's Opening Day. Why not join in for this great celebration of the opening of the Northwest boating season.

Marina CostaBaja opens in La Paz, Mexico

Marina CostaBaja is nestled in the heart of a 550 acre master planned community; with state of the art concrete docks the 250 slips provide first class amenities accommodating vessels 30 ft. up to 220ft. La Paz is known as one of the safest cities in Mexico. CostaBaja provides year round 24-hour on site security. Weather you're dining on the aft deck or laying by the pool at Costa Baja's Beach Club you will embark on pure relaxation.

Just a few steps away from your boat is CostaBaja Resort and Spa featuring wireless internet, private Beach Club, infinity edged pool, full service fitness center, rejuvenating spa treatments, gourmet water front restaurants, modern contemporary guest rooms and much more...

With a layout of gentle rolling hills and large greens the Gof Club puts a premium on shot making, yet still offers plenty of opportunities to score. The course features 14 of the 18 holes with sea views. The environmental design captures the natural beauty.

Beautiful, pristine landscapes and a range of floor plans with custom design features complement and enhance each lifestyle. CostaBaja's master planned community incorporates Baja inspired homes with its natural eco-friendly environment.

For further details please contact Marina CostaBaja's in-house marina management lead by Dockmaster Gabriel Ley and the seasoned marina staff. They look forward to accommodating you while you're docked at Marina CostaBaja

on the Sea of Cortez, in La Paz Baja California Sur Mexico.

For additional details visit:

www.costabaja.com or to make a slip reservation contact: gly@marinacostabaja.com.



Sea Stories

Celebrate the Year of the Dragon with the Montana Dragon Boat Festival

In the Year of the Water Dragon, the dragons are making their first visit to scenic Flathead Lake on Saturday, September 8, 2012, for the Montana Dragon Boat Festival near Kalispell, Mont. The festival is an opportunity for the public to participate in the eighth fastest-growing sport in the world in the largest freshwater body of water west of the Mississippi. Registration is open at <http://www.montanadragonboat.com>.

"In Chinese astrology, 2012 is the Year of the Water Dragon — a year to celebrate strength and good

fortune," said Rob Brisending, Kalispell Convention and Visitors Bureau (CVB) group sales manager. "To celebrate our own community against the backdrop of the beautiful Flathead Valley and Glacier National Park, the Kalispell Convention and Visitors Bureau is pleased to host the first dragon boat race in Montana. We hope the event becomes an annual festival that is enjoyed by locals and visitors alike."

In early September, the Hong Kong-style, 46-foot dragon boats will make their Montana debut in



the picturesque waters of Flathead Lake at the Flathead Lake Lodge. Each boat holds a team of 20 paddlers, a drummer and a steerer. All ages, abilities and physiques are welcome, which makes the competition hinge upon teamwork and paddling style rather than brute strength.

To help organize the event the Kalispell CVB has partnered with Dynamic Dragon Boat Racing LLC, which produces dragon boat festi-

vals throughout the country. The company supplies the boats and gear, leads the safety and training sessions, and manages the races.

"We're very excited to help the Kalispell CVB introduce dragon boat racing to Montana," said Penny Behling, owner of Dynamic Dragon Boat Racing, "and Flathead Lake is one of the most breathtaking settings you could think of for a dragon boat race."

In addition to providing a unique recreation opportunity, the Kalispell CVB is encouraging local and regional businesses and organization to register as a team-building exercise.

"The event dovetails nicely with wellness programs and can be part of a summer-long commitment to employee exercise," added Brisending. "Teams can also rally behind our chosen charity, Save A Sister."

Proceeds from the festival will benefit the Save A Sister initiative, a collaboration among Northwest Healthcare, North Valley Hospital and the Flathead City-County Health Department to promote breast cancer awareness throughout northwestern Montana.

Coinciding with the dragon boat race, the festival will also include a "Made-in-Montana" food and artisanal showcase at the Flathead Lake Lodge and an evening awards ceremony, concert and party at the Red Lion Hotel in Kalispell. Participants will also have an opportunity to practice in the boats the two days prior to the September 8 event.

Teams can take advantage of current early registration discounts online. Registration and full details about the Montana Dragon Boat Festival, the history of dragon boat racing and more info about the Save A Sister initiative can be found at <http://www.montanadragonboat.com>.

Kalispell, Mont., is the gateway to Glacier National Park, Flathead Lake, Whitefish and all of the recreation, art, shopping and adventure that northwestern Montana has to offer. Plopped in the center of the Flathead Valley, it's an easy drive to the park entrance, the art galleries of Bigfork or the water-sports mecca of Flathead Lake.

www.discoverkalispell.com

Lots of yachts and classic cars at Tacoma YC Tour of Boats

The Shipmates, the women's auxiliary of the Tacoma Yacht Club, will present the 2012 Tour of Boats on Sunday May 20th from 12:00 to 4:00 p.m.. Tickets are \$3 each or six for \$15 and can be purchased at the event. All proceeds from this event benefit local charities in the Tacoma area. Among the highlighted yachts is a 75' restored Hospital Ship, the *Fellowship*.

There will also be award winning Classic Cars to tour. There will be several cars clubs represented at the event. The public is welcome, so invite your friends and neighbors



and remind them to wear soft soled shoes. Life vests will be available for youth 12 and under.

This event is at the Tacoma Yacht Club located at 5401 N. Waterfront Drive, Tacoma, WA 98407. The boats for viewing will be in the water at the Club's Guest Dock.

Please mark your calendar and join us for this fun and worthwhile event. Refreshments will be available for purchase.

For more information go to: www.tacomayachtclub.org.

S3 Maritime welcomes aboard Brett Jenes and Dometic Marine

S3 Maritime has announced that they are now an authorized dealer for Dometic Marine. Dometic is a world-leading supplier of dedicated systems and equipment for pleasure boats. Innovative design and the highest standard of quality ensures that Dometic products fulfill the expectations of the most discerning boat owner.

Climate control systems from Marine Air or Cruisair, a wide range of refrigeration solutions, and sanitation systems including environmentally friendly marine toilets enhance the quality of life onboard your boat, whether large or small.

Dometic Marine has equipment and systems to be found onboard pleasure boats of all types and sizes ranging from weekend pleasure craft to megayachts. Plus they have a global network of Authorized Service Centers which now includes S3 Maritime.

In conjunction with adding Dometic Marine to their already extensive and impressive line up of high quality marine equipment, they have also added Marine Heating and Refrigeration Specialist, Brett Jenes. Brett has been around yachts his entire life, having grown up on a sailboat at Shilshole Marina, and has extensive offshore sailing experience. He is very well known and widely respected around the Pacific Northwest having worked in the marine industry for over 20



years, giving him a wide range of knowledge in various system installations, troubleshooting, and repair.

Brett currently specializes in marine heating, air conditioning, and refrigeration. He has a Refrigerant EPA License, is a certified Dometic Air Conditioning Systems technician and a certified ABT-TRAC tech-

nician.

For more information on Dometic Marine call S3 Maritime at 206-420-4932 or visit them online at www.s3maritime.com. In the meanwhile, be sure to call Brett at the same number and congratulate him on his move to S3.

Washington Sea Grant, Foss Waterway Seaport offering two workshops in Tacoma for boaters

This April, Washington Sea Grant (WSG) and the Foss Waterway Seaport will co-sponsor workshops on marine corrosion protection and safety at sea in Tacoma.

Marine corrosion protection is a hands-on class for marine professionals and boat owners and provides an excellent introduction for technicians planning to enroll in the American Boat and Yacht Council (ABYC) corrosion certification course. Instructor Dick Troberg has degrees in mechanical and electrical engineering and is an ABYC-certified master technician with 45 years experience in marine corrosion protection and electrical systems.

The sea safety workshop covers the use of safety and survival equipment, including signals, personal flotation devices, survival suits and life rafts. Participants will also learn about emergency procedures, including man-overboard and firefighting, and will be trained to develop appropriate emergency drills for their own vessels.

When: Marine Corrosion Protection — Saturday, April 14, 9 a.m.-4 p.m.

Sea Safety and Survival — Wednesday, April 25, 8 a.m.-5 p.m.

Where: Both workshops — Foss Waterway Seaport, 459 E. 15th St., Tacoma. Directions — [http://](http://www.fosswaterwayseaport.org/visit/location)

www.fosswaterwayseaport.org/visit/location.

Fee: Each workshop — \$60. Class sizes are limited, so pre-registration is required. To register or for more information, contact Sarah Fisksen, WSG continuing education coordinator, at (206) 543-1225 or sfisksen@u.washington.edu.

Based at the University of Washington, Washington Sea Grant provides statewide marine research, outreach, and education services. The National Sea Grant College Program is part of the National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce. wsg.washington.edu/

What's Up, Dock?

Friday Harbor Waterfront Views by Cap'n Crabby

I'll tell you what's up. The sun. The morning's first peek has transited from behind the house on the point, and is now halfway across Turn Island. The Boat Show is over. The equinox is nigh on us. The firework stands are already in place by the Swinomish Channel. If you haven't already made your 4th of July slip reservation in the Port of Friday Harbor, now would be a good time to panic (360-378-2688, make sure and mention Cap'n Crabby to get the special pricing). Then, it's time to start thinking about getting the vessel ready for its summer voyages. The Boat Show was great, and you acquired a dock cart full of new stuff to install on the boat.

The ShamWow sponge mop, the signal flag with the pirate and martini glass, and then there's the

new iPad with the Navionics chartplotter software, and the new wireless Ethernet marine hub, and the new networked depth transducer and the new GPS puck to talk to the wireless hub to talk to the Navionics on the new iPad.

What? You forgot the AIS and the digital radar, networked in their own special way? Go back. Get them, and don't forget the multiplexer. And a book about how to make it all work. And a new crimper, actually four different crimpers are needed before the whole job is finished. Next thing you know, it's a beautiful Wednesday in June, and a cruise is scheduled for Friday departure.

Just enough time for a quick wash, and then everything is ready to go. Load up the family and friends, and the dog, and the potables and

comestibles, and fire that sweet thing up. Hmm, seemed to crank a bit slower than last year. Maybe it needs an oil change. Oh, maybe it's because you forgot to put in the fuel conditioner last Fall. That's probably why it's running a bit rough and smoking. It just needs to be run wide open for a bit.

Unhook the shore power cord, and try to ignore the big black burnt area next to the green pins. Probably from when it got dropped in the water last August. Pull up those deflated fenders, untie the frayed dock lines, and plot an electronic course to Adventure!

On your new chartplotter, make sure and save the route as "2012 Spring Break Down Cruise to Friday Harbor." No worries. All you need to insure a successful trip is Vessel Assist towing insurance (360-

378-1111), and a reservation at the Friday Harbor Marine repair slips (360-378-6202). The nice people will replace your impeller, service the cooling system, polish and dewater your fuel, change your oil and filters, repair the Vacuflush, dive your zincs, tighten the stuffing box, fill your batteries, replace the shore power cord, inflate your fenders, fix the fresh water pump, and even get the dinghy outboard running. All the while, you and your family and friends can be relaxing at the Cask and Schooner pub and enjoying beautiful Friday Harbor and San Juan Island.

Well, Captain, it looks as if the course you plotted has worked out just fine. Nudge, nudge, say no more, a nod's as good as a wink to a blind man.

The Racing Sheet

CYC of Seattle's Scatchet Head Race: A race with breeze, FINALLY!

Puget Sound, Wash. - When the sheep and children fail to appease the dragon, it's time for more drastic measures - sailboat parts. With George too busy posing on the breakwater, the dragon got spinnakers, ropes, tillers, blocks and push pits from the sailors in Corinthian Yacht Club Seattle's Scatchet Head Race held on Saturday March 10th. Finally the wind prognosticators got it pretty close to right, maybe not at the start, and maybe not the 30-knots promised but at least the forecasters had it partially correct with winds in the teens and twenties for the second race in the 2012 Center Sound Series.

Once again they got the slower rated boats off the line first - these boats spend the most time on the course so they may as well get them going first - and with the winds just under 20 knots the starts began rolling off the downwind line.

Most in the fleet headed towards the center of the Sound expecting some good ebb current before the flood was supposed to kick in. The Dragon quickly got his first offerings on the day as *Penetration* and *Blue Martini* lined up for the Vanderbilt downwind start and got a bit aggressive with one another as they offered up a push pit to the angry serpent monitoring from the breakwater.

Boats flew up the Sound in the building breeze and strong ebb cur-



The Melges 32 Ballistic (USA 109) roars off the line while the foredeck crew on the Henderson 30 Gardlyou discusses something with the vegetable bin about spinnaker trim or penalty beers or something . . .

rent, with most of the fleet holding on to a line just west of center. The black boat, Pat Denny's *Here and Now*, held the low line as they always do, shortest distance straight to the mark. Yet just behind them Alan Johnson reached the new Beneteau 30 back and forth with

their huge asymmetrical spinnaker pulling hard.

The downwind flyer award went to Kirk Utter's Martin 30 *Scimitari* as they kept her hot on a tight angle to the west to help keep her under control and moving fast. It paid off in the end for *Scimitari* when they rounded the mark third boat for boat and first in their class.

The wind and waves began to build as the fleet moved north and the mark at Scatchet Head came into sight which is always a fun spot in a southerly with the ebb current. As the bottom shoals up, the lack of depth pushes the waves up tall and steep making it easy to surf on past the mark into shallow water or into that boat in front of you that you thought you had given plenty of room.

For *Banshee* and *Muffin* this is exactly what happened. With that feeling of "Wow we're hauling ass, oh crap we're sailing past the mark" *Banshee* dropped their chute and sailed back upwind to the mark, thankfully turning to weather before the shallow water captured the boat.

Ballard Sails Alex Simanis driving the amazing SC-33 *Muffin* also had some quick driving to do as they surfed down a wave right at the mark. "*Muffin* rounded, thankfully, without running up the stern of *Tenacious*," says Melanie Edwards. "Alex did some amazing driving to avoid them as we caught a large wave and suddenly had far more speed, and then managed to sneak inside them on the rounding.

Behind them and catching quickly, the huge Santa Cruz 70 *Neptune's Car* had this amazing pennant flying from their mast top. Wait, no, that's what's left of their massive spinnaker! The crew slowly pulled in the tapes and small pieces that where still attached leaving a massive piece of cloth to help appease the dragon and provide the fleet with a nice obstruction lurking on the water that the fleet had to avoid.

Once on the wind, the fleet leaned east with some going soon after the mark while others stood to the west a bit before covering their class that was hitting to the east. Coming into Edmonds with the

The all conquering T-Bird Invader skippered by Marty Godsfil enjoying the breeze while the spinnaker shows the problem associated with finishing too close to the committee boat and getting the shotgun for finishing first.



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ferry at the dock it became time to guess at its departure without getting in their way. A few boats tacked in to shore expecting the ferry to leave but *Sachem* stood on to weather gambling on a cross. Soon the ferry pulled out and it didn't look good for *Sachem*, five horns later *Sachem* joined the others, tacked in and let the ferry cross ahead.

Many of you know that spot just south of Edmonds that shoals up - yet like the rock north of Blakely Rock sailors need to just check and see, almost every year. Bump went the new Farr 30, bump went the Beneteau 40.7, bump went *Tahlequah*, and a few others I'm sure. Reminiscing of JAM a few years ago, everyone got off quickly before they spent the afternoon there watching the fleet sail by.

The clouds darkened and the rain came on as the fleet passed the oil dock and while short tacking the beach, they looked south to the finish and west to see what had become of the competition that had decided to check out Kingston.

Making huge gains on the west side, Mel Olson's S2 9.1 *Rubicon* took full advantage of the incoming tide and right shift after Kingston and ripped in to the finish, seemingly coming out of nowhere, to take the day and win the overall by well over 4 minutes in front of the heavy air loving Farr 1220 *Kotuku*.

Back at the docks the crews relaxed as the rain and wind abated, giving them a moment to eat some food and brag about their max speed on the day - 12.7, 14.6, 19.8. The numbers grew as the boats changed, the glasses were refilled with suitable libations and evening went on . . .

The Cruising class, that has taken a beating on this race in the past, sailed a shorter 10 mile course this year and the two boats battled it out with the Moore 24 *Freckle*, owned by Alan Trimble finishing just 2 minutes in front of Yury Palatnik's F27 *Escape*.

Class 0, the multi hulls, had only one boat start and Vincent DePillis' F31r made it around the course and back through the line to take the class.

Class One had the newly repaired Kernan 44 *Wasabi* finishing first and correcting well over four minutes in front of their competition *Freebyrd*, the Swan 45 owned by Neil Fiske, an impressive feat on such a windy day that included a long and wet upwind slog back to the finish.

Class Two had some very tight



The Melges 32 *Banshee* in perfect trim and absolutely smoking down the course to take an atypical second place in a very tough Division Two.

times after corrections with the newly rated Peterson 44 *Sachem* coming out on top over the always well sailed and tough to beat Melges 32 *Banshee*, owned by Derek Campbell.

Class Three was once again won by that heavy air loving Farr 1220 *Kotuku*, owned by Graeme Esarey with Jeff Whitney's C&C 115 *Elusive* finishing first but correcting a few minutes behind *Kotuku* into second.

Class Four had their finishes switch up from the week before as Stephanie Kristen's J-105 *Jubilee* finished just in front of Lorenzo

Migliorini's *Allegro Vitace* to take the J-105 class.

Class Five had that amazing *Muffin*, the Santa Cruz 33, take the win again followed by those crazy fun kids aboard the black boat, the J-29 *Here and Now* owned by Pat Denny, in second.

Class Six was schooled by Mel Olson's S2 9.1 *Rubicon* finishing almost 20 minutes in front of the second place boat Chris Johnson's San Juan 34 *Penetration* with their "go west" tactic.

Class Seven was taken by that upwind machine *Arturo*, owned by Dan Westra. Not an easy task

when your racing against those legends aboard their Thunderbirds, as *Invader*, owned by Martin Gotsil corrected into second.

With some ties developing and some tight races so far, the final race in the series, Three Tree Point, may be the deciding race for many of the classes, and fortunately it's two weeks away so the racers and sailmakers have some time to make their repairs! - Ben Braden

Photo's by Jan Anderson: <http://janpix.smugmug.com>

Neptune's Car (left) fishing with the remains of her kite attempting to snag the unsuspecting Olson 911 Blue Martini.



The Racing Sheet

A Mixmaster of conditions for Center Sound Series opener, Blakely Rock

Puget Sound, Wash. - An almost carbon copy of the forecast from exactly one week before had the sailors planning for big breeze and a quick sail around the Sound in CYC Seattle's first race of the Center Sound Series - the Blakely Rock Light race held March 3. Sixty-three boats came out Saturday morning expecting the forecast 20 to 30 knots out of the southwest - some going as far as leaving their light geno's on the dock! But just like the previous weekends forecast gale, the actual breeze was a meager eight knots out of the south southeast by the time the starting gun went off.

Saturday's reverse start, where the slower rated boats start first, got the 150 to 201 raters off the line with the two Thunderbird 26's heading west as quick as they could. Many a racer on the Sound has used or heard the adage, "if you can see the T-bird, they're beating you," which generally is true and made for a tough day with the T-bird's out front from the beginning, always in sight. The next starters in Class 6 took the more traditional line of working the breakwater up to West Point and Class 5 was so eager to get started that a number of boats were over early in their excitement on the first CYC race of the year.

With the Martin 30 *Scimitar* heading back to the line to clear themselves, the *Muffin* hucking crew



All photos by Jan Anderson

For the first race of the season the starts were very close and right on time. From right to left the *Melges 32 Ballistic* heads up to try and hold off *Madrona*, *Terromoto*, Class Two winner *Sachem*, and the *Farr 395 Eye Candy*.

aboard the *Santa Cruz 33* headed off on starboard towards the breakwater before tacking to pass around West Point and continue the traditional tactic of working west after the Point. As the wind began dying and boats began chasing puffs in their attempts to work west they thought of that old adage again while

watching Marty Godsfil's *Invader* screaming up the Bainbridge shore on the building, southwesterly - exactly the conditions from the weekend before.

Most of the fleet didn't make it past the mid-channel before the southwesterly hit, but those that had worked west early made huge

gains in the changing breeze. "*Banshee* went there, *Fredbyrd* and *Madrona* went there, and we did too," says Alex, racing aboard *Ballistic*. "The approach to Blakely Rock was now a right-side starboard tack layline for us, following *Banshee* we effectively passed everyone."

Invader led the 63 boat fleet around the rocks with the monster truck *SC70 Neptune's Car* hot on their tail. Chutes came out as the fleet rounded, avoided the submerged rock north of the mark and looked up the Sound trying to figure out which way to go to get all the way north to the temporary turning mark set up near Edmonds.

"The downwind began great," says Melanie Edwards, sailing aboard the *Muffin*. "We had a nice southerly blowing pretty strong and steady but it began to die as we headed north. Derek Campbell's tip at the CYC chalk talk Friday night recommended crossing over directly to West Point after the rock, which was generally the route we took.

"Looking north though, *Strider* and *Neptune's Car* were dousing spinners & raising headsails - a spin-erly was on its way. But no, wait . .

One of the great challenges of the Blakely Rock Race is always the ferries leaving Bainbridge. From right to left the *J-35 Bergen Viking* leads a group towards the beach followed by *Scimitar*, *Elusive*, *Tahlequah*, and *Selchie*.



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. the southerly was still with us in brief puffs. Wait . . . it's totally gassy, except there was a puff above us, and boats just rounding were heading east immediately and flying past us below! Not this crap again, not like last weekend!

"It seemed like all the boats were moving past us quickly - above and below us. The puffs were short lived, but we managed to connect enough of them to never truly stop.

Neptune's Car and *Strider* were in complete glass close to Port Madison, we joked they must be stopped for lunch to let the fleet catch up. Headsail up, no spinnaker up, douse . . . oh wait, hold on keep it up. Much chaos on all boats, some yelling I'm sure."

Just like the previous weekend, the wind gods hinted at a northerly while those lucky enough to have worked east got the residual southerly and some thermal breezes off the shore. "Everyone who was on the water will remember this: what seemed to be a northerly, with *Neptune* and *Flash* already in it with jibs up, but nothing up north?!" Chuckling to himself Alex goes on to say that "Periodically a pulse would fill from behind, the left, the right, or above, and it would push the boat north. It was ultra bizarre sailing. We were 60 feet away from the J/145 and on the same heading, on opposite tacks, with both of us moving?!" Eventually the southerly filled again, but from the east. Those folks who had gone closer to West Point got it first and brought it with them."

Watching the Melges 24 *Brio* plating up on the eastern shore was enough for many to keep working east, right turn after right turn. Playing the puffs off the beach, turning right at every chance. "Watching *Sachem*, *White Cloud* and *Jack Rabbit*," says Alex, "it was clear we had to get further right, and we'd sail around them. We passed the Buchan buoy, then Spring Beach on the way north to the mark, always owning the right."

The Melges 32 *Banshee* rounded the mark first heading straight south to the finish, moving along well in what looked like no wind. "Virtually all boats after *Banshee* rounded the leeward mark to starboard," says Melanie, "then headed east...through the approaching boats." *Approaching boats* was a huge understatement as the current and puffs had brought together over 40 boats into the temporary mark at the same time. A pinwheel rounding bigger than any racer ever wants to see.

The winds began building out of the south now and crews jumped to their rails as the brain trusts in the back debated tactics and sail changes. Winds building more and more as the white caps developed, and the #3's began popping up on the bows as the crews hiked harder and harder to make the finish without another tack.

With the finish line in sight by the fleet they watched the Swan 45 *Freebyrd* cross the line first followed closely by the Melges 32 *Banshee*. As the flood gates opened, boat after boat slammed across the line in what became a perfect sunny, windy and warm spring day.

Now for the results: The three boat Multi-hull class was won by the F28r *Alii Kai*, the only boat to finish in class 0. With only 2 Multi's starting the race, *Alii Kai* had to push hard to stay in the game and with the reverse start they had plenty of monohull competition to keep them working hard - so hard

they won the overall by over three minutes on the second place boat *Kotuku*.

Neil Fiske's Swan 45 *Freebyrd* sailed away with Class 1 correcting over 3.5 minutes in front of the second place boat John McPhail's J-160 *JAM*.

Class 2 had a tight finish with the oldest, slowest rated boat coming out ahead by 33 seconds after correction. William Buchan's beautiful Peterson 44 *Sachem* took a close win ahead of Denny Vaughn's Beneteau 40.7 *Bravo Zulu* with Derek Campbell's Melges 32 *Banshee* correcting into 3rd by just 15 seconds.

Class 3 had Graeme Esarey's Farr 1220 *Kotuku* winning the class by almost 3 minutes over Charles Hill's Wauqueiz 40s *Different Drummer*, with *Kotuku* also taking second in the overall's behind the multi-hull *Alii Kai*.

Class 4, the J-105's, was once again sailed away from by Lorenzo Migliorini's *Allegro Vivace* finish-

ing just 18 seconds in front of Stephanie Kristen's *Jubilee*.

Class 5 was won by the amazing *Muffin*, Gary Greth's Santa Cruz 33. Finishing first in class and correcting over 3 minutes in front of the second place boat, Gay Brady's Hotfoot 31 *Xcentric*.

Class 6 was once again dominated by Laney Gale's Olson 911 *Blue Martini*, finishing first in class and correcting over 5 minutes in front of the second place boat, Mel Olson's S2 9.1 *Rubicon*.

Class 7 had the two boats everyone was worried about, Marty Godsil's *Invader* & Kwadwo Copeland's *Selchie* taking 1st and 2nd respectively. These two Thunderbird 26's started first and made the tough tactical choices without the help of leading boats and corrected to 5th and 10th respectively in the overall scores. Great to see this classic Puget Sound design out sailing and racing to its potential after all these years. - Ben Braden

2012 Northwest Interscholastic Sailing Association season starts with a bang!

Seattle, Wash. - Seattle Yacht Club (SYC) hosted the annual Kick Off regatta on March 3rd with school attendance at a record high. Schools attending were Port Townsend, Orcas, Interlake, North Kitsap (Poulsbo), Kingston, Friday Harbor, Lincoln (Portland), Klahowya, Bellingham, Everett, Redmond, Ballard, Sequim, Olympia and Anacortes with a total of 165 sailors converging on SYC for a day of competition and renewing old friendships.

Sugar Flanagan, coach of Port Townsend HS stated, "In terms of schools, this is the biggest kick off regatta I've seen. It's great to see all the new teams here. Some have traveled hundreds of miles to make this inaugural event of the season. The usual powerhouses are here but based on the sailing I've seen today they better watch out for a couple of the new upstarts."

SYC coach Cameron Hoard is new to his position but not to youth sailing. Hoard was surprised at the number of high school sailors and the talent shown. "Wow. The skill shown by these kids is great! Many of them would be at the front of any fleet. I'm really looking forward to watching these sailors this season, especially with the Mallory Trophy

being held here in Seattle this year."

Sixteen races were sailed in moderate breeze on Portage Bay. Puffy conditions caused several lead changes on the short collegiate style courses. The teams divided into an "A" division and "B" division, each sailing wight races with total scores combined to determine standings.

NWISA is the regional organizing authority of the Interscholastic Sailing Association (ISSA). NWISA arranges local and regional meets for its 24 member schools throughout Oregon and Washington. For

more information about starting a high school sailing team at your school, contact Burke Thomas, district director at orccsailing-coach@gmail.com.

This year the NWISA and SYC are hosting the Mallory Trophy, the national doublehanded high school sailing championship. Twenty teams from throughout the nation will converge on Seattle May 12th & 13th to vie for the Mallory Trophy. The Center for Wooden Boats (CWB) will be the venue for this exciting championship.

Vanguard 15's are just about the perfect boat for the short, tight courses set up in the confines of Portage Bay. Photo by Rich Tong.



The Racing Sheet

Predicted heavy winds for Jim Depue Memorial Race fail to show up

Port Madison, Wash. - With a gale forecast for the weekend of February 25th, the first race in the West Sound Series promised to kick off with a bang! Winds in the 25 to 35 knot range with gusts over 40 and temperatures in the upper 30's had many guessing their sanity and tenacity as they de-winterized their boats Friday night before the race. Prepared to re-schedule the event, the RC cautiously set out Saturday morning, putting their bow into Puget Sound to see how bad it was - 6 to 9 knots out of the ESE the question became what gale is that?

The weather prognosticators got it wrong again and the 18 boats that made it out to Port Madison Yacht Club's Jim Depue Memorial race were treated to calm, albeit cold, conditions for the day's race. Starting near the tip of Point Monroe, the course takes racers south down Bainbridge Island to a mark near the mouth of Eagle Harbor then across the Sound to West Point then north to a mark off of Jefferson Head and then back to the finish off of Point Monroe. A fun course around the Sound with some good, long upwind and downwind legs.

At the 10 a.m. start time the horns started blasting and as the Non-Flying Sails boat got off the line, the seven boats in Division Two tried to find some way to pick up enough speed in the light conditions to get across the line and out into the Sound. Once started it was time for Division One to figure out how to get going and with the larger heavier boats it isn't an easy task.

The *Wasa 38 Vanadis* came in at the pin on port, slowly tacked over to starboard and nailed the start at the pin end just under the bow of the C&C 37/40 *Reignmaker*. With the two big boats feeling pretty good about their starts in the light conditions they pushed east around the Point slowly building speed until, wouldn't you know it, along comes the ultra-lights from behind and to weather.

Easily building speed in the light swirly puffs the *Sierra 26 Dos* followed by the *Olson 30 Tally Ho* slipped by the heavies, caught the lifts up into the beach and surged



The J-105 *Dulcinea* USA 174 (main trimmed too loose) gets ready to roll the *Express 37 Tantalus* (main trimmed too tight). Photo by Marielle Massey.

into the lead.

The fleet worked south in the now eight knots of wind and soon had to make the choice of working the shore for current relief or heading out into the channel for what looked like more breeze. The forecast called for a westerly shift so playing the right side, even if it's a bit lighter, should pay off - if they guessed right on the forecast that is . . .

In any race there always seems to be that boat that pushes the beach hard, seemingly always knowing exactly when to tack to not run aground while staying in front by taking that risk at the beach. Then there's that one race when that boat pushes a bit too far and think, the bow goes down and the helm goes over.

As *Tally Ho* worked hard up the beach and was easily staying in front of the heavy deeper draft boats by playing the shore, they found the limit, and the shelf, just south of the Fay Bainbridge State Park. With the crew leaning out on the lee side and the breeze in the sails they soon were back sailing, but with their

lead lost, it was time to work the lifts and puffs with everyone else and hope for another advantage later in the course.

Soon the winds did shift a few degrees to the west and the boats that had worked the middle to right of the course had the advantage. *Dos* led the way followed by *Great White, Dulcinea* and *Reignmaker* - *Reignmaker* having done a great job of keeping that heavy boat moving in the light and getting lighter conditions.

As the fleet worked around the Eagle Harbor mark they found themselves wishing for the gale as they watched the wind dwindle down to two to four knots and glass settle over much of the Sound. As they pointed their bows down stream towards the next mark in the course, West Point, the winds completely crapped out and drifting commenced in the smooth ebb current. But, the sun was out, the jackets came off, and heck, we're out sailing and enjoying our boats and friends - it's the start of another great year of sailing!

The RC had thankfully nursed their committee boat across the Sound to West Point and shortened the course as the fleet drifted closer and closer to the mark. Leads were lost and huge gains were made as boats navigated the current and small zephyrs in their attempts to drift across the finish line properly. Not everyone was so lucky and some got swept past the finish to be left spending precious minutes sailing back upwind against the current to get across the line.

Motoring back across the sound a few boats thought to stop at the PMYC clubhouse for some time around the fire, stories from the day and enjoy the hospitality set up by Joyce Depue at the clubhouse - yearly, she sets up the fire, ready to start for the cold racers and leaves a bottle on the counter to help warm their hearts and memories of the race's namesake, Jim Depue.

As the only boat to start in Division Three, the No Flying Sails class, the *Rawson 30 Alycote* took the class with a DNF on the light day.

With all seven boats finishing the shortened course in Division Two, the B-25 *Shenanigans* took the day of the US-30 *Sun Chaser* in second followed just two minutes later by the *Ranger 30 Jabez* in third.

Division One led the way across the line with *Brad Butler's Sierra 26 Dos* finishing first and holding on after correction to a dominating lead on the day. The C&C 43 *Carmanah* took advantage of the dying breeze and snuck around the drifting leaders to correct just three seconds in front of the J-105 *Dulcinea* for second and third respectively.

A big welcome went out from everyone to the new owner of the *Santana 30/30, Cody Pinin*, bringing his new boat *Blackout* out on its first race with new owner despite the windy cold forecast!

Full results can be found at the West Sound Sailing Association Website (<http://www.wssc.net/WSSA/>). Get ready for race two in the series on March 24 with Port Orchard Yacht Club's Annual Spring Shakedown in beautiful Sinclair Inlet. - **Ben Braden**

Gary Jobson cruises into town for Leukemia Cup Regatta kick off party

Free April 10 event at the Corinthian Yacht Club Seattle at Shilshole features door prizes, registration incentives and presentation by Jobson

Shilshole, Wash. - Gary Jobson, President of US SAILING, Emmy award-winning sailing commentator, America's Cup winner and author of 17 books on sailing will be in Seattle on Tuesday, April 10th, 2012, at the kick-off party for this year's Leukemia Cup Regatta.

Jobson will be giving a special presentation at the event which will be at the Corinthian Yacht Club Seattle at Shilshole from 6:00 - 8:00 pm. The event is open to the public and free to all boaters (and non-boaters) who are interested in hearing Jobson speak and learning more about the Leukemia Cup Regatta and how to get involved. Interested parties should bring their crew and friends, enjoy eats and drinks, become eligible for great prizes, and meet Jobson. Space is limited and an RSVP is required. To RSVP, email brianna.rockenstire@ls.org or call 206-957-4577.

Registration for the Leukemia Cup will be open and skippers who register before or at the kickoff will be entered into a drawing for a gift basket which includes: a \$25 West Marine gift certificate, a signed copy of Jobson's book *Championship Sailing*, Theo chocolates, wine, and Leukemia Cup Regatta & Mount Gay Rum apparel. Door prizes at the event include: a \$25 gift certificate to Maggie Bluff's, Theo chocolates, assorted Washington wines and a Starbucks gift set.

About Gary Jobson

In a competitive sailing career spanning more than four decades, Jobson has won just about every significant sailing championship. Drawing from his personal experiences, Jobson will give a 75 minute presentation, "Sailing: Speed and Passion" which touches on ocean racing, inshore racing, ultimate sailing, cruising, the 2012 Olympics and the upcoming 2013 America's Cup in San Francisco - both of which he'll be providing television commentary on. All accompanied by riveting and entertaining brand new videos.



Additionally, and more importantly, as National Regatta Chairman of The Leukemia & Lymphoma Society's sailing program, Jobson - himself a lymphoma survivor - is here to encourage boaters to participate in the 2012 Leukemia Cup Regatta. The 18th Annual Seattle Leukemia Cup will be held at Elliott Bay Marina on Saturday June 9th, 2012 and is the kick off to the Downtown Sailing Series. Local blood cancer patients, survivors and their families are invited to go sailing with participants for a carefree day on the water. Participants, guests and community members are invited to the Heineken Luau at Elliott Bay Marina immediately following the Regatta. The Hawaiian-themed party includes dinner, drinks, live entertainment and a small auction. Event organizers hope to raise at least \$160,000 to support the ongoing work of The Leukemia & Lymphoma Society.

About the Leukemia Cup Regatta

The Leukemia Cup Regatta has raised more than \$800,000 locally in the last five years alone. Since its inception in 1993, the Regatta has raised more than \$38 million nationally to fund blood cancer research and patient services.

The Seattle Leukemia Cup Regatta is presented by Elliott Bay Marina, Downtown Sailing Series, Heineken and Alaska Airlines. For more information, to register for the event, or to make a donation please visit www.leukemicup.org or call (206) 957-4577.



HTX Blocks

Years of design and manufacturing experience, combined with collaboration from boat builders, designers, and sailors, has resulted in the new Lewmar HTX Hardware Range. Drawing upon the design of the racing range, the HTX blocks are constructed from a number of alloy parts, providing enhanced reliability.



- Alloy cheeks
- Side thrust ball bearings
- High Load capacity and large line size
- Head design inspired by Lewmar racing range with swivel head mechanism locking through a set screw

General Information	Size 50	Size 60	Size 72	Size 90
Post Diameter	3/8 in	15/32 in	21/32 in	7/9 in
Shackle Pin Diameter	3/16 in	1/4 in	3/8 in	3/8 in
Max Line Size	3/8 in (5/6 in fiddle)	1/2 in (3/8 in fiddle)	9/16 (1/2 in fiddle)	5/8 in
Working Load Limit	1760 lb	2425 lb	4400 lb	7700 lb
Breaking Load	3520 lb	4850 lb	8800 lb	15400 lb



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The Racing Sheet

Wild Rumpus captures Girts Rekevics Memorial Foul Weather Race title

Anacortes, Wash. - For the second year in a row, a fleet of Canadian sailors from the Royal Victoria Yacht Club, North Saanich Yacht Club and Turkey Head Sailing Association joined the American sailors for the Anacortes Yacht Club's Girts Rekevics Memorial Foul Weather Race & Cruise on Feb 25th.

Foregusers from NOAA posted a gale warning for Saturday with gusts as high as 50 knots. But by the time the race started Saturday morning off the tanker docks in Anacortes, the fleet headed to the finish in Friday Harbor, 18 miles away, in a nice solid westerly breeze, no struggling in gale force conditions. Once across Rosario Strait, the course threads its way through the San Juan Islands and its protected channels and bays to the finish half way up San Juan Island's eastern side.

While often protecting boaters from the strong winter storms out on the Straits, the San Juan Islands produce some challenging conditions for sailors in any breeze. With their tidal currents, wind shadows and re-directions, the passages around the islands provide racers with a constantly changing challenge that keeps racers paying attention throughout the course.

The 22 boats had a port beam reach to the start and fortunately for everyone in attendance, nobody was brave enough to risk a dip start on



Overall winner Wild Rumpus rolling over the Washington State Ferry and showing them the way around the Islands.

starboard that would have gone a long ways in supporting the local boatyards during the lean winter months.

With the Americans racing for the memory of a local sailing great, Girts Rekevics, the Canadians joined in and were racing for a great memory of their own, the Stanley Cup - a Stanley thermos left unattended two years ago by a certain local female skipper . . . "you can have it back, but you have to beat us to Friday Harbor if you want it!"

The *Redline*, a J-120 with Paddy Guy at the wheel, showed her transom to the fleet early on in the race and relished the solid breeze as the fleet entered Rosario Strait pushing the redline and quickly sailing into what looked like an insurmountable lead. The two multi-hulls, *Kinetic Ki* and *Son of Raven*, duelled off the start and out into the Guemes Channel until the *Ravens* jammed a halyard and the Bowman boys on *Kinetic Ki* found another gear to get an early lead.

In the Santa Cruz 27 fleet, *Wild Rumpus* and *Slayer* swapped from genoas to blades as the other yellow boat, *Ol Yeller* and the Mighty *Norn* gave chase.

The predicted 35-knot westerly never materialized but Rosario Strait served up a few salty reminders to wake many of the crews that had enjoyed the Anacortes Yacht Club's legendary hospitality till the burgee came down on Friday night.

In the lead-belly fleet *Passepartout* (with the owner overseas) let it rip with the big sails and the expensive wine, along with a cockpit heating duct in a full enclosure to hold sway over *Emoyeni*, and *Syndicat*, featuring celebrity helms-person Dr. Capt. Chris White.

The C&C 115 *Caliente* tucked in a quick reef off the State ferry dock and was able to cover the hard charging C&C 115 *Riot*. Soon the fleet was struggling against the ebb pouring south out of Thatcher Pass. The Beneteau 265's rolled out their headsails to full size and the good doctors aboard *Little Annie* slipped through ahead of the rabbit stew on *Hassenpfeffer*. The wind angle freed up just a bit on the way to Upright Head and spinners could have been set, if only for a moment . . .

It was a beat to the finish up Upright Channel and across San Juan Channel to Herb's Tavern and a delicious awards ceremony din-

ner hosted by the Downriggers restaurant. *Arogonaut*, the only true cruising vessel in the race, and the most beautiful *Velica* along with the tilt'n Hilton *Soul Thyme* hosted a bunch of sailors that had neglected essentials like heaters and snacks.

First place in the AYC Foulweather race went to the well rigged Santa Cruz 27 *Wild Rumpus*, owned by Stephanie and Andy Schwenk of Northwest Rigging. Second went to the Santa Cruz 27 *Giant Slayer*, owned by Dave Garman and correcting just 10 seconds back in third was the Multi-hull *Kinetic Ki* owned by Bill Bowman.

For the Stanley Cup, those Canadians that made the winter trek to Anacortes for the race, gave up first place to the dominating performance from the J-120 *Redline*, owned by Paddy Guy. Correcting into second, over ten minutes later, was the C&C 115 *Caliente*, owned by Ole Andersen and third, another 15 minutes later went to the Hot-foot 31 *Tracks*, owned by Gary Robinson.

Full results can be found on the AYC website www.anacortesyachtclub.org. - Ben Braden (photos by Doug Simmons)

Winner of the highly coveted Stanley Cup, Paddy Guy skipper of Redline, wearing the required feathered boa.



The Racing Sheet

Owen and Linda Ritter win truly Heavy Weather Navigation Contest

Bremerton, Wash. - In spite of apparent wind gusts up to 40 mph, 38 contestants took up the challenge at Bremerton Yacht Club's 78th running of their Heavy Weather Navigation Contest on Saturday, Feb 18. With the wind forecasted to arrive late Friday, those contestants cruising over from the Seattle area made it a point to get across Puget Sound on Friday for arrival at BYC and safe berthing before the Friday evening social gathering, club dinner, storytelling and weather speculation.

Everyone awoke Saturday morning to healthy winds and pelting rain to begin their race day preparations. Following check-in at the clubhouse, the contestants cast off for the start of the 20.5 mile contest course which would take them from the protected waters of Port Washington Narrows out through Rich Passage to the more open waters of Puget Sound for a brief, but more than fulfilling, whitewater run of about two miles. They then returned back through the Rich Pass for the more protected inside waters, except for that short quarter mile run abeam to the southerly winds and seas and helped by a long fetch.

The final leg, a 2.5 mile return trip through the Narrows at 7.0 knots in flat water at the turn of the current, turned out to be far more of a time prediction challenge for most than expected (Wait a minute here - why is the current trail at the bridge piling coming this way when it's suppose to be going that way?). Only two skippers got it right with single digit errors, while 14 finished that leg with errors of more than 100 seconds.

The most unfortunate skipper (one well seasoned veteran and previous winner of this race) completed the first five legs (14 total miles) in the "big water" with a total error of only 22 seconds (less than half the error of any other contestant at that point), only to fall victim to the Narrows "Current Villain" by accumulating an additional error of 257 seconds over the last two legs.

On a side note here, the heavy wind and rain at the start of the race turned to sunshine and a breeze by the time the first boats crossed the finish line (as was previously predicted by the Contest Chair).

After contest log check-in, the contestants and crews gathered back in the clubhouse for social time and dinner followed by a skit

contest between the visiting yacht clubs (won by Day Island YC) and winding the day up with dancing to live music until midnight. Sunday morning dawned sunny and fairly calm for the breakfast gathering and awards presentation in the clubhouse.

Trophies were presented by Bremerton YC Commodore Leo Longenecker and Regatta Chair-Power Mike Henry to the top three overall winners, the top three finishers in each of five classes, the top Novice contestant, the top U.S. Navy Unit and the yacht club with the best four-boat team score.

Taking First Place Overall honors was the team of Owen and Linda Ritter of BYC on *Outbound* with an error of only 0.4794%. Capturing Second Place Overall was Clint Chapin of Meydenbauer Bay YC on *Sojourn* at 0.7115% with last year's winner Dick Timmerman of Poulsbo YC aboard *Vagabone* in Third Place Overall with a score of 0.9373% (these were the only scores under 1.00%).

One of the International Power Boat Association's goals is to encourage newer (and younger) boaters to get involved in our sport. This year there were five first-time

entries at Heavy Weather with BYC contestant Mike Laird taking the Novice Trophy with a score of 2.3465%. *Old Man IV*, skippered by QMC Mike Eaton, won the U.S. Navy Unit trophy. Of the eight yacht clubs represented in the contest, three qualified for the four-boat team trophy competition. This year the winning team, with an average error of 1.5157%, was the host team Bremerton YC comprised of Owen Ritter, Mike Henry, Chuck Silvernail and Gene Paxton.

The sport of Navigation Contests, under the sanctioning body International Power Boat Association, is alive and getting better here in the Pacific Northwest. The contests are hosted by various yacht clubs in the Greater Seattle, West Sound and South Sound areas and they provide an excellent venue for year-round use of your boat plus they allow access to some destinations not available to most boaters.

The IPBA contest schedule and contest information can be found on the IPBA website at www.ipbalogracing.org. For more details, contact IPBA Commodore Bill Anderson at bigbillas@earthlink.net. - Mike Henry, Regatta Chair-Power, Bremerton YC



Overall winners Owen and Linda Ritter of Bremerton YC being presented their trophy by BYC Commodore Leo Longenecker



BYC Commodore Leo Longenecker with the winning team members (l to r) Mike Henry, Owen Ritter, Chuck Silvernail, Gene Paxton

The Racing Sheet

Blue Steel, Wild Rumpus win Winter Shaw Island Race

Shaw Island, Wash. - Twice a year people get together to race around one of the San Juans quaintest little islands, heck the ferry terminal was run by a group of nuns for years! Many sailors choose the warm and cozy summer Round Shaw Island race but the hearty, the diehards, those characters that truly are fixed on getting together and racing no matter what time of year it is - do it in the winter.

The Annual Shaw Island Winter Classic, hosted by the Orcas Island Yacht Club and sponsored by the Orcas Island Hotel, garnered 16

boats in 2 classes (PHRF and an SC-27 One Design) for race day, Sunday, February 19th.

Switching between Saturday and Sunday every year this year's race ran on the heels of a super low pressure system that came through on Saturday's delivery day. Boats scooted around the course Sunday in partially sunny skies and 10 to 15 knots of breeze while major snowstorms hit the local mountains causing deadly avalanches throughout the region.

"We had a challenging delivery beating in fresh westerly's on Satur-

day," comments Adam Yuret, "it was most educational for all involved. We learned during the delivery that the SC-27 has no drama going upwind three-up."

With Mother Nature serving up a good mess of low pressure Saturday many crews had a lively ride to West Sound Marina and gathered for the largest house party in San Juan County recorded this year - an outstanding kickoff for such a fun winter sailing event. Sunday morning dawned clear and sunny with a 10kt westerly wind.

The start line for Winter Shaw

stretches all the way across Harney Channel from the Orcas Hotel to a flag pole on Shaw giving the fleet a bunch of options to find wind and avoid the ferries.

The lone multihull in the event, *Blue Steel*, an F-32 triamaran with a rock star crew, left a conrail behind and set a new course record of 1:46, they left the entire monohull fleet in their vapor trail from the start. Two fast women, Betsy Wareham at the helm of *Ptolemy* and Stephanie Schwenk at the stick for *Wild Rumpus*, led the charge east down Harney Channel for the monohull fleet af-

What's new for Swiftsure 2012?

Victoria, B.C. - For those intrepid sailors who like single handed and double handed racing check out the Notice of Race (online) for the revised Swiftsure Inshore Classic and the Three Long Courses (The Swiftsure Lightship Classic, The Cape Flattery Races and the Juan de Fuca Race).

For the first time, a single-handed division will be added to the Inshore Classic if there are enough registrants to create a division. For the Three Long Courses a double-handed division will be added for each of the races if there are at least 5 boats registered as double-handed for that race. This is an exciting opportunity to

show off your sailing skills.

The Swiftsure Inshore Classic is also taking on a new look. This year a course will be selected on race day taking into account the winds and tide. The fun part is that the finish line will be in Cadboro Bay at the Royal Victoria Yacht Club. Sailors will be welcomed to celebrate the



50th Anniversary of the Juan de Fuca Race: The "Little Swiftsure"

In 1962, the Swiftsure Committee created the Juan de Fuca race for yachts that were too small to comfortably complete the 137 mile Swiftsure Lightship Classic. With only four entries at its inception, the Juan de Fuca race grew quickly during the 1970's and had 36 boats in 2011.

Even at just over half the distance of the big race (79.5 nautical miles), the Juan de Fuca race requires similar boat preparation and crew training. It also allows sailors to compete within sight of the big boats on the long outward beat through Race Passage, then round the mark in Clallam Bay and finish within a reasonable time (often as the bigger boats roar home from Swiftsure Bank).

The race immediately developed its own brand of strategy and tactics and has always been closely contested. For example, deciding when to head across Juan de Fuca Strait becomes more critical when there's less time to make up for an error in judgment. In addition, while the original "family cruiser/motley crew" flavor of the Juan de Fuca race still remains, technological and design advances have brought sport boats and multihulls into the fray with changes in tactics and impressive results. The Juan de Fuca race has evolved into a premiere overnight distance race that features many one-design and boat-to-boat battles. This makes for exciting starts, close finishes at the line and heartbreaking results on correction.

The Juan de Fuca race offers a variety of sailors the chance to enjoy all the festivities and social aspects of race weekend and participate in a sanctioned Swiftsure race with a manageable commitment in time and money. In addition to strengthening ties between clubs and across borders, many competitors look forward to the Juan de Fuca race as an opportunity to renew old friendships and rivalries. This year the Juan de Fuca race will offer singlehanded and double handed categories to recognize those particular challenges.

For more information on the history of the Swiftsure International Yacht Race; including photos, past results, trophies and records visit: www.swiftsure.org

end of day racing by enjoying the club's facilities, including free moorage overnight.

The inner harbor festivities have changed as well. A dock party will be held in front of the Empress Hotel in the late afternoon on Thursday and Friday. We listened to those that answered our Swiftsure Survey and found there was a desire to host events that encouraged pre-race opportunities to meet and greet fellow racers. What a better place than the docks in front of the Empress and at your own boat!

This year the registration tent will be on Ship Point and the skippers meeting and the 2011 Trophy Presentations will be held at a downtown facility within walking distance from the downtown docks.

The Racing Sheet

ter the start.

Six Santa Cruz 27's created a colorful parade along with Arne Hammer and his soon to be kept fighting crew aboard the modified SC-27 *Norn*. The mighty Catalina 42 *Jah Mon* with at least five courses of chow on the stove and a full crew of merry-makers let their massive kite create havoc among the ULDB fleet in the tight quarters around Shaw Island.

"As we jockeyed for position the Count gave up the helm to Lucky Dave," laughs a racer aboard *Jah Mon*, "and served the homemade chicken soup that was prepared on the delivery over. The soup course is served" was announced to the fleet, as most were within 200' in light air. You have to pity those without comforts.

The fleet rounded south into Upright Channel and the SJ-28 *Hoendag* found stronger breeze on the Lopez side and passed several hapless vessels stuck in a hole on the point at Shaw. Down with spinnakers and up with genoas as the fleet worked into Upright Channel.

The third female skipper in the race, Christina "Enchilada Sauce" Barrett-Ross, found a way to horns-woggle the Little Men aboard her SC-27 *Oi Yeller* and led a charge up the center of Upright Channel. All four yellow SC-27's were looking strong as they worked west towards San Juan Island.

Soon it was back to spinnakers along the south side of Shaw and the new boat in town, *The Banana Stand*, was looking strong until they actually doused the kite to go back and pick up a floating winch handle - who does that? *Limney Bastard*, skippered by Colin Emsley, all the way from Sandpoint, ID by way of Wales, surged ahead as the fleet entered the dreaded Wasp Passage and its swirling current and light winds. *Beluga*, featuring local boat building celebrity Jim Betts at the helm, was desperately trying to hold onto the lead over the hard charging Green Meanies aboard *Sabra*. It was headsails then spinnakers then nothing then another round of headsails and spinnakers as the fleet traded gybes then tacks through to the finish line off the Orcas Hotel.

If you are looking for winter fun, look no further than OIYC. Each season this race kicks off sailing in the Northern Salish Sea. Check out OIYC.org for past visitors and see such luminaries as *Sir Isaac* and *Ghost Rider*. Seriously if you're planning a winter cruise and wanna bring in some knuckle draggers for

the race this regatta is set up around the ferry schedule and the dinner, awards party and hospitality of Orcas Hotel is second to none!

First in the PHRF fleet went to the blazing flast blue streaker - the F-32 *Blue Steel* owned by Nigel Oswald. Second place went to the amazing Arne Hammer and crew aboard his Santa Cruz 50 looking little 27' boat, *Norn*. Third place,

correcting over 7 minutes behind *Norn*, was Eric Moulton's Express 37 *Ptolemy*.

In the classic ULDB one design class, the Santa Cruz 27's, first place went to Stephanie Schwenk and her wild things crew aboard the dominating yellow SC27 *Wild Rumpus*. In second, finishing over 6 minutes later and winning the longest name competition, was Jeff

Rodenburger's yellow SC-27 *Salthart Foamfollower*. In third, finishing another 5+ minutes later was Adam Yuret and his money crew aboard the, you guessed it, yellow SC-27 *The Banana Stand*. What is it with yellow?

Full results can be found at the Orcas Island Yacht Club website - OIYC.org. - **Andy Schwenk and Ben Braden**

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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

POWER

2	Rendova	02	08	7,950	Irwin	24
18	Chris Craft	52	G	19,950	Signature	69
18	SeaSwirl	02	08	13,500	LaComerYS	101
19	Bayliner	99	G	5,500	RangerTugs	15
19	Novurana	96	D	17,750	WaterLine	75
20	Bayliner 2052	96	G	19,000	WaterLine	75
20	Chris Craft	07	G	37,500	Irwin PDX	24
20	Chris Craft P	07	G	37,500	Irwin	24
20	Grady White	07	08	48,500	NWYachtNet	100
21	Bayliner2455	01	G	23,900	LaComerYS	101
21	Ranger Tugs	01	D	24,937	RangerTugs	15
21	Teknicraft 21	01	TG	49,000	WaterLine	75
21	Trophy	03	08	29,500	AYC	99
22	Chris Craft	01	G	29,750	Irwin	24
22	Duffy	08	E	45,000	ChuckHovey	19
22	Grady White	07	08	59,900	NWYachtNet	100
22	Grady White	07	08	63,500	OceanAlex	2.5
23	Hadlock	05	08	34,950	ElliotBay	41
23	Seaswirl T	07	08	51,000	AAAYachts	123
24	Bayliner2455	01	G	23,900	LaComerYS	101
24	Bayliner	02	G	19,500	NWYachtNet	100
24	Bayliner2458	95	G	19,500	LaComerYS	101
24	Centurion	06	G	45,000	WaterLine	75
24	SeaRay	00	G	43,500	Tradewind	103
24	SeaRay	00	G	43,500	Tradewind	103
24	Skagit Orca	01	G	55,000	LaComerYS	101
25	Bayliner 2660	86	G	16,900	LaComerYS	101
25	Bertram	63	TG	15,500	Bristol	qis
25	Chris Craft	11	G	112,500	Irwin	24
25	Chris Craft	04	G	68,800	AdvanceMarine122	
25	CustomSedan	90	G	19,000	Tradewind	103
25	Ranger Tug	07	D	114,900	NWYachtNet	100
25	Ranger Tugs	09	D	139,937	RangerTugs	15
25	Regal	07	G	45,000	NHArborYS	98
26	Bayliner	79	TG	24,900	NWYachtNet	100
26	Aircraft	04	08	72,900	EagleCraft	20
26	Bayliner	90	G	19,000	Tradewind	103
26	Bertram	83	G	49,950	Irwin	24
26	Bertram	83	TG	49,950	Irwin	24
26	Boathouse	90	N	5,995	VanisleMarina 51	
26	Glacier Bay	05	TG	104,000	AspenPowerCats71	
26	SeaRay Exp	07	TG	112,500	AspenPowerCats71	
26	MapleBay MV	92	G	54,900	WofMarina	120
26	Nordic Tug	83	D	79,500	MarineServctr	67
26	Disprey	01	D	69,500	NWYachtNet	100
26	Regal	06	G	55,000	Irwin	24
26	Searay 260	00	G	24,900	MarineServctr	67
26	SeaRay 260	06	G	68,000	VanisleMarina 51	
26	SeaRay Exp	79	G	9,950	LaComerYS	101
26	Tollycraft	71	G	19,900	LaComerYS	101
26	Tollycraft	73	D	25,000	ElliotBay	41
26	Tollycraft	74	G	24,500	NHArborYS	98
27	Armstrong	07	08	169,000	EmeraldPac	23
27	Bayliner 275	05	G	49,900	VanisleMarina 51	
27	Cobalt	01	G	47,000	NWYachtNet	100
27	Cobalt 272	06	G	69,000	WaterLine	75
27	Cobalt 272	07	G	81,000	WaterLine	75
27	Custom Tug	92	D	79,900	WaterLine	75
27	Monterey 26SS	04	G	43,500	WaterLine	75
27	Paramount L	07	D	29,950	Irwin PDX	24
27	Regal	07	G	63,250	WaterLine	75
27	Sea Ray	01	TG	44,900	Irwin PDX	24
27	Sea Ray	99	G	32,500	Irwin	24



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27	SeaRay	05	G	49,900	NWYachtnet	100	32	Bayliner	89	TD	42,500	NHArborYS	98
27	SeaSport	07	G	77,500	SeaYachting	63	32	Bayliner	89	TD	39,900	NWYachtnet	100
28	SeaSport	92	G	42,000	LaComerYS	101	32	Bayliner 3216	82	TD	43,900	LaComerYS	101
28	Albin	06	G	190,000	ElliottBay	41	32	Bayliner 3255	95	GT	39,900	LaComerYS	101
28	Aspen Pwr Cat	09	D	47,500	AspenPowerCats71		32	Bayliner2288	89	TD	54,900	LaComerYS	101
28	Aspen Pwr Cat	10	D	175,000	AspenPowerCats71		32	Buffalo Sedan	06	N	139,900	Bellingham	6
28	Bayliner	02	G	34,900	SeawardYS	100	32	Carver	87	TG	34,000	LaComerYS	101
28	Bayliner	85	G	15,900	SeawardYS	100	32	Carver	90	TG	27,000	WaterLine	75
28	Bayliner	83	G	26,000	NWYachtnet	100	32	Carver/OC PB	91	TD	49,900	WoolfMarine	120
28	Bayliner 2855	91	G	169,000	LaComerYS	101	32	EagleCRAFT	87	TD	289,900	EagleCRAFT	20
28	Bayliner 2855	91	G	93,000	LaComerYS	101	32	Envision	08	GT	89,500	NWYachtnet	100
28	Bayliner 2858	91	G	47,500	WaterLine	75	32	Four Wims	04	TD	89,900	WaterLine	75
28	Bayliner 2859	98	G	34,900	LaComerYS	101	32	Grand Banks	69	D	44,500	Irwin PDX	24
28	Bayliner2802	02	O	67,500	Tradewind	103	32	Grand Banks	72	D	59,000	LaComerYS	101
28	Bayliner2855	98	G	27,900	LaComerYS	101	32	Grand Banks	80	D	112,000	ChuckHovey	19
28	Bayliner2859	95	G	24,000	LaComerYS	101	32	GrandBanks	70	SD	39,000	Hebert	7
28	Bayliner2859	97	G	29,900	LaComerYS	101	32	Grandbanks	74	D	81,000	WibauxYS	98
28	Bayliner2859	99	G	33,500	LaComerYS	101	32	Halvorsen 03	179,000	WaterLine	75		
28	BaylinerSB	94	G	19,995	LaComerYS	101	32	Island Gypsy	81	D	64,900	LaComerYS	101
28	Camano	91	D	114,500	Tradewind	103	32	Regal	01	GT	99,500	Hebert	7
28	Carver	89	GT	22,000	LaComerYS	101	32	Sea Ray	05	TD	119,800	AdvanceMarine122	
28	Carver Voyage	85	TG	24,500	WolfeMarine	120	32	Sea Ray	07	TD	129,000	Irwin PDX	24
28	Chaparral 280	02	TD	69,000	WaterLine	75	32	SeaSport	04	TD	165,000	LaComerYS	101
28	EagleCRAFT	07	G	189,000	EagleCRAFT	20	32	Tiara	04	TD	164,000	Beantown	98
28	J/30	88	08	59,900	WaglCraft	20	32	Tiara	04	TD	92,000	OceanAlex	2.5
28	Kellahan	77	TD	89,900	EagleCRAFT	20	32	Unitiltie	77	TD	19,900	NWYachtnet	100
28	Sea Sonic Can	06	TD	149,760	WaterLine	75	32	Wellcraft	88	TD	20,000	LaComerYS	101
28	Unitiltie	74	TD	25,000	Tradewind	103	32	Back Cove	07	N	299,500	Bellingham	6
29	Back Cove HT	06	D	169,000	ChuckHovey	19	33	Bayliner 3388	96	TD	104,500	WaterLine	75
29	Back Cove HT	05	D	158,000	Billingham	6	33	Bertram	87	TD	91,000	Crowell12	13
29	Bay 282 1st	04	G	34,900	WaterLine	75	33	Bertram	87	GT	67,500	ElliottBay	41
29	Boston Whaler	02	TD	79,900	Irwin PDX	24	33	Byrn Montaga	76	TG	15,500	WoolfMarine	120
29	Campion	04	TD	98,000	NWYachtnet	100	33	Chris Craft	62	TG	34,500	VanIsleMarina	51
29	Devlin	95	D	55,000	ChuckHovey	19	33	Classic	21	G	249,900	WaterLine	75
29	Hinckley	07	TD	298,000	AdvanceMarine122		33	Linsenn	99	D	94,500	Discovery	76
29	Pro Line	94	TD	47,500	LaComerYS	101	33	Regal	08	TD	139,000	AAVachts	123
29	Quavirt	08	TD	175,000	Irwin PDX	24	33	Riviera	06	TD	119,000	EmeraldPac	63
29	Sea Swirl	97	TD	59,000	Irwin PDX	24	33	Silverton 3300	01	TD	100,000	WaterLine	75
29	SeaRay	97	G	36,800	LaComerYS	101	33	Tiara	06	TD	68,500	OceanAlex	2.5
29	SeaRay 290	98	GT	33,000	SeattleYachts	39	33	Island Tug	06	08	344,900	AAVachts	123
29	SeaRay 290	98	GT	59,000	VanIsleMarina	51	34	Bayliner	01	TD	136,500	AYC	99
29	Seaswirl	05	08	94,900	NWYachtnet	100	34	Bayliner	02	TD	149,900	NWYachtnet	100
29	Stamas	05	TD	123,000	ChuckHovey	19	34	Benelbau	12	D	Rev	Signature	69
29	Tiara	00	D	79,000	OceanAlex	2.5	34	Callisman	78	TD	48,000	LaComerYS	101
29	Tiara Open 29	92	TD	102,500	Campion17st124		34	Callisman	78	TD	48,000	LaComerYS	101
30	Aerohad	07	D	199,000	NWYachtnet	100	34	CHB	79	SD	67,900	Performance	xxx
30	Bayliner	99	GT	49,500	Bristol	shs	34	CHB	83	D	59,900	NWYachtnet	100
30	Bayliner 3055	01	GT	39,995	WaterLine	75	34	Corvette	11	TD	470,000	ChuckHovey	19
30	Bayliner 3055	01	GT	41,500	WaterLine	75	34	Cruisers	02	TD	99,500	Irwin	24
30	Bayliner Cier	83	08	26,995	WaterLine	75	34	Fairline	68	TD	16,500	WoolfMarine	120
30	Carver	81	G	21,900	NWYachtnet	100	34	Glacier Bay	90	TD	335,000	WaterLine	75
30	Carver 300	92	TD	39,000	Signature	99	34	Maniship	00	04	119,000	ElliottBay	41
30	Fino	75	GT	199,000	CrownNest	1213	34	Maniship	07	D	194,900	OceanAlex	2.5
30	Grady White	95	TD	98,000	WaterLine	75	34	Maniship	78	D	34,900	NWYachtnet	100
30	Mainship expr	99	D	88,000	AdvanceMarine122		34	Maniship seds	78	D	45,000	WaterLine	75
30	Mainship Plio	02	D	90,000	WaterLine	75	34	Maniship Trvl	78	G	54,500	WoolfMarine	120
30	Osprey	04	TD	129,000	NHArborYS	98	34	Rinker 340 H	00	TD	50,000	WaterLine	75
30	Rinker	06	TD	84,995	Irwin	24	34	Sea Ray	03	TD	299,000	AdvanceMarine122	
30	Sea Ray	04	TD	136,500	ElliottBay	41	34	Sea Ray	07	TD	149,900	Irwin PDX	24
30	SeaRay	86	TD	26,500	WolfeMarine	120	34	Sea Ray	99	GT	74,500	ElliottBay	41
30	SeaRay Sunda	04	TD	59,900	WolfeMarine	120	34	Silverton	93	TD	89,700	NWYachtnet	100
30	Tollycraft	73	TD	23,900	LaComerYS	101	34	Silverton 34	93	TD	49,995	WaterLine	75
30	Tollycraft	77	TD	34,900	NWYachtnet	100	34	Skookum	74	D	50,000	LaComerYS	101
30	Tollycraft	78	TD	24,900	LaComerYS	101	34	Skookum	87	D	59,900	LaComerYS	101
30	Tollycraft	78	TD	37,500	SeawardYS	100	34	Tollycraft	70	TD	42,000	NWYachtnet	100
30	Tollycraft	85	TD	99,900	LaComerYS	101	34	Tollycraft	75	GT	39,900	NWYachtnet	100
30	Tollycraft	85	TD	29,700	NWYachtnet	100	34	Tollycraft	89	TD	99,000	EmeraldPac	23
30	Tollycraft	88	TD	49,500	Irwin PDX	24	34	Tollycraft	90	TD	98,500	AAVachts	123
30	Tollycraft	88	TD	29,900	NHArborYS	98	35	Bayliner	96	TD	109,500	NWYachtnet	100
30	William 30 Pi	01	D	144,900	WaterLine	75	35	Bayliner 3887	96	TD	127,000	WaterLine	75
30	Willard Grad	85	D	95,000	WaterLine	75	35	Callisman A	86	TD	85,400	WaterLine	75
31	Bertram	82	TD	99,000	ElliottBay	41	35	Carver 356 M0	01	TD	124,000	WaterLine	75
31	Pearson	81	TD	196,000	WaterLine	75	35	Carver350	93	GT	109,950	Tradewind	103
31	Camano Gnom30D	02	D	159,000	WaterLine	75	35	Chapparel	05	TD	140,000	ElliottBay	41
31	Camano Travle	05	D	177,500	WaterLine	75	35	CHB	83	D	79,950	Tradewind	103
31	Camano Trail	95	D	114,900	WaterLine	75	35	CT	83	D	89,000	SeattleYachts	39
31	Camano Troll	99	D	119,995	WaterLine	75	35	Magnum	70	TD	22,500	WaterLine	75
31	EagleCRAFT	95	TD	129,900	EagleCRAFT	20	35	Northern	01	TD	249,000	WaterLine	75
31	Hatteras	74	TD	27,500	ElliottBay	41	35	Northern	04	D	459,000	Northern	17
31	Sea Ray	04	TD	99,500	Irwin PDX	24	35	Ocean Yachts	89	D	79,900	NWYachtnet	100
31	Sea Ray	92	TD	32,500	EmeraldPac	23	35	Overseas P17	86	D	71,500	ChuckHovey	19
31	Sea Ray	92	TD	32,500	Irwin PDX	24	35	Prowler 35	80	TD	59,500	ManineStructr	67
31	SeaRay	91	GT	23,250	LaComerYS	101	35	Tiara/0pt	00	TD	185,000	CrownNest	1213
31	Silverton	94	TD	29,900	NWYachtnet	100	35	Amer Tug 165	12	D	399,000	ManineStructr	67
31	Tiara	12	TD	350,000	OceanAlex	2.5	35	AmTugWayt	12	D	269,000	ManineStructr	67
31	Tiara	99	TD	74,800	OceanAlex	2.5	35	Bayliner 3888	93	TD	79,900	WaterLine	75
32	Bayliner	87	TD	45,000	NHArborYS	98							
32	Bayliner	88	TD	64,900	NWYachtnet	100							

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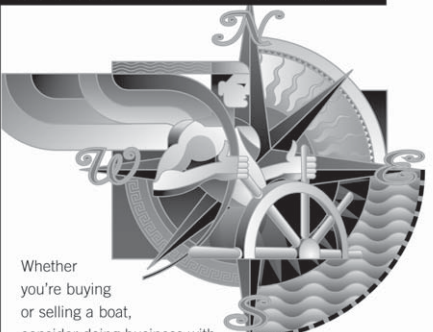
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SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	
36	Carver	04	TD	114,500	ElliottBay	41	36	Sabre	05	TD	324,000	Bellingham	6	37	Lord/Nelson	83	D	115,000	NWHarborYS	98	38	Cascade Trawl	11	D	450,000	Irwin PDX	24	
36	Carver AC	87	TD	87,000	LaConnerYS	101	36	Sabre Air Cab	97	TD	200,000	Bellingham	6	37	Mariner 37 SA	09	TD	369,000	WaterLine	75	38	Chris Craft	87	TD	32,800	WaterLine	120	
36	ChrisCraft	61	TD	24,500	WolfeMarine	120	36	Sabra FB	06	TD	339,000	Bellingham	6	37	Marlow	06	TD	349,000	ChuckHovey	19	38	Chris-Craft	83	TD	30,000	WaterLine	75	
36	Cobalt	360	02	TD	86,995	WaterLine	75	36	Selene	05	D	375,000	SeleneSeattle	21	37	Nordic Tugs	80	D	319,000	WaterLine	75	38	Cruisers	94	TD	45,000	WaterLine	75
36	Covey Island	97	D	119,000	ChuckHovey	19	36	Silverton	95	TD	69,500	ChuckHovey	19	37	Post AC	67	TD	35,000	LaConnerYS	101	38	EagleCraft	10	TD	575,000	EagleCraft	20	
36	Egg Harbor	78	TD	27,500	NWYachtNet	100	36	Storebro	84	TD	89,900	LaConnerYS	19	37	Riviera	07	TD	339,000	ChuckHovey	19	38	Eastbay	99	TD	235,000	ElliottBay	41	
36	EggHarbor SDN 78	TD		39,900	WolfeMarine	120	36	Trojan F36	72	TD	37,250	WolfeMarine	120	37	Riviera	07	TD	354,500	EmeraldPac	23	38	GB East Bay	00	TD	299,000	AAAYachts	123	
36	Grand Banks	69	TD	89,500	AYC	99	36	Uniflite	75	TD	44,850	AYC	99	37	Riviera	07	TD	419,000	NWHarborYS	51	38	GB Eastbay	99	TD	239,000	GrandBanksNW11		
36	Grand Banks	73	TD	63,500	AYC	99	36	Uniflite	75	TD	75,500	TradeWind	103	37	Sloop	12	TD	699,000	NWYachtNet	100	38	Gordon Star	85	TD	149,500	SeawestYS	100	
36	Grand Banks	73	TD	38,500	Bristol	qhs	36	Uniflite DCab	75	TD	89,900	WolfeMarine	120	37	Tollycraft	77	TD	82,500	WestportYS	9	38	Little Harbor	02	TD	365,000	ElliottBay	41	
36	Grand Banks	85	D	149,500	GrandBanksNW11	36	Universal	75	TD	59,900	WaterLine	75	37	Trojan	84	TD	49,875	Irwin	24	38	Marine Trader	89	TD	79,950	Irwin	24		
36	Grand Banks	89	TD	194,500	AYC	99	37	Bayliner 3788	02	TD	169,995	WaterLine	75	37	Victory/Iag 37	87	TD	149,500	MarineServicer	67	38	Meridian	89	D	79,950	Irwin	24	
36	Grand Banks	91	TD	189,900	SeawardYS	100	37	Carver	96	TD	88,500	AdvanceMarine22	38	Bayliner	83	TD	79,900	NWYachtNet	100	38	Meridian	03	TD	194,500	NWYachtNet	100		
36	Grand Banks	95	TD	229,000	OuterReefYts3	35	37	Carver	96	TD	88,500	Irwin PDX	24	38	Bayliner	86	TD	59,900	Irwin	24	38	North Sea	79	D	74,900	NWYachtNet	100	
36	Grandbanks	66	D	57,000	NWHarborYS	98	37	CHB	82	TD	87,500	AYC	99	38	Bayliner	90	TD	69,500	WaterLine	75	38	ocan alex	86	TD	153,800	AdvanceMarine22		
36	Grand Banks	73	TD	63,500	AYC	99	37	Cooper	81	D	61,800	VankiMarina	51	38	Bayliner	94	TD	116,900	SeawardYS	100	38	Ocean Alexander	86	TD	149,500	Irwin	24	
36	Grand Banks	73	TD	38,500	Bristol	qhs	37	Fallmer 37	88	TD	8,800	MarineServic	67	38	Bayliner 3818	88	TD	84,900	LaConnerYS	101	38	Ocean Alexander	86	TD	149,500	Irwin	24	
36	Laborer	91	SD	155,000	Hebert	7	37	Fountainai Paj	05	TD	295,000	ElliottBay	41	38	Bayliner 3888	100	TD	899,000	VankiMarina	51	38	Offshore	87	TD	94,995	SeawardYS	100	
36	Meridian	06	TD	259,000	AYC	99	37	Great Harbour	00	TD	299,999	WaterLine	75	38	Carver	90	TD	89,950	WestportYS	9	38	Rampage Exp	01	TD	182,500	ElliottBay	41	
36	Nava Marine	87	TD	115,000	WestportYS	9	37	Larson	06	TD	159,000	OceanAlex	2.5	38	Carver 380 SA	99	TD	115,000	WaterLine	75	38	Regal	06	TD	114,900	NWYachtNet	98	
36	Roberts Trvl	75	G	38,900	WolfeMarine	120																						

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43' Taswell Center Cockpit, '91..... \$219,900	31' Hunter Sailboat, '06..... \$77,000

SZ	TYPE	YR	PR	PRICE	BROKER	PG
65	Outer Reef	07	TD	1,895M	OuterReefYts.3,35	
66	PacificMarin	04	TD	1,454M	WestportYS	9
65	PacificMarin	97	TD	790,000	WestportYS	9
65	PacificMarin	99	TD	925,000	WestportYS	9
65	PacificMarin	03	TD	1,360M	WestportYS	9
65	Tollycraft	85	TD	579,000	ChuckHovey	19
65	Tollycraft	96	TD	847,500	Irwin	24
65	Viking	01	TD	1,895M	CrowsNest	12,13
62	Avanti	87	TD	1,990,000	WestMarine	25
66	Pacemaker	78	TD	2,880,000	ChuckHovey	19
67	Nordlund	96	TD	1,095M	ChuckHovey	19
68	Azmut	04	TD	1,250M	Irwin	24
68	VikingSC	01	TD	1,195M	CrowsNest	12,13
69	Horizon	12	TD	3,860M	EmeraldPac	23
70	Azmut	98	TD	950,000	EmeraldPac	23
70	Hatteras	88	TD	495,000	ChuckHovey	19
70	Hatteras	89	TD	410,000	ChuckHovey	19
70	Hatteras	91	TD	750,000	ElliottBay	41
70	Legend	05	TD	2,388M	AdvanceMarine122	
70	Marlow	07	TD	2,650M	ChuckHovey	19
70	Ocean Alexander	84	TD	595,000	EmeraldPac	23
70	Queenship	08	TD	1,675M	GrandBanksWV11	
71	Viking	08	TD	3,265M	OceanAlex	2,5
71	AdmiralMarin	96	TD	1,199M	CrowsNest	12,13
72	Bertram	91	TD	999,900	ChuckHovey	19
72	ChoyLee	04	TD	1,850M	CrowsNest	12,13
72	Denzi	94	TD	1,050M	WestportYS	9
72	Hatteras	85	TD	625,000	AAAYachts	123
72	Monk McQueen	77	TD	798,000	AAAYachts	123
73	Avanti	87	TD	1,990,000	WestMarine	25
73	CottinTraveler	85	TD	1,450M	AAAYachts	123
73	CustomSteel	85	TD	1,800M	Hebert	7
73	Outer Reef	06	TD	2,200M	OuterReefYts.3,35	
73	Philbrooks	88	TD	535,900	ChuckHovey	19
73	Wendon Skylow	06	TD	1,699M	AAAYachts	123
74	Ocean Alexander	07	TD	3,345M	WestportYS	9
74	Expedition	70	TD	795,000	ChuckHovey	19
74	Monk Elliott	83	TD	750,000	ChuckHovey	19
75	NorthSea	91	TD	695,000	ChuckHovey	19
75	Northstar	01	TD	1,285M	EmeraldPac	23
75	Smevick mek	70	TD	695,000	ChuckHovey	19
76	CustomTrawl	41	TD	350,000	Tradewind	103
76	HudsonAlum	72	TD	675,000	Hebert	7
76	Avanti	01	TD	795,000	Irwin	24
76	Lowland	87	TD	998,000	WestportYS	9
76	Nordhavn	05	TD	3,695M	Nordhavn	17
76	Nordhavn	09	TD	4,500M	Nordhavn	17
77	Custom	05	TD	350,000	Bristol	qhs
77	Nordlund	98	TD	1,495M	EmeraldPac	23
78	Kruse & Banks	27	TD	599,000	ChuckHovey	19
78	North Coast	92	TD	999,000	EmeraldPac	23
79	J.M. Maritime	46	TD	599,000	WolfeMarine	120
80	Bala Panther	92	TD	475,000	WaterLine	75
80	Ocean Alexander	09	TD	3,495M	OceanAlex	2,5
80	Ocean Alexander	10	TD	4,399M	OceanAlex	2,5
80	Outer Reef	07	TD	3,350M	OuterReefYts.3,35	
80	Outer Reef	08	TD	3,650M	OuterReefYts.3,35	
82	Clintar	75	TD	1,198M	AdvanceMarine122	
82	Horizon	05	TD	2,190M	EmeraldPac	23
82	Horizon	06	TD	2,200M	EmeraldPac	23
82	Horizon	07	TD	3,795M	WestportYS	9
83	McQueen	80	TD	570,000	EmeraldPac	23
84	VikingSC	03	TD	2,295M	CrowsNest	12,13
85	Johns-Goodell	80	TD	875,000	ChuckHovey	19
85	McQueen	81	TD	649,000	ChuckHovey	19
85	McQueen	88	TD	788,800	AdvanceMarine122	
86	Burger	81	TD	995,000	WestportYS	9
87	WestBay	03	TD	2,950M	WestportYS	9
89	Nordlund	95	TD	1,995M	ChuckHovey	19
90	Ocean Alexander	11	TD	7,449M	OceanAlex	2,5
92	McQueen	84	TD	750,000	CrowsNest	12,13
92	Orion Navi	89	TD	1,099M	GrandBanksWV11	
92	Paragon	06	TD	3,954M	ChuckHovey	19
93	Azmut CPMY	86	TD	2,750M	Hampton VEd1414	
100	Broward	89	TD	1,495M	EmeraldPac	23
103	Westport/McQu	89	TD	2,45M	WestportYS	9
105	Crescent	01	TD	5,000M	WestportYS	9
105	Overmarine	01	TD	4,459M	WestportYS	9
105	Poolie Chiffre	81	TD	2,900M	WestportYS	9
112	Westport	01	TD	5,265M	WestportYS	9
112	Westport	05	TD	7,500M	WestportYS	9
112	Westport	08	TD	9,250M	WestportYS	9
115	Crescent	94	TD	4,995M	EmeraldPac	23
118	Westport/Sh	99	TD	4,655M	AAAYachts	123
130	Westport	05	TD	13,250M	AAAYachts	123
130	Westport	07	TD	13,995M	AAAYachts	123
151	Northern Mari	11	TD	27,500M	AAAYachts	123

SZ	TYPE	YR	PR	PRICE	BROKER	PG
8	LP Optimist	12	N	3,120	MarineServctr	67
9	Laser BugRace	12	N	2,970	MarineServctr	67
14	Laser	12	N	5,985	MarineServctr	67
14	West Trimaran	11	N	7,950	MarineServctr	67
15	Hunter 15	12	N	7,917	MarineServctr	67
17	Nomad 17	04	N	10,000	MarineServctr	67
18	Hunter 18	11	N	10,992	MarineServctr	67
20	Harbor	12	0B	New	Signature	69
22	Laser S83	08	N	37,900	MarineServctr	67
20	Schock Harbor	01	N	15,000	WaterLine	75
22	Hunter 22	11	N	21,994	MarineServctr	67
25	Ericson 25	79	0B	6,900	MarineServctr	67
25	Harbor	12	D	New	Signature	69
26	Columbia 26	69	0B	7,500	MarineServctr	67

SAIL

26	KenRanger	26	78	0B	14,900	MarineServctr	67
26	MacRinger	26	04	0B	26,900	MarineServctr	67
27	CS Sloop	80	G	14,900	VantailMarina	51	
27	Gulf PH	87	D	28,500	AYC	99	
27	Hunter 27elc	11	E	79,785	MarineServctr	67	
27	Island Packet	87	D	46,500	Signature	69	
29	Ericson	76	D	12,995	MarineServctr	67	
30	CAC	80	D	25,500	SeattleYachts	39	
30	Catalina	93	D	37,500	WWYachting	103	
30	Compass H28	78	D	20,000	MarineServctr	67	
30	First 30	11	D	New	Signature	69	
30	Newport 30	78	D	16,500	MarineServctr	67	
30	Nonsuch Ultra	83	D	75,000	SeattleYachts	39	
30	Santana	80	D	18,000	Signature	69	
31	Beneaua	10	D	117,500	Signature	69	
31	Beneaua	11	D	New	Signature	69	
31	Beneaua 31	10	D	119,950	MarineServctr	67	
31	Elan 310	10	D	179,500	MarineServctr	67	

SZ	TYPE	YR	PR	PRICE	BROKER	PG
31	Hunter	06	D	77,000	NWYachmet	100
31	Tauhu	87	D	99,000	Discovery	76
32	C&C	81	D	29,500	Discovery	76
32	camper nichol	68	D	29,500	SeattleYachts	39
32	First 32	83	D	34,900	Signature	69
32	Island Packet	90	D	86,000	Signature	69
32	Morgan	84	D	29,500	SeattleYachts	39
33	Hunter 33	05	D	99,900	Signature	69
33	Hunter 336	96	D	59,500	MarineServctr	67
33	Hunter #33	12	D	144,799	MarineServctr	67
33	Saturna PH	83	D	67,000	SeattleYachts	39
33	Wauique	82	D	63,900	AAAYachts	123
34	Beneaua	11	D	New	Signature	69
34	Cabo Rico	03	D	119,000	Discovery	76
34	Hunter 34	76	D	24,900	MarineServctr	67
34	North Sea	81	D	99,000	WaterLine	75
34	Perma Glass	83	D	46,500	WaterLine	75
34	Skookum 34	85	D	39,500	MarineServctr	67

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 78' KNIGHT & CARVER. Unbelievable condition inside/out. Asking \$1,175,000	 65' FEADSHIP, '87 Asking \$500,000	 63' NORTH SEA TRAWLER, '70. Steel classic in beautiful condition. Asking \$365,000
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 42' BLUEWATER SS, '85 Asking \$89,000	 42' DANIEL WELLS TUG/TRAWLER, '71. Great liveaboard! Asking \$49,900	 32' CARVER 327 AFT CABIN, '87 Asking \$29,900
 32' SEA RAY 320, '04 Asking \$127,000	 32' BAYLINER 3288, '92 \$57,000	 29' CHAPPARRAL 290 SIGNATURE, '99 \$37,500
 25' RANGER TUG, '08 Loaded, great NW Cruiser. \$110,000	 48' ALDEN GAFF SCHOONER, '05 \$99,000	 47' OLYMPIC, '75 Asking \$99,000
 47' BENEUA 473, '06 \$299,000	 44' CASCADE, '89 Asking \$135,000	 40' VALIANT CUTTER, '78 \$670,000
 8' BENSON CONV. TRAWLER, '46 \$30,000 8' OHLSON SLOOP, '71 \$33,400	 38' BAHSON TRAWLER, '75 \$0.00 38' SEA RAY 330, '95 \$89,000 32' BAYLINER 3288, '89 \$55,000	 32' SEA RAY 330, '96 \$127,000 29' CHAPPARRAL 290 SIGNATURE, '99 \$37,500

SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG										
34	Tartan	3400	07	D	189,000	MarineServic	67	37	Nauticat	37	06	D	349,000	MarineServic	67	40	Svendson	390	01	D	249,500	MarineServic	67	45	Beneau/F5	91	D	139,500	Swiftsure	36
34	Tartan	34+2	82	D	62,400	Discovery	76	37	PacSeaCraft	81	D	120,000	ElliottBay	41	40	Svendson	390	01	D	249,500	MarineServic	67	45	Custom Ferry	91	D	139,500	Swiftsure	36	
34	Tollcraft	83	TG	59,900	SeawardsY	100	37	Tartan	37	79	D	76,000	MarineServic	67	40	Brewer	37	D	156,125	Swiftsure	36	45	First 45	12	D	New	Signature	69		
35	Allied/Sabre	72	D	39,500	MarineServic	67	37	Tartan	3700	01	D	185,000	MarineServic	67	40	Bristol	69	D	69,000	ElliottBay	41	45	Jeaneau 45.2	02	D	169,500	MarineServic	67		
35	Beneau	07	D	138,500	AYC	99	37	Tayana	76	D	79,900	SeattleYachts	39	40	C&T 37	90	D	89,000	MarineServic	67	45	Jeaneau 45.2	01	D	159,500	MarineServic	67			
35	C & C	89	D	49,500	ElliottBay	41	37	Tayana	76	D	79,900	SeattleYachts	39	40	Chote Custom	81	D	47,600	MarineServic	67	45	Jeaneau 5046	02	D	324,500	MarineServic	67			
35	Calafia	04	D	119,500	ElliottBay	41	37	Tayana	76	D	74,500	WaterLine	75	40	Concept	82	D	69,500	SeattleYachts	39	45	Nauticat 40+	85	D	235,000	MarineServic	67			
35	Calafia	04	D	122,500	NHBarboV	98	38	Alajuela	76	D	114,000	WaterLine	75	40	First 40	12	D	New	Signature	69	45	Norseman	83	N	139,000	SeleneSearle	21			
35	Chovy Lee	80	D	34,900	MarineServic	67	38	Baltic	95	D	129,000	ElliottBay	41	40	Fountain	68	TD	359,500	MarineServic	67	45	Custom Ferry	91	D	139,500	Swiftsure	36			
35	First 35	12	D	New	Signature	69	38	Bavaria	99	D	169,900	SeattleYachts	39	40	Hickley	70	D	225,000	Discovery	76	46	Has12wpRassy	02	D	598,000	Swiftsure	36			
35	Fuji	76	D	55,000	SeattleYachts	39	38	Bavaria Ocean	98	D	143,500	MarineServic	67	40	Hickley	74	D	155,000	ElliottBay	41	46	HallbergRassy	02	D	498,000	MarineServic	67			
35	Hunter 35.5	90	D	49,000	Signature	69	38	Beneau	99	D	99,700	WaterLine	75	40	Hunter 40.5	93	D	110,000	Signature	69	46	Hunter 460	01	D	189,950	Signature	69			
35	Island Packet	90	D	124,000	Signature	69	38	Beneau	38	97	D	74,900	WaterLine	75	40	Hunter 40.5	93	D	124,900	Signature	69	46	Island Packet	09	D	Call	Signature	69		
35	Najad 355	07	D	225,000	Signature	69	38	C&C 115	07	D	189,000	Swiftsure	36	40	Jeaneau 409	12	D	247,795	MarineServic	67	46	Island Packet	09	D	499,000	Signature	69			
35	ReginaPH	71	D	Call	Discovery	76	38	Columbia	67	D	193,000	WaterLine	75	40	Jeaneau 500	12	D	185,000	AnacYShip	54	46	Malco	10	D	New	Discovery	76			
35	Wauqueiz	83	D	87,500	Discovery	76	38	Columbia	67	D	193,000	WaterLine	75	40	Malco	11	D	Call	Discovery	76	46	Nordic	99	D	259,800	Signature	69			
36	Bavaria	99	D	114,950	AYC	99	38	HansChrist	80	D	99,000	AnacYShip	54	40	Nicholson	81	D	95,000	ElliottBay	41	46	Peterson CC	88	D	179,000	Discovery	76			
36	Cape George	74	D	34,900	ElliottBay	41	38	HansChrist	77	D	134,900	SeattleYachts	39	40	Norseman	87	D	235,000	Tradewind	103	46	Roberson	88	D	119,000	WaterLine	75			
36	Cape George	75	D	155,000	WaterLine	75	38	HansChrist	88	D	169,500	Tradewind	103	40	Regina PH	11	D	Call	Discovery	76	46	West 77	74	D	149,900	Signature	69			
36	Catalina	90	D	47,950	AYC	99	38	Hunter 38	05	D	143,000	Signature	69	40	Valiant	75	D	122,000	SeattleYachts	39	47	Catalina	04	D	239,000	NWYachtNet	100			
36	Catalina MK2	04	D	119,000	Swiftsure	36	38	Ingrid	78	D	49,800	Tradewind	103	40	Valiant	83	D	164,000	SeattleYachts	39	47	Custom C	79	D	179,500	MarineServic	67			
36	Ericson	77	D	32,500	NHBarboV	98	38	Nauticat	10	D	299,900	Signature	69	40	Valiant 40	83	D	128,000	AnacYShip	54	47	First 47.7	01	D	289,000	Signature	69			
36	Hunter 36	80	D	142,000	Signature	69	39	Island Packet	10	D	299,900	Signature	69	40	Valiant 40	83	D	128,000	AnacYShip	54	47	First 47.7	01	D	289,000	Signature	69			
36	Islander	78	D	32,500	Signature	69	39	Lagoon 380	01	TD	339,000	MarineServic	67	40	X 119	80	D	129,000	SeattleYachts	39	47	Stearns	85	D	159,900	Signature	69			
36	Islander 36 S	78	D	29,995	WaterLine	75	38	Malco 116	84	D	200,000	Discovery	76	41	Beck & Sohn	05	D	49,950	SeattleYachts	39	48	Island Packet	02	D	629,000	Signature	69			
36	Jeaneau/S36	09	D	169,500	MarineServic	67	38	Nauticat	85	D	165,000	NHBarboV	98	41	Beneau	08	D	189,500	AYC	99	48	Island Packet	12	D	New	Signature	69			
36	Rhodes	47	08	14,000	Signature	69	38	Nauticat 38	01	D	334,900	MarineServic	67	41	Beneau	12	D	New	Signature	69	48	Lapworth	66	D	125,000	NHBarboV	98			
36	Steel Schoone	08	D	99,000	WaterLine	75	38	Nauticat 38	83	D	154,500	MarineServic	67	41	Choy Lee	41	D	98,950	MarineServic	67	48	Malco	11	D	Call	Discovery	76			
36	Swan	88	D	179,000	Swiftsure	36	38	Nauticat 38	84	D	180,000	MarineServic	67	41	Hans Christa	89	D	155,000	ElliottBay	41	48	Malco Classic	05	D	696,500	Discovery	76			
37	Beneau	83	D	97,500	Signature	69	39	Island Packet	95	D	72,500	Signature	69	41	Malco	11	D	179,000	Signature	69	48	Malco Leaf 48	75	D	124,900	WaterLine	75			
37	Elite 37	83	D	39,000	MarineServic	67	39	Regina PH	11	D	Call	Discovery	76	41	Island Packet	09	D	New	Signature	69	48	Bavaria	85	D	199,000	Signature	69			
37	Express	85	D	69,900	NWYachtNet	100	38	Tartan	95	D	154,500	Discovery	76	41	Sceptre 41	90	D	199,900	MarineServic	67	49	Avria	83	D	219,000	WaterLine	75			
37	GulfStar 37	79	D	39,500	MarineServic	67	39	Baltic	78	D	129,950	WaterLine	75	42	Alden	65	D	139,000	WaterLine	75	49	Jeaneau49P	07	D	399,500	MarineServic	67			
37	Hunter	90	D	65,000	ElliottBay	41	39	Beneau	88	D	84,500	Signature	69	42	Hunter	82	D	139,500	Discovery	76	49	Regina	11	D	Call	Discovery	76			
37	Hunter	96	D	85,000	ElliottBay	41	39	C&C 39	73	D	300,000	MarineServic	67	42	Beneau	06	D	199,900	WaterLine	75	49	Wauqueiz	91	D	249,500	Discovery	76			
37	Island Packet	88	D	319,000	Signature	69	39	Catalina 387	08	D	185,500	AnacYShip	54	42	Cascade 42 Ke	86	D	86,500	WaterLine	75	50	Beneau	12	D	New	Signature	69			
37	Island Packet	12	D	New	Signature	69	39	Call 1200	95	D	72,500	Signature	69	42	Jeaneau 42DS 10	02	D	269,500	MarineServic	67	51	Beneau	90	D	179,900	AnacYShip	54			
37	Jeaneau S79	12	D	199,858	MarineServic	67	39	Electromarine	95	D	150,000	WaterLine	75	42	Lagoon 420	07	TD	380,000	Signature	69	51	Custom Ketch	89	D	199,000	Signature	69			
37	Jeaneau S79	12	D	199,858	MarineServic	67	39	Electromarine	95	D	150,000	WaterLine	75	42	Lagoon 420	07	TD	380,000	Signature	69	51	Formosa	78	D	184,900	NWYachtNet	100			
37	Malo	11	D	Call	Discovery	76	39	Malo Classic	02	D	New	Discovery	76	42	Nauticat 42	02	D	385,000	MarineServic	67	51	Nauticat 515	07	D	849,995	MarineServic	67			
42	Jeaneau 42DS 10	02	D	269,500	MarineServic	67	42	Nauticat 42	02	D	394,000	MarineServic	67	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Chey Lee	81	TD	324,900	NWYachtNet	100			
42	Lagoon 420	07	TD	380,000	Signature	69	42	Sabre 42S	07	D	329,900	Signature	69	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Dynامية 86	10	D	109,900	SeattleYachts	39			
42	Lagoon 420S	03	D	589,500	MarineServic	67	42	Valiant	96	D	290,000	SeattleYachts	39	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Jeaneau/S0225D	02	D	429,000	MarineServic	67			
42	Nauticat 42	02	D	385,000	MarineServic	67	42	Wauqueiz	86	D	119,000	Signature	69	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Jenspen	82	D	250,000	Signature	69			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Wauqueiz	87	D	141,000	Signature	69	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Russ/Scott	80	D	450,000	Vancouver	115			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Chey Lee	82	D	169,950	ElliottBay	41	42	Nauticat 42	02	D	394,000	MarineServic	67	52	Nauticat 52	83	D	329,000	MarineServic	67			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Columbia	70	D	59,900	NHBarboV	98	43	Columbia 43	83	D	239,500	MarineServic	67	53	Amel	01	D	349,000	Swiftsure	36			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Columbia 43	73	D	39,500	MarineServic	67	43	HallbergRassy	04	D	455,000	Swiftsure	36	53	Bruce Roberts	03	D	219,500	AYC	99			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	HallbergRassy	04	D	455,000	Swiftsure	36	43	Hunter	86	D	129,900	NWYachtNet	100	53	J160	99	D	598,000	Swiftsure	36			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Hunter	86	D	129,900	NWYachtNet	100	43	Hans Xan	77	D	99,500	AYC	99	53	Roberts PH	88	D	150,000	Tradewind	103			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Jeaneau 43DS 03	21	D	219,000	MarineServic	67	43	Hunter	86	D	129,900	NWYachtNet	100	53	Skookum	76	D	495,000	ChuckHoey	19			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Jeaneau 43DS 03	21	D	219,000	MarineServic	67	43	Sense	12	D	New	Signature	69	53	Skookum 82	TD	299,000	WaterLine	75				
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Malco	11	D	Call	Discovery	76	43	Strom Cutter	89	D	141,000	ElliottBay	41	53	Skookum 82	TD	299,000	WaterLine	75				
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Malco 111	83	D	Call	Discovery	76	43	Swan	70	D	148,500	Swiftsure	36	53	Custom KMZ	80	D	199,000	Tradewind	103			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Malco 111	83	D	Call	Discovery	76	43	Taswell	91	D	229,900	NWYachtNet	100	53	Riptide	96	D	500,000	Swiftsure	36			
42	Nauticat 42	02	D	394,000	MarineServic	67	42	Malco 111	83	D	Call	Discovery	76	43	Taswell</															

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BOAT STREET
Bob Picot

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Chandler's Cove
Chuck Henry Yachts
Center For Wooden Boats
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Emerald Pacific Yachts
Lake Union Sea Ray
Marine Heritage Museum
Northwest Yacht Brokers, Astoria
Ocean Alexander
Pete's Grocery

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Believe Financial
Eastside Marine Brokerage
Harbor Village Marine
Kenmore Air Harbor
Kirkland Yacht Club
Muyden/Bauer Bay Yacht Club
Newport Yacht Club
Redwood Sea Ray
West Marine
Yarrow Bay Marina

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Fischer's Supply
Galaxy Marine
Lake Union Park Marina
High Seas Technology
Inn Yacht Sales
Marine Stationery
Mariner's General Insurance
Northwest Marine Trade Assn.
Northalls
Pacific Maritime Title
Seacraft Yacht Sales

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Ballard Inflatables
Ballard Malibu
Ballard Marine
Catal Boat Yard
CSR
Shishoof Marina Building
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Northern Marina
Lunde Marine
Salt Water
Salmon Bay Cafe
Seattle Boat 12
Seattle Yachts
Seaview Boat Yard
Sun Towing
Sun Marina
Viking Boat Club
Waypoint Boating Club
West Marine
Woodward Clyde

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Academy Line Dept
Bellhaven Marine
Northwest Yacht Sales
Bellington Yacht Sales
Bellweather Boat Launch
Colony Wharf Boat Yard
Equilibrium Harbor Office
Marina Gate 12
Northwest Explorations
Northwest Marine Exchange
Sun Jean Sailing
Seaview Boatyard
West Marine

BLAINE
Blaine Marine Services
Diamond Yacht Sales
Sammahoon Marina
Western Information Office
Western Yacht Systems
West Marine
Del
Dick Sproul Yachts
Discovery Yachts
Executive Yachts
Hebert Yachts
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Marina Servcenter
Scan Marina
Seacraft Marine Finance
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CODORE WAY
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Frasar Yachts Worldwide
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ELLIOTT BAY
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Elliott Bay Marina
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Yacht Care

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Captain's Nautical Supply
Cascade Engine Center
Cathy San Sea
Lakewood Marina
Lerchi Sailboat Moorage
Northwest Yacht Club
Ranger Tugs
Seattle Yacht Club
Sorenson Marina
South Park Marina
West Seattle Yacht Club

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ABC Charters
Anchors Land & Sea
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Anacortes Yacht Brokerage
Anacortes Yacht Charter
Banana Boat Boats
Cap Santa Marina
Cap Santa Boatyard
Garline Boatworks
Marine Servcenter
Marine Supply & Hardware
Newline NW Yachts
North Harbor Diesel
NW Career Academy
Northwest Yachts Skylene
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Skylene Diesel
Skylene Marina Office
Terry's Boatworks
Twin Bridges Marina
West Marine
West Yachts

AUBURN
Lake Washington Boat Office
BAIRDIDGE ISLAND
Dockside at the Wharfside
Eagle Harbor Boats
Eagle Harbor Marina
Eaglehead Moorings
Helmson Cruising Yachts
Winslow Wharf Marina Office
Parish Way Chandlery

LONGVIEW
Langley One & Gallery
Willow Grove Marina

LYNNWOOD/BOTHELL
87' RV Deal
Academy Line Dept
Bobell Handi Mart
Martha Lake Foods
Mill Creek Post Office
Mountlake Top Super Deli
Osney Wharf Boat Supply
Ted's Sport Center
The Fish Source

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Baldwin USA
Dargner's Landing
Henry's Donuts
Marine Marina
RV & Marine Supply

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Sawtooth Yacht Club
NINE MILE FALLS
Harborside Yachts
OAK HARBOR
Bristol Yachts
Catalina Marina Service
Deception Pass Marina
Oak Harbor Yacht Club
Oak Harbor Marina
Wendmere Real Estate

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Capital City Yachts
Motor Sales West
Olympia Yacht Club
Swanport Marina & Boatworks
U.S. Marine
West Bay Marina
West Marine

PASCO
Richards Yacht Club
POINT ROBERTS
Point Roberts Marine Resort
West Wind Marina
POULSBRO
Liberty Bay Marina
Longship Marina
Port of Poulsbo
Poulsbo Yacht Club
Gibor Yacht Yachts of Poulsbo
Tradewinds Yachts

PORT ANGELES
Mariner Yacht & Boat Sales
Plythos Marina
Port Angeles Yachts
Port Bark & News
Wassup Electronics
Westport Yachts
PORT HADLOCK
Flagship Grill
NW School of Wooden Boat Building
Port Gardner Yachts
Port Office - South
S & S Deli
Tolten Drive-In
West Marine
WesternDentals

FEDERAL WAY
Quartermaster Marina
FIKE
West Marine
FREELAND
McBouens
GIG HARBOR
Archedeck Landing
Emerald Bay Yachts
Gib Harbor Yacht Sales
Gib Harbor Boat Works
Gib Harbor Sailing Club
Harbor Homes Design
Harborview Marina
Lighthouse Marina
Outdoor Director
Murphy's Landing
Ship to Shore Marine Supply
Sunset Yachts
Tides Tavern
West Marine

HOQUIUM
Bottensdiesel
ILWACO
Port Of Ilwaco
KENNEWICK
Crown Island Yacht Club
KINGSTON
Kingston Marina Office
Kingston Yacht Club
Twin Bridges Marina
West Marine
West Yachts

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

LANGLEY
Langley One & Gallery
LONGVIEW
Langley One & Gallery
Willow Grove Marina

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87' RV Deal
Academy Line Dept
Bobell Handi Mart
Martha Lake Foods
Mill Creek Post Office
Mountlake Top Super Deli
Osney Wharf Boat Supply
Ted's Sport Center
The Fish Source

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#1 Great Lakes
Baldwin USA
Dargner's Landing
Henry's Donuts
Marine Marina
RV & Marine Supply

MT VERNON
Sawtooth Yacht Club
NINE MILE FALLS
Harborside Yachts
OAK HARBOR
Bristol Yachts
Catalina Marina Service
Deception Pass Marina
Oak Harbor Yacht Club
Oak Harbor Marina
Wendmere Real Estate

OLYMPIA
Capital City Yachts
Motor Sales West
Olympia Yacht Club
Swanport Marina & Boatworks
U.S. Marine
West Bay Marina
West Marine

PASCO
Richards Yacht Club
POINT ROBERTS
Point Roberts Marine Resort
West Wind Marina
POULSBRO
Liberty Bay Marina
Longship Marina
Port of Poulsbo
Poulsbo Yacht Club
Gibor Yacht Yachts of Poulsbo
Tradewinds Yachts

PORT ANGELES
Mariner Yacht & Boat Sales
Plythos Marina
Port Angeles Yachts
Port Bark & News
Wassup Electronics
Westport Yachts

PORT HADLOCK
Flagship Grill
NW School of Wooden Boat Building
Port Gardner Yachts
Port Office - South
S & S Deli
Tolten Drive-In
West Marine
WesternDentals

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Port Orchard Marina
Port Orchard Marina
Port Orchard Marina Railway
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Port Orchard Yacht Club
Ship to Shore Marine Supply
Suldrans Boat Works
Signal Yachts
Sinclair Inlet Marina
Port Townsend
Port Townsend Dye Shop
Port Townsend Rigging
SEA Marine
Showright's So-op
Shoreline Marine Design
West Marine
Townsend Bay Marina
West Marine
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Blue Moose Cafe
Edensaw Haven
Hause & Co. Sales
Robert Woods Marina Office
Marine Exchange
Pizza Factory
Point Hudson Marina Office
Port Townsend Dye Shop
Port Townsend Rigging
SEA Marine
Showright's So-op
Shoreline Marine Design
West Marine
Townsend Bay Marina
West Marine
Westport Boat Foundation

SAN JUAN
Wooden Boat Foundation
SAN JUAN ISLANDS
Cascade Bay Cafe
Deer Harbor Boat Works
Deer Harbor Yacht Club
Friday Harbor Yachts
Island Yacht Sales
Jensen Marina
Kings Marina
Lacomer Fuel Dock
Lacomer Marina Office
Lacomer Marine Services
Lacomer Yacht Sales

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Langley One & Gallery
LONGVIEW
Langley One & Gallery
Willow Grove Marina

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Martha Lake Foods
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Mountlake Top Super Deli
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OAK HARBOR
Bristol Yachts
Catalina Marina Service
Deception Pass Marina
Oak Harbor Yacht Club
Oak Harbor Marina
Wendmere Real Estate

OLYMPIA
Capital City Yachts
Motor Sales West
Olympia Yacht Club
Swanport Marina & Boatworks
U.S. Marine
West Bay Marina
West Marine

PASCO
Richards Yacht Club
POINT ROBERTS
Point Roberts Marine Resort
West Wind Marina
POULSBRO
Liberty Bay Marina
Longship Marina
Port of Poulsbo
Poulsbo Yacht Club
Gibor Yacht Yachts of Poulsbo
Tradewinds Yachts

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Kings Marina
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Bristol Yachts
Catalina Marina Service
Deception Pass Marina
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Oak Harbor Marina
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West Marine (2)
Yacht Spot

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Bretton/Marine, Gibson's
Gibson's Yacht Marina
John Henry's Marina, Garden Bay
Petra Can, Madiera Park
Secret Cove Marina
Taylor Electric, Seachtel
Union Steamship Marina
Victoria, Gibson's

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Orange Coast Yachts
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1974 32' DREADNOUGHT KETCH '74. Crealock designed, 2v1 Volvo diesel, Dickenson galley, new Tanbark main & jib, Profurl, Solar system, off shore capable or a great coastal family cruiser. **\$32,000 cad.** **S209-3**



NAUTORSWAN, '86. Ron Holland "Grand Touring" Design. Centerline Queen Berth. Called the "Ideal Two Couple Cruiser." Volvo 885hrs., Max Prop, good cruising inventory, liferaft, MOM module, Heart inverter, new cushions inside & out. Located San Francisco. **\$184,500 Firm!** (415) 720-7016 wolffjames76@yahoo.com. (No Brokers). **S211-9**

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

- \$125** Run 'til you sell photo ad (up to six months). Includes photo and 30 words. **BOATS ONLY**
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MOTIVATED SELLER!



25' ISLAND DRIFTER MOTORSAILER, '78. Unique wood hull. Cozy, capable cruiser, in all kinds of weather. Roomy for its size. Well-equipped and maintained. Repowered in 2003 with Yanmar 18hp diesel. **Now \$19,900obo.** Details: www.islanddrifter.com. (206) 343-7915. **S213-9**



38' MORGAN CC SLOOP, '78. 4-154 Perkins (not running) and 3 sails. Moored Lake Washington. **\$18,000 obo.** (206) 362-7854. **S218-5**



PRICE REDUCED!

JEANNEAU SUN ODYSSEY 45.1. Complete, ready to go cruising! 1985, LOA 46', North Sails (near new), genacker w/snuffer, Volvo diesel, full Raymarine navigation, radar, etc. 3 stateroom/2 head layout, air conditioning, dodger, bimini, connector, *much more!* This boat is a must see!! Turn key @ **\$154,000/offer**. By owner, (253) 377-1660. **S221-6**



1953 CONCORDIA YAWL. Constructed in Germany by Abeking and Rasmussen. Well maintained and well equipped. Extensive sail inventory. Ready for cruising and classic racing. Located Port Townsend, Washington. **\$105,000.** (360) 202 0547, chrigrace@olympus.net. **S215-4**



36.5 CS '84. Highest quality boat, with recent surveys & engine rebuild. Original owners. Immaculately maintained. Superbly equipped. **\$79,900.** Details at <http://www.w3.telus.net/public/smyth/> and open "Cashelmar.doc." Contact: smyth@telus.net or (250) 383-9077. **S219-5**



44' NORDIC, '88. **\$179,000!** Late model Nordic 44, 2 staterooms, 2 heads, heat, elec windlass, new Garmin electronics pkg, dinghy, electric primary and halyard winches. Photos and specs: www.yachtsoffered.com. (206) 963-3560. **S222-6**



41' ERICSON **\$35,000.** Yanmar 4JE, new Artful Dodger, radar, roller furled jib, heat and many other upgrades. 6' 4" headroom. Classic NW cruiser. Seatalk (206) 910-9927 Info@vertical-grain.com. **S216-4**



41' SCEPTER 41, '89. Inside helm, raised settee, hard dodger & bimini, teak interior. Specs and photos message (671) 241-2702. sceptreforsale@gmail.com. Moored Newport, Oregon. It has taken us around the world safely! **\$170,000.** **S220-5**



41' HUNTER DS (DECK SALOON), '05. Stunning sailboat with lots of upgrades, 54hp Yanmar, furling main & furling genoa, large rich cherry finish interior, full Raymarine electronics w/radar and autopilot, "Mariner's Package," inverter, SS Arch w/ bimini (not shown), Sleeps 6, 2 private stms, 2 heads both w/showers, huge Corian photo galley w/SS fridge & freezer. For full photos & specifications - charlesdavidyachts.com or (250) 755-5887. **\$189,000.** **S223-7**

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HERRESHOFF H-28 KETCH, '47. Built 1947 in Maine of VG Douglas fir on white oak to original drawings. Lead keel. Refastened w/bz. 2KW electric inboard propulsion. New 6oz cream dacron sails. New rigging. **\$19,900.** Located San Diego. (619) 223-4351 or potteryinn@cox.net. **S224-7**



40' BENEUAU OCEANIS 40CC, '99. 2 cabins, 2 heads, aft center line berth. Hurricane HW head, 1000 ah AGM batteries, s/s arch, davits, chart plotter, radar, solar panels, fuel cockpit enclosure. **\$155,000** offers. beneteau40ccforsale@telus.net or (604) 644-6217. **S229-9**



42' CHRIS CRAFT SPORTFISHER, '83. Excellent condition, many upgrades, fast cruise, season average for twin diesels and 12kW generator 13.4gph, in covered moorage in LaConner, WA. We moved and dropped price to **\$114,500!** Will consider partial trade of trailerable boat, real estate, and may carry contract. Complete details and pictures at www.yachtworld.com/boatersdiscountcenter or call owner @ (509) 276-3601. **P468-11**



NEW PRICE!
BAYLINER 4788, '00. 370 Cummins 900 hrs, 11.5 genset 600 hrs, 3 reverse cycle air, Garmin electronics 2 12" screens, 404 radar, Novarvana with 25hp Yamaha, watermaker, satellite TV, located Umatilla, OR. **\$220,000** (208) 890-9604. **P514-9**



41' CT WILLIAM GARDEN KETCH BLUE WATER LIVEABOARD. Fiberglass hull, full keel, new main rebuilt Perkins diesel, radar, GPS, depth, diesel fireplace, well founded, maintained. (541) 234-6048, kdioni@netzero.net. **\$60,000obo.** **S231-9**



PRICE REDUCTION!
32' SEA RAY 320DA, '06. 210 hours on this stunning boothouse kept vessel. "Navy Blue" hull, upgraded Tubular (Sea Ray upgrade) twin 350 MPI's, Kohler 5.0 genset, ACHEAT, Raymarine Chartplotter and Radar interface, NEW \$5500 AM/FM/MP3/SAT stereo surround system (May 2010), high gloss maple interior, Roskelly Olsen davit with zodiac/outboard. Hauled in May, 2010 for props, new bottom paint and complete wax. Will consider trade for a bigger Sea Ray 36-40'. FULL PHOTOS AND SPECIFICATIONS AT charlesdaledavidyachts.com or 250-755-5887, ~~\$129,900~~ **\$119,000 CND.** **P557-11**

35' JASON, '85. Offshore cutter, launched 1985. Designed by Ted Brewer, constructed in USA by Miller Marine. See full details at www.marinerkayaks.com. **\$43,000.** (360) 588-0066. norema53@hotmail.com. **S225-9**



56' OSBORN/MONK FLUSHECK MY, '88. W/WO boothouse. T/370 Cummins, 2000hrs, 13kt cruise, 20 max. Honduran mahogany interior, huge main salon, galley up. 120V lighting, appliances, 240V lighting, appliances, 240V dryer. 3 stms, 2 heads, Yacu-Flush, full ensuite master, forced air heat. Standup engine room, new 8kW Northern Lights, new SS water & holding tanks. Bristol condition inside and out, complete survey 11/09. **\$249,500.** Package with boothouse **\$325,000.** Bellingham. (360) 738-0657. **P433-11**



48' TOLLYCRAFT CPMY FLYBRIDGE, TRI-CABIN 1979. T/6-71 Detroit diesels, 12.5KW Kohler generator, Furuno 10" color 48 mile radar/GPS, new in 2003. Echo-Tec GPS, new in 1996. Westmar Bow Thruster new in 1999. House/Engines/Generator batteries, new in 2008. Flush pile carpets throughout, new in 2008. Full size refrigerator/freezer, new in 2004. Auto-pilot in cabin and bridge. Excellent condition and consistently professionally maintained mechanically and aesthetically. 11.5' Boston Whaler w/25hp Johnson. Owned boat since 1984; second owner. Moored under cover and in fresh water at Seattle Yacht Club marina since 1984. **\$174,900 or reasonable offer.** (206) 285-4199. **P471-11**



62' WM GARDEN, '88 (Steel). Original owner 4 staterooms, 3 heads, sleeps 10, roomy galley, washer/dryer. Great liveaboard! Spacious and rugged! Impressive! Photos available! (503) 651-1660. **\$150,000.** **S226-6**



23' NORWEGIAN KUTTER. Beautiful wood day sailer. Full keel. Average sails, spinmaker and new cover. **\$7,500obo.** Bainbridge Island, WA. (206) 794-6196. TheClnc76@msn.com. **S227-6**



PRICE REDUCED!
SEA RAY 420 EXPRESS CRUISER, '91. Twin 7.4L 454ci, Westerbeke 38kW generator, air conditioning and heat, covered moorage, very clean. Lots of options. Call (206) 979-0353 for details! **\$125,000 NOW \$110,000!** Auto trades are welcome! **P463-5**



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



41' SCEPTRE, '86. Original owner. Professionally clean, well-maintained, low hours, thanks to my wonderful owners, who have spared no expense to keep me in better condition than when I was new. I've cruised from Mexico to Alaska, and when I'm not cruising, I reside in our boat house. I am pristine. But alas, my owners are giving up yachting and will sell me, but not just anybody. I am very fussy about who my new owners will be. If you are interested, call (503) 260-6806. **P461-11**



50' GRAND BANKS. Hi! I'm the *Wooden Shoe*, and I am special. I am a Grand Banks "50" and a legend in these waters. Over the years, I've had the best of everything, thanks to my wonderful owners, who have spared no expense to keep me in better condition than when I was new. I've cruised from Mexico to Alaska, and when I'm not cruising, I reside in our boat house. I am pristine. But alas, my owners are giving up yachting and will sell me, but not just anybody. I am very fussy about who my new owners will be. If you are interested, call (503) 260-6806. **P461-11**



NEW PRICE!
DREAM FOR SALE! Custom 45' aluminum pilothouse 2001 dream boat. Featured in the October 2001 Passage-maker magazine. The perfect Alaskan fishing, pleasure boat. Two staterooms, two heads, two Volvo TAMD 74's, and a unbelievable pilothouse. Twenty knot cruise. Will sell as boat separately, or as a Charter business. Call for info. (907) 747-0517 www.seabuggy.com/4sale.html. **P513-7**



42' GRAND BANKS EUROPA. 2 Lehmans, gen, inverter, Vacuflush, Furuno radar, plotter, sounder, GPS, new upholstery, Awlgrip ext. covers, cushions. Factory built Lazzaretto stateroom. Owner: (360) 710-4445. **\$210,000.** **P581-5**



33' HUNTER, '05. **\$99,000!** Exceptionally clean, well-maintained, low hours. In-mast furling and modern, spacious salon with all amenities for comfortable NW cruising. Bottom paint 3/12. Seattle (206) 940-4019. **S230-9**



78' LONG RANGE CLASSIC FANTAIL MOTOR YACHT W/ CREOLE. 1930 Custom Yacht built to heavy specifications by Lake Washington Shipyard, for famous author. She has plied waters to Alaska, Caribbean, Europe, Hawaii and South Pacific, earned her keep as a 6Pax Alaska charter yacht for 30 years, recently. This yacht is screaming for another adventurous yachtsman/STEWARD OF A FINE HISTORIC VESSEL!! Four staterooms, three new heads, extensive electrical and plumbing refit, new Furuno electronics, new GE Cafe propane stove/ Microwave, new mattresses, bedding and drapes. CAT 353 main, 2 gensets, 2500g fuel, 1200g water. Much, Much MORE! Please visit at www.yachtminder.com, e-mail listing broker steve@yachtminder.com. Call to discuss/showing (253) 549-2010. **OWNER ANXIOUS-BRING ALL OFFERS-4th Price Reduction- NOW \$425,000.** Possible opportunity for Captain/Mate team with significant charter experience and book of charters or operating company looking to expand. Inquire by e-mail including resúmes. **P588-5**

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56' OCEAN CPMY, '91. 3 staterooms, full width extra large salon, \$150k in upgrades. New stabilizers, RIB, electronics, interior. Engines rebuilt 2009/2010. Brokers welcome. 4% SOC. (425) 876-8876. Asking **\$359,000.** P596-12



32' FAIRLINE, '85. Repowered T/Volvos (gas) 5.0 litres. Professionally maintained. New fridge, new separate freezer. Hot water on demand. Espar furnace. Hard bottom inflatable w/rip outboard on Sea-Wise davit. At Sidney. Asking **\$5,500.** For more details: jakfred@shaw.ca. Phone (250) 477-5645. **P616-7**

SOLD!



34' SKOOKUM PH TRAWLER, '75. This strong, safe, comfortable NW cruiser has been our liveboard home for twelve years. Veteran of many trips to Alaska (twice single-handed), she is a familiar sight from the Columbia River to Glacier Bay. Single 120hp Lehman, 7kt @ 1.9pph, 180gals diesel, 200gals water, propane stove, 12gal WHA(AC engine), Vacu-flush w/30gal. holding tank. Radar, GPS, DS, Com-Nav AP, THREE new 8-D Batteries w/smart charger, new VHF antenna, two anchors. **\$40,000.** P614-7

SOLD!



32' 1992 BAYLINER 3288, '92. Great NW Cruiser! A Northwest favorite! Great accommodations, very economical. Twin Hino 150 diesels w/2600 hrs, new interior/exterior upholstery in 2007 (Black/Gold). King master berth, double V-berth and dinette sleeps 6+. Fresh water moored; no dry storage Anacortes. **\$49,900.** P626-8



38' TOLLYCRAFT '66. Twin 318 Chryslers, 200 hours, depth sounder, plotter, radar, 2 heads, shower, oil stove, electrassn, holding tank, new batteries, new curtains. **\$17,000.** Contact (360) 770-2410. **P630-5**



MOTIVATED SELLER!

48' SEA RAY 480 SEDAN, '02. Twin 3196 CATS w/420 hours, all of the "Sea Ray upgrades" were ordered, TNT swimrig lift w/hardbottom tender package, beautiful "Hampton Cherry" interior, full electronics including KVH SAT, 3 staterooms, 2 heads, Bitt kept. Single owner, no kids or pets. A vessel that needs to be viewed in person. For specifications & photos charlesdavidyachts.com or (250) 755-5887. **\$405,000.** P633-9



50' NAVY BUILT, HISTORIC UNIVERSITY (UW) RESEARCH VESSEL, '37. FULLY equipped/operational/proven. Extended charter/kayak mothership/liveboard. Sleeps 10. Extremely economical/reliable/seaworthy. 30 year owner retiring. **PRICE REDUCED TO \$110,000.** Ph (Juneau, Alaska) (907) 769-0539, email frontierqueen@hotmail.com. **P634-9**



26' SEA RAY SUNDANCER, '87. Comes w/covered 32' slip, Kingstom galv. trailer, 8' dinghy, 4hp motor, new stern drive, 350 hp, GPS, VHS, CB, newer canvas, hot water, alcohol, electric stove. more extras! (360) 297-7093. **\$16,000.** P639-4



35' CARVER 350 MARINER, '03. Orig owner 2004. Covered slip in ship canal. Bridge seats 10. Furuno navnet-GPS plotter, radar, autopilot. Alum bottom dinghy/ four stroke OB. Gen set. Heat air. Extras galore. Beautiful - maintained! **\$117,000.** (206)281-7455. **P647-10**



39' C&L SEA RANGER, '80. Europa model. Two staterooms, stall shower, new refrigerator, new autopilot, Nobelect, freezer, 4kW generator, Lectra San, propane stove/oven, twin Volvos. (360) 790-2002. **\$84,900.** http://sites.google.com/site/searanger39/. **P655-5**



NEW PRICE!

42' OCEAN ALEXANDER, '92. Ocean Lady is a beautiful Northwest family cruiser with special factory built additional 6' raised cabin, sleeps four in two staterooms, private spacious head with stall show, fully equipped galley and large salon with ample space for entertaining. Many recent upgrades include electronics, upholstery, carpeting and fabrics. Very meticulous owner makes her one of the most desirable examples available on the market today. The Ocean Lady is moored under cover at the port of Edmonds. Please contact Edmonds Yacht Sales to board her today. (425) 774-8878. **P650-11**



33' BAYLINER 3388 MY, '98. Updated version of the popular 3288 Bayliner. Twin Cummins 250 hp diesel engines. Full electronics both helm. Full canvas enclosure and hardtop. New upholstery in salon and flybridge. Diesel heat. Windlass. 10 ft Zodiac inflatable with Tohatsu 9.8 4-stroke engine. Seawise davit system. Over \$25k spent in last two years on upgrades and major maintenance. **\$99,000.** Mike @ (360) 600-1721. **P653-11**



53' MATTHEWS FLUSH DECK, '67. A special much admired classic beauty! 6 year owner has completely refurbished: updated with remodelled designer interior including custom skylight; mechanical upgrades and more. An amazing value at **\$159,000.** Option for liveboard in Ladner BC. Photos available upon request at rlf@fieldmarten.com. **P651-11**



36' GRAND BANKS CLASSIC, '72. 1600 hrs. on rebuilt single 120hp Lehman, new gear/shaft new stainless/ baffled water tanks, complete rewired, icom 602 VHF, Benmar autopilot, Isotherm AC/DC fridge, Dickinson oil heater, Ratheon 24 mile radar, Onan 7.5kW, custom aft stateroom. Nicely varnished, painted bottom, topsides and cabin (2010). Shed kept entire life, top notch, capable vessel. Serious inquiries only! Covered slip possible at Stimson Marina. www.grandslam.moonfruit.com (206) 356-4207. **\$74,500.** **P660-11**



26' TOLLY. A great solution for family cruising! 200 hours on rebuilt 318 Great boat, competitively priced. Currently moored in the San Juan Islands. Pictures and more on request. email: 4tomherry@gmail.com. **P661-11**



30' BAYLINER FLYBRIDGE MY, '91. Repowered w/Mercuriser 8.1HO, New Bravo 2X outdrive and rebuilt transom assembly. Full networked Raymarine electronics, radar, sounder, chartplotter, autopilot, galvanized full roller trailer, downriggers, pot puller, 10' RIB w/4hp motor, Fliscan fuel meter, Webasto diesel heat, 1000W inverter. **\$34,999obo.** (360) 271-1501 Alan. **P669-11**



42' OCEAN ALEXANDER FB SEDAN, '92. Ocean Lady, a beautiful Northwest family cruiser with special factory built additional 6' raised cabin, sleeps 4 in 2 stms. Private spacious head with stall shower, fully equipped galley and large salon with ample space for entertaining. Many recent upgrades include electronics, upholstery, carpeting and fabrics. Very meticulous owner makes her one of the most desirable examples available on the market today. Please contact Edmonds Yacht Sales (425) 774-8878 OFFICE or (206) 713-2035 CELL. **ASKING \$235,000.** **P662-11**



4588 BAYLINER. Very nice updated 45 Bayliner. This boat was very nice with all stainless appliances, leather furniture, lights carpet, etc. The boat needs some TLC for the right person. **\$111,900 Firm.** **P633-11**



25' LYMAN SOFT TOP RUNABOUT, '84. Excellent condition, sharp looking classic. Runs great, very seaworthy. Top quality, recently remanufactured Chris Craft 350 V-8. Numerous upgrades and documentation. 2011 professional paint & varnish restoration. **\$25,000.** Call Paul (206) 371-8720. **P664-11**

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28' BAYLINER 2855 SUNBRIDGE '01. One owner, pro-maintained. All records, radar, GPS, VHF, fishfinder, DS, FWC, 350mpi, Dual Prop, Bravo-3, 9' Zodiac, 5hp OB. Full galley, full head, pressure water sys, new top, water pump, risers and manifolds. Be in the San Juan's in 2hrs! **\$33,000.** (425) 478-6379, roy.dorsey@comcast.net. **P665-11**



27' MINOR OFFSHORE SPORT TRAWLER '10. Bristol condition, 30hrs. Perfect all-weather boat for Pac NW. Enclosed cabin, walk-around decks, fuel miser at trawler speeds (31+ kts WOT). Located Lake Ontario. **Fies!** details: mark@kirbywyschales.com or (866) 364-2253. **P666-11**



45' LAKE UNION DREAMBOAT '29. Beautifully maintained, NW Classic Cruiser has a single diesel, new 3.5kW gen, new ESPAR D-8 furnace, autopilot, radar, 12' Avon and much more. Economical 9kt cruise. **\$119,000.** (360) 670-9839. **P677-11**



45' SEA RANGER MOTOR YACHT '86. (50' overall) Built at Kaohsiung Boatyard, T/25hp Volvo dsis, 850 gal fuel, 300 gal water, enclosed flybridge and sundeck. Galley up. Aft master stateroom w/ walkaround queen and head w/marble counter and shower. Two forward staterooms w/head and shower. Third stateroom on transom. All teak interior. Full walkaround. Spacious could be great liveaboard. **\$169,000.** Additional photos available. (360) 509-0124. **P670-11**



28' UNIFLITE MEGA '77. Twin 270 Crusaders, well maintained, newer gas tanks, nice boat, runs good, ready to go, same owner for 16 years, \$116,000. call Randy (425) 387 2868. **P671-11**



PRICE REDUCED!

55' SEA RAY SEDAN. Will consider all trades for smaller yacht or real estate. Twin Detroit 6V92 with 1600 hours. Westerbeke generator with 900 hours. New carpet throughout, new batteries. Excellent running condition. **\$199,000.** Tom (360) 202-3400. **P672-11**



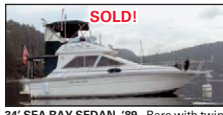
22' BARBARY COVE SUV ALUMINUM SKIFF. Bruce Cope design 22' x 8.5'. Exceptional cargo capacity. Aircraft style construction with transverse frames and longitudinal girders. This is a tough boat! Tiller steering with 80hp outboard. Also available in 24 1/2' and 27' lengths with either 8 or 18 degree deadrise. Many options available. **Starting at \$24,750.** (425) 301-6016. **P673-11**



28' CARVER SANTA CRUZ '79. T/Ford FWC V-Drives, 12V/1100 heater, propane stove, electric HD, reef, shower holding tank, full winter canvas, dual stations, 11' beam, all fiberglass, metal windows, very good condition. Moored Everett. (425) 918-1560 (cell) (425) 248-1927. **Sacrifice - \$16,500.** **P676-11**



34' MAINSHIP '07. Economical fast trawler. 36' x 14', enclosed bridge, autopilot, generator, inverter, diesel heating, radar, plotter. Great low hour retirement boat. Call for photos, **\$235,000.** Owner (360) 930-0901. **P678-11**



SOLD!

34' SEA RAY SEDAN '89. Rare with twin Hino 175hp DIESELS (naturally aspirated), boothouse kept, super clean, full electronics, Hard Bottom tender, Newer ESPAR heat, New \$2000 memory foam mattress, head with Vacuflush and separate shower. **Priced to move \$48,900.** **P680-11**



MOTIVATED SELLER!

31' REGAL '06 3060 "WINDOW EXPRESS." Stunning vessel, *Black Pearl* has twin Volvo 5.0 w/165hrs, Kohler 5.0 Genset, Marine Air A/C Heat, Full Raymarine electronics including radar, hardbottom Zodiac, Kenwood CD/DVD/MP/Tuner audio system, 2 x LCD TVs, power windlass, full enclosure, beautifully maintained, professional custom owned (no kids or pets). **BEST PRICE IN THE PNW \$85,000.** FULL PHOTOS & SPECIFICATIONS at charlesdavidyachts.com or (250) 755-5887. **P679-11**



49' MARINE TRADER. Spectacular trawler meticulously maintained. **Priced for immediate sale \$145,000.** 2gal/hr. Liveaboard or cruising. For details see Seattle Craigs list and search "50 Yacht". For 6 videos see youtube and search "Perseverance markjulie" (206) 661-2605. **P681-11**



32' GRAND BANKS SEDAN '85. As good as it gets and new brightwork, too! 120 Lehman, 2-2.5gph, 2700hrs, transom door, extended swim step. Following upgrades in 2006: Raymarine's best E-120 chartplotter display (platinum navionics), DSM sonar fishfinder, 4kW radar, ST 60+ graphic display on flybridge, Uniden VHF - also in new in '06 - 10' Avon 310 RIB dinghy, Yamaha 5hp, all canvas including rails, plus new Seward 3-burner gas stove. Also, Vacuflush, Espar heater, total battery upgrade (Trojans), windlass, autopilot. Meticulous engine repair/maintenance (last 5/2011). **\$133,000.** Ron (206) 952-6500. **P682-5**



2001 ROSBOROUGH RF-246 TRAWLER. Yamaha 115hp 4-stroke, chart plotter, VHS, depth, radar, refrigerator, CD/AM/FM, 2 burner propane galley, head, spotlight, deck awning, Friday Harbor, **\$65,000.** (360) 378-9574. **P687-12**

Classified Ads on the web at www.nvwyachting.com



PRICE REDUCED!

47' BAYLINER 4788 '00 w/hardtop & tender included. This 4788 has options every 4788 owner would like to have: new custom bridge hardtop that is totally enclosed in lexan that can also easily be removed, under-hulls have been added, low hours 899/902hrs on Cummins 370T5, 533hrs on genset, thruster, new unused Garmin GPS 4212, chart plotter w/wireless remote, Raytheon Pathfinder 870 radar, Raytheon ST6000+ autopilot, tender is a like-new '06 AB hard-bottom inflatable w/Honda 20.4-stroke on new stern-mounted custom electric/hydraulic lift. Anacortes, Call (360) 770-4176. 70 additional pictures here: <http://alaskandave.smugmug.com>. **\$299,000.** **P704-9**



43' NORTH PACIFIC '09. *Silly Goose.* Hull #38. Cummins 230, 5kW generator, Hurricane Heat, AGM Batteries. Many more upgrades. Excellent condition. Call for full details. **\$359,000.** (360) 678-7565. **P723-9**



Sistership!

26' BAYLINER 2655 CIERA '00. Mercruiser 350MAG-MPI 300hp, Bravo 3 DuoProp. This boat shows like new and has many extras. Trailer included. Call or E-mail for more info and pictures. (253) 952-6210 or hanks2@mns.com. **P735-3**



PRICE REDUCED!

24' BAYLINER TROPHY HARDTOP '88. Alaska bulkhead, new 2005 350 MerCruiser (fuel injected), FWC, 400 hours, new Bravo I outdrive. New upholstery, fire retardant system, oil injection for outboard, shore power. **\$14,000.** Kenmore (425) 486-0620. **P740-9**



32' GREENFELLA '60. This is a must see boat! Gasoline Chrysler Marine 275hp. Offered by the Cowichan Bay Maritime Centre, a nonprofit charity. Proceeds from the sale goes toward maintaining our programs. (250) 746-4955. **\$19,500.** **P744-3**

CLASSIFIED



36' ALBINO, '78. Twin 120 Fords, Alaska veteran and ready to go again! All charts and 4 survival suits, full electronics and autopilot, furnace, health forces sale! **\$58,500**obo. (360) 229-0393. **P746-5**



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

PRICE REDUCED!



44' TOLLYCRAFT CPMY, '90. T/CAT 3126 Diesels-610 hrs, Onan 9kW genset, boat-house kept in fresh water, bow thruster, inverter, 1200lb transom davit, Raymarine E series full electronics at two stations/ auto pilot/AIS. Force 10 propane range, updated interior. Details and photos, www.1990tollycraft44.shutterfly.com Portland, OR. **\$229,000.** (503) 780-7882. maltase@comcast.net. **P750-4**



39' NORTH PACIFIC PILOTHOUSE '08. Fully loaded and well maintained. Cummins QSB diesel, 5kW Northern Lights, bow thruster, networked electronics both helms, 24HD radar, AGM batteries, Hurricane hydronic heat, Roskelley-Olsson davit/Hypalon Walker Bay, and much more. **\$298,000.** Call (360) 527-6199. **P751-4**



19' GRADY-WHITE, '02 TOURNAMENT. Yamaha 150 hp hpdi motor with low hours (approx. 350). Very nice condition. Kept in water in summer, trailer in winter. Well maintained with full canvas enclosure. Asking **\$29,500.** Locale-West Vancouver. Call (604) 649-7248. **P752-4**



54' SEATON TRAWLER. Pilothouse trawler with 2 staterooms, 2 heads, renovated galley, salon & pilothouse, 265hp main, genset, furnace, laundry and much more. Available with liveaboard moorage near Victoria, BC **\$117,000** (Cdn), (250) 516-7982. **P753-2**



41' ROUGHWATER 41 TRAWLER, '83. This 20 year vet of the Northwest and Alaska has been owned and maintained by the same owner since 1989. She burns 3 gals. per hr. at 9 knots with a single 250hp Perkins turbo. Totally refurbished over the years with many extras. Located in Port Angeles, WA. For full specs contact Tom Chisholm at Chizzy1@sbglobal.net or Phone (626) 487-5809 **\$125,000.** **P754-4**



48' WESTPORT, '71. Fiberglass. Major refit 2007. New 330hp diesel, new sonar, etc. Well maintained long range fish boat. 5 ton fish hold. Work or Play. Asking **\$197,000.** Call Broker (619) 221-0343. **P755-4**



54' SEAHORSE NEW, '11 \$759,000. John Deere 268hp. Beautifully strong yacht of 54', two queen-sized cabins, two heads. Contact Jim Canahan at (360) 480-9861, jcanahan@capitalcityyachts.com. **P757-11**



PRICE REDUCED!

32' EAGLE PILOTHOUSE TRAWLER. Fibrydrige, head with separate shower, windlass, hydraulic stern thruster, brand new Garmin: radar, GPS, chartplotter, and depth/fishfinder. 1992; Sabre 135hp engine. **\$119,000.** (206) 408-7454. **P758-4**



37' NORDIC TUG, '00. Cummins 330 diesel, 160 amp alternator, Espar heater, Raymarine radar/chartplotter, 5kW generator & 2500 watt inverter, bow thruster, windlass, dinghy davit. **\$319,000.** Call:(360) 435-5260/293-8565. **P760-4**



52' NORTH PACIFIC PH TRAWLER, '09. Cummins 430hp, Cruise 7.5 kts @ 2.5 gph, bow/stern thrusters, 9KW generator, 3KW inverter, hydronic furnace, air conditioning, watermaker, teak & holly interior, three staterooms, two heads w/ enclosed showers, washer/dryer, deep freezer, built-in flybridge barbecue/sink/ refer, hydraulic dinghy davit, complete pilothouse & bridge Raymarine electronics with 3 E-120 navigation systems. **\$549,900** US. Complete Specs/photos at www.west-yachts.com, (360) 299-2526. **P761-4**



36' GRAND BANKS CLASSIC, '93. Boat house kept, full electronics, Vacufush heads, economical single Lehman, complete Main log, SS package, wide body, custom helm seat, bow thruster, cruise ready! Owner: Call (503) 310-0848. **\$229,000.** **P762-5**



48' TOLLYCRAFT, '76. 3208 CATs, 8kW generator, auto-pilot, watermaker, Westmar stabilizers, radar, Nobeltec, bow thruster, new Webasto hydronic heater, 11' skiff w/25hp, 10' hardbottom inflatable w/9.9hp, expertly maintained, always bathhouse kept. Bathhouse also available in Blaine, WA. **\$220,000** obo. (360) 393-6218. **P764-5**



34' CALIFORNIAN DOUBLE CABIN, '78. Beautifully restored, twin Perkins 700hrs, '01 Northern Lights 5.5 generator, full canvas covers, 10' Achilles dinghy with outboard and much more! \$75,000 in improvements. Reduced Price **\$59,900.** wcdurgan@yahoo.com. (503) 735-5016. **P765-5**



38' TROJAN EXPRESS BY BERTRAM, '84. Built to compete in the all important Express Cruiser Market, the 13'9" beam is open & is perfect for fishing & cruising. Powered by freshly rebuilt 454 engines, she cruises at 22 knots & with the optional floscan meters, you can watch & decide how much fuel to burn. Complete w/ Generator, Heat & Air, full galley, Island Berth, Stall Shower, dinghy. Details: www.irwinyachtsales.com. Kept in Covered Moorage most of its life. **\$39,500.** Matt, (206) 632-2900. **P766-5**



58' GARDEN DESIGN LRC, QUEST. Extremely heavy solid fiberglass, 240hp CAT power. Adjustable pitch Hundedst prop, Dry exhaust, 62hp wing engine "get home" prop, variable angle stern thruster, 2000 fuel, 3500+ mile range, 500 water, Furuno radar, spare prop and shaft, 15kW gen., hydraulic anchor winch, 300lb. anchor, washer/dryer. Separate walk-around engine room with work bench. Original owner! If interested, send your email address for copy of PassageMaker magazine article. **\$429,000.** Interested in a Nordhavn? Look here first!! Contact: superquest@shaw.ca. **P767-5**



1999 NAVIGATOR CLASSIC. This gorgeous Pilothouse has 3 staterooms, 2 heads, and a nice salon with sliding glass doors out to a large covered cockpit. It has always been in fresh water. (206) 552-3551. **P768-5**



34' TOLLY TRI-CABIN, '78. Bought 1995. Kept fresh water, covered moorage on ship canal. Moorage if Marina okay. Twin 350 Mercruisers, full galley, dinghy, outboard. Excellent condition belies age. CRUISE READY. Jim (206) 285-4630. **\$41,500.** **P769-5**

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

CLASSIFIED



CARVER AC/MY, '06. 310 Volvo diesels (83hrs), 2 E80s, Espar heat on bridge, AC/heat in salons, 9' Caribe on davit w/3.9hp Tahatsu. Also: 9' inflatable w/5hp Mercury. Zodiac Satchel life raft, life sling, 8kW Kohler dsl genset. **\$295,000.** (360) 697-9850. **P771-5**



37' BAYLINER MOTORYACHT, '02. Cruise at 26 mph, top speed 30 with optional 330 Cummins diesels. This pristine 3788 is nicest on the market. Starting 2003 same boat renamed a Meridian 381. In covered moorage, shines like new, meticulously maintained, exceptional cosmetic and mechanical condition. Loaded with options including lower helm, bow/stern thrusters at both helms, premium interior, premium navigation package, electrical accessory package, entertainment package, command bridge enclosure. Ready to load your stuff and cruise. Needs nothing. **\$169,995.** (425) 238-5088. ericj453@frontier.com. **P772-6**



BUFFLEHEAD 22 CRUISING ALUMINUM TUG. Solid, immaculate, go anywhere, in safety & comfort in this custom built, fully equipped aluminum tug/5.4hp Isuzu/107hrs, loaded w/electronics. Consider diesel pusher in trade **\$95,500.** Serious inquiries only cliff.childers88@hotmail.com. **P773-6**



56' OCEAN ALEXANDER MY, '85. This exceptional Ocean Alexander must be sold. She has been meticulously maintained and is a great cruising yacht. She has a 6' hull extension, 450hp Detroit, bow thruster, Naiad stabilizers, reverse cycle heat & air, watermaker, SAT phone, dinghy and much more! Call Rick at: (650) 722-2782 or rick@oceanyachts.com, see more specs at: www.oceanyachts.com, Must See! **Asking \$389,000.** **P774-6**



32' GRAND BANKS, '82. She is a beauty! 120 Lehman, reconditioned in 2011, 3155 engine hrs. 2010 upgrades include: new electronics (Garmin GPSMAP4212), multifunction color displays—lower and upper, GPS, radar, depth sounder, transducer, new ICOM AIS receiver, new standard Horizon VHF, new Lifetime deep cycle batteries and cable. New extended swim step, new Seavise davit system, new Achilles HB-280DX and new Yamaha 9.9hp. New barrier coat, new chain, new Sunbrella covers and more. **Asking \$129,000.** Contact (360)437-5002 for additional details. **P775-6**



27' SEA SPORT NAVIGATOR, '92. Twin forward facing pilot seats, standup enclosed head, propane stove, flybridge, convertible dinette, 3 steering stations, good electronics. Webasto diesel furnace, sleeps 4, 3.9hp 4-stroke outboard. 50hrs on 2010 long block. Less than 200 hours on 2007 outdrive. More photos and information can be found at <http://www.lacorneryachtsales.com>. **P776-6**



80' CONVERTED TUG. CAT 398 power. Boat is turn-key. Needs nothing. Fresh survey available. Hauled Aug. '11. More info at www.glendevon.org. (604) 664-7530. **\$395,000.** **P777-6**



28' UNIFLITE MEGA, '77. Twin 350 with under 200 hrs. Extremely well equipped. Call for details. **\$17,500 with trailer or \$15,000 without trailer.** **P778-6**



47' BAYLINER 4788 PH, '94. One of only two 47's built with 250 Hinos. Exceptional fuel economy. Boat in perfect condition. 11' Rendova dinghy, loaded. 2nd owner since 1996. All service records available. Boat surveyed and upgraded in the spring of 2010. Contact John @ (603) 804-1611 or email teamstone@hotmail.com and I will return a link for additional photos and specifications. **\$179,950.** **P780-6**



50' GULF COMMANDER, '76. T/225 John Deere/1280hrs, 8kW Onan gen./1600hrs. Heavy built Monk P.H. 2 strm, 2 heads, most mechanical upgraded & interior refit in 2011. Specs and pics at mvallopie.com **\$149,000.** Tim at (208) 610-5605. **P782-6**



49' MERIDIAN 490, '05. *She's the Limit!* Cummins 330, 850hrs, fully loaded, excellent condition! Lowest price anywhere: **\$278,000cdn.** Call Franz: (604) 319-9709 Email: franzjck@hotmail.com. **P785-6**



47' SEA RANGER. ZigZag has just returned to Portland from an exceptional 8-year Alaska/Mexico/Alaska experience and is ready to leave on your adventure. She is seaworthy, comfortable and fully equipped for travel or liveaboard. **\$226,900 \$200,000/obo.** (206) 714-0385. See specs and pictures at: <https://sites.google.com/site/viewboat/zigzag>. **P786-6**



42' CALIFORNIA '77. Ready to cruise. Economical T/Perkins 220, 75kW Onan generator, diesel heat, 2 staterooms, 2 heads, 2 showers, sleeps 6, GPS, chart-plotter, fishfinder, radar, autopilot. Wide walkaround decks, large flybridge and trunk deck. Hauled, painted, zincs. 0/11' dinghy. Excellent condition. **\$109,000.** (206) 714-0385. **P787-6**



27' ALBIN FAMILY CRUISER '87. Downeast pocket trawler can take you anywhere on the Inside Passage at 7-8 kts, 1ghp. A fun, easy, and inexpensive boat to run. Good condition. Sleeps 4 in 2 cabins; Large V-berth forward, 2-twins or a side double in the stern cabin. New cushions. Galley. Offers privacy and compact boat. New Lance HDS-8 chartplotter and Broadband HD-Radar. New Standard Horizon GX-2150 VHF/AIS. Yanmar 78 hp turbo diesel with 2200 hours. Fuel: 90 gallons. Water: 40 gallons. Full canvas enclosure over the back cockpit. Many improvements. **\$29,900.** www.FineEdge.com/Albin. (360) 299-8500. **P789-6**

43' TOLLYCRAFT ADVENTURER, '65. Tri cabin, T/504ci Cummins V8s, low hrs, 7.7kW Westerbeke gen., African Mahogany lap hull, Mahogany interior, 10' Highlaker tender, same owner 19 yrs. (425) 891-2721. **\$70,000.** **P781-6**



PRICE REDUCED!
40' PEGLEG BOAT '73. F/G/Troller/Live-aboard, 40'x11' f/g, Exc. 4-71 120 hp, fuel cap: 360 gal, 2 berths, Furuno & Sirex, Sirex GPS, Big Bay w/Noelbec, Wagner aut, 2sta, 2 lcoms, Hull is well insulated, professionally maintained, Paravanes, lots of storage. Add beverages, bait and food and you're ready to go anywhere in the PNW or SE AK. Boat has about 3/4 full onboard now. **\$112,500!** Due to my age & few health problems, we will miss her, but want her SOLD. In JWM Sequim. ph. Jerry @ (360) 808-0161. **P790-6**



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



22' SEASPORT, '98. Volvo Penta, 405 engine hours, radar, depth sounder, GPS, chart plotter, VHF, 30 amp Shore power, battery charger, 2 Scotty Downrigger mounts, 7 rod holders, 9hp 4-stroke Evenrude electric start. (360) 588-6742. **\$49,500.** **P792-7.**



37' BAYLINER 3788, '99. Mint condition, twin 270hp Cummins 1025hrs. 5kW gen, 100hrs, Webasto furnace, RIB w/20hp Honda, davits, Bridge and cockpit enclosures, GPS, radar, plotter, Intellian SAT tv, new bottom paint. Located Anacortes. **\$129,000.** (805) 816-4753. **P793-7**

CLASSIFIED



40' CUSTOM PH TRAWLER, '83. 300hp Cummins, T/dise transmission, bow thruster, 6kW Northern Lights, gen, 2800 Magnum inverter, Webasto heater, FlowScan, Garmin electronics, Com Nav autopilot, 300 gal. fuel, 200 gal. fresh water, two heads, Tecma toilets, Corian countertops. For additional information visit <http://www.flickr.com/photos/56573524@N06/> (907) 957-1877. **P794-7**



20' BLUE WATER MONTE CARLO CUDDY. 4.3LXV6 Alpha One, fresh water cooled. Camp, Fish, Tube, or just cruise! Only 350 hours! High speed prop, two tops, bimini and camper canvas. Galvanized trailer with surge brakes. All maintenance records. Too much to list. This boat has always been garaged. Mint shape. Great all around boat. **\$14,200.** (206) 953-3439. **P800-7**



41' ROUGHWATER TRAWLER, '76. Single Perkins, 3.5KW gen in sound shield, inverter system, windless, Furuno, Garmin **\$87,000.** (360) 945-0701, email: manana@whidbey.com. **P805-8**



32' CHRIS-CRAFT 312, '85. (Competition Series/SP), T/540cid (60hp) plus engines built and installed in '05. TRS drives w/ modified Borg Warner transmissions and external steering. New cockpit interior in '07. Boat speeds are around 90mph. Trailer included (\$392.49 was put into axles and brakes in June '06). **\$30,000.** Call Rob at (206) 947-6666. **P810-5**



40' PILGRIM FANTAIL YACHT, '86. Great northwest cruiser, in SITKA. Excellent condition. Everything needed to keep warm, safe and comfortable. 100hp Westerbeke diesel, 7 knots, 1.5 GPH. Priced to sell **\$154,900.** <http://s1069.photobucket.com/albums/s328/cmjh/>. **P795-7**



26' BROOKINS TRIPLE COCKPIT UN-ABOUT, '91. Largest of only three built, Philippine mahogany over spruce cold molded, Crusader 454 FW cooled 315hp engine, Curly Koa wood dash, trailer details. YachtFlyers.com/brookins26. **\$49,500** (360) 317-1669. **P801-7**



32' NORDIC TUG '90. Economical Cummins B5.9, 5KW Genset. New Sterling hull and bottom paint. Recent survey. Beautiful interior. Full electronics. Lecrasan. Bow thruster. Dinghy. Coast Guard and BC registered. Located Victoria, BC. **\$135,000.** randpajohn@shaw.ca (250) 920-8765. **P806-8**



32' DIESEL CRUISER, '48. Built by the Grandy Shipyard in Seattle. Moored in Portland. Roomy, bright cabin. Aft engine for quiet cruising and easy maintenance. A great family weekend, liveboard, or couples' cruiser. **\$6,500.** For info, photos and video, email: 1949grandy@gmail.com or facebook "Grandy Monk." **P811-8**



32' BAYLINER 3288, '92. T/150 Hino diesels w/only 875hrs. Detailed maintenance records since 1997. Oil analysis. Very clean. Continually upgraded. Full cruising electronics, cockpit cover, transom door, two staterooms. Asking **\$49,900.** Port Ludlow. (360) 437-4128, (360) 316-9901. **P796-5**



34' MAINSHIP, '78. 547.500bhp. Turn-key, economical and easy to maintain boat with many electrical, equipment and interior improvements. Search Trawler on Skagit Craigslist for more information or call (360) 293-3125 (Anacortes). **P802-8**



30' TOLLYCRAFT SEDAN, '79. This is my 4th Tolly. Lowhours on T/350s. Professionally maintained. Babied original; always covered. Upgrades. Extremely roomy interior and bridge. Call Dan (425) 241-6276 or dh3@msn.com **\$34,500.** **P807-8**



55' OCEAN ALEXANDER MARK, '81. 55' extended. Boathouse kept. Great Condition. 2 stateroom model, washer, dryer, 270 Cummins diesels low hours, water-maker, autopilot, Espar hot water furnace, upgraded galley, trash compactor, corian countertops, new refrigerator, new gas oven, new convection oven. New anchor chain and windless, 12.5KW generator. Fully equipped and ready to cruise 253 307 6611 **\$269,000.** Boathouse available Port Orchard Yacht Club. **P812-8**



39' OCEAN ALEXANDER SEDAN, '86 (plus 3' extension). Boathouse kept, 8.2 Detroit Diesels, 8kW generator, inverter, enclosed flybridge/radar arch, new batteries, GPS/radar, KVH, 2100hrs. Everett boathouse available. **\$149,000.** nishikawafamily@msn.com. **P797-7**



52' CHRIS-CRAFT, '53. RIVA is a must see Chris Craft Conqueror. She has T/6-71 Detroit's, economical 10gph at 12kt cruise. Outback 12v and 32v inverter chargers. Espar boiler heating system. King bed master plus midship stateroom and forward w/berth sleeps 6 comfortable. Excellent liveboard, boat is kept in covered Lake Union moorage and possible transfer if qualified. There is too much to list, call for details; this boat speaks for itself. **\$159,500 or reasonable offer.** (206) 491-5456. **P803-8**



32' GARDEN DESIGN, '54. Diesel, cedar oak. 2010 survey @ \$25,000. Perkins 6-354. New shaft, bottom paint '11. Same owner last 16 years, Columbia River. More info: (503) 307-1643 srified@teleport.com. **P808-8**



32' DIONCRAFT C/B, '91. Surveyed excellent condition. Economical Perkins diesel (1600hrs). Upgraded electronics, new fridge, stove, inverter, batteries, windless and huge galley. Sleeps 41 Dinghy with O/B, Espar, A/P. Must see **\$69,500**dn o.o.b.o. krmelison@shaw.ca. **P813-8**



53' KRISTEN, '05 (Steel Trawler). Exceptional condition w/beautiful cherry interior. 330hp John Deere, 16kW Northern Lights, hydraulic stabilizers, davit, bow & stern thrusters, get home. 1500 gal fuel. Heat & A/C. Two dinghies, two outboards, two ensute queen staterooms, full headroom ER. Starts your cruise in Mexico; vessel in La Paz. **\$85,000** Photos & details www.mystic53.com. **P799-7**



42' GRAND BANKS CLASSIC, 1986. T/CAT 3208s/3600hours, flybridge enclosure, inverter dinghy/10hp motor & davit. New batteries, charger, heads, water pumps, compressor for holding plate refrig/ freezer, radar, GPS, chart plotter, depth finder. Undercover at Bremerton Yacht Club. **\$249,000.** Contact: hdmcbride@aol.com. (360) 440-0653. **P804-8**



39' BAYLINER 3988, '00. T/330hp Cummins engines, 8kW generator, oil & zincs changed every 100hrs, hardtop extension w/1000lb davit, added side compartments for extra storage, Vacu-flush heads, forward looking sounder, color chart plotter/windar overlay, autopilot, both stations, windhand held remote on flybridge. Carbon monoxide sensor, large anchor w/150' of chain and 200' of rope. New fishfinder in cockpit, 3000W inverter w/extra batteries. **\$175,000.** Phone numbers: (206) 248-8916, (206) 730-5140, (206) 937-9363. **P809-5**



52' BAYLINER 5288, '02. Extensively upgraded and maintained w/Cherrywood interior. Mann 610 engines, 15kW generator, 4-station reverse cycle heating & air conditioning, Wesmar RS400 stabilizers, Devine helm chair, FlowScan 9000 gauges, KVH track 4, Halon fire suppression systems, Gen-Sep, Raritan Lectra San, HRO 600 water maker, dual Side-Power 155TC thrusters, Bosch stacked washer & dryer, central vac, chest freezer, Roona anchor w/50' chain, stainless steel stanchions, '02 13' Novurama w/50hp Mercury 4-stroke. **\$70,000 USD - NO TRADES, NO DEALERS OR BROKERS.** Email: mvmiracle5288@gmail.com. **P814-6**

CLASSIFIED



40' BAYLINER 4087, '97. \$139,900. T/Cummins 250hp (1600+ hrs), 3 strms, 2 heads. Webasto hydronic heat, Furuno radar/gps color plotter lower & Garmin 170 GPS color plotter upper. New, refrig, honeycomb blinds, carpet. Full canvas. Zodiac w/3hp, 2 TVs & DVD players, stereo w/12 disc changer. Laying Anacortes, WA. Craig (206) 725-4087. **P815-6**



31' TIARA 3100 FB CONVERTIBLE, '90. Rare FB model with enclosed pilothouse/salon, well appointed interior in new condition (great layout). Exterior gelcoat in excellent condition. Well maintained 454 Crusaders, many upgrades in 2010, including new electronic engine controls, Espar diesel furnace and hot water heater, inverter, head Furuno color GPS/chart plotter, high output alternators, start batteries and more. 3 piece custom canvas overall with storage cover also included. This boat is an excellent example of renowned Tiara quality and design. Offered for sale for \$48,000cdn. (250) 539-0758. **P820-9**



36' GRAND BANKS CLASSIC, '69. Twin 120 Lehmans, regular haul-outs & diver maintained. Always under cover. New AC/DC electric panels, exhaust, & fuel tanks. 9' head bottom Zodiak, 4hp Johnson. **\$58,500.** (360) 341-5026/(425) 583-7964. **P824-9**



36' TOUR BOAT, '83. CG certified for 42 passengers, Isuzu diesel, comfortable, enclosed head, bar. Photos and specs at PeterCraaneYachts.com. (805) 963-8000. **P830-9**



GENUINE DUTCH TALK. Dream of retirement traveling on the rivers and canals of Europe? This genuine Dutch Tjalk is fully modernized for your comfort and with 2 staterooms, it's a definite year-round live-aboard! This boat is presently in France. **\$445,500cdn.** Full details at cltdt.bar@gmail.com. **P817-6**



22' BAYLINER, '79. Includes a 1978 EZ Load tandem trailer, all in great condition, 350hp Mercruiser I/O, new canvas top and side curtains, new electronics and electrical system, batteries. Complete refit 2010! **\$11,500.** (206) 963-6230. **P821-4**



53' PACEMAKER, '67. T/6v71s, 15kW, JRC radar, Webasto hot water heat, 3 staterooms, 3 heads (2 Vacuflush), washer/dryer, wood burning fireplace. GREAT liveaboard (425) 330-4022. **P825-9**



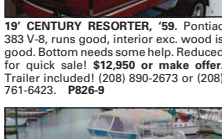
25' RANGER TUG, '08. All the Great Ranger Tug features including heat, remote spot, navigation, radar, thrusters, windlass, aft toy rack & more! \$50K less then similar new! **\$129,000obo!** (360) 223-7435. **P831-9**



34' CALIFORNIAN, '85. Twin 3208N CATs, radar, GPS plotter, VHF, depth sounder, inverter, new electric head, aluminum tanks, down galley, tuna outriggers, down riggers, six man inflatable. **\$67,000.** (503) 931-3870 or (503) 363-8557. **P818-8**



103' BROWARD. M.V. Built '98, Canadian registered, located Vancouver, BC. Refit 2006 including Awlgrip paint, new teak decks, custom hardtop, swimgrid extension. Numerous interior updates. Detroit 12V92TA rebuilt 2008, 900hrs. 18' Zodiac with Honda 115hp. For an information package contact (604) 220-2517, www.103broward.com. Brokers welcome. **\$2,975,000.** **P822-9**



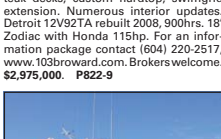
19' CENTURY RESORTER, '59. Pontiac 383 V-8, runs good, interior exc. wood is good. Bottom needs some help. Reduced for quick sale! **\$12,950 or make offer.** Trailer included! (208) 890-2673 or (208) 761-6423. **P826-9**



FATHOM IS FOR SALE. 30' converted-Bristol Bay gillnetter, 4-162 Gray Marine engine 43hp. The attention to detail on this wonderful wood boat is unbelievable.... One owner since 1954! **\$49,995.** Call Erik Freeman at (206) 632-0151. Boat can be seen at Fremont Boat, 1059 N. Northlake Way, Seattle, WA 98103. **P832-9**



43' RIVIERA CONVERTIBLE, '00. ROAR/N 4" is a one owner yacht that has been kept in covered freshwater moorage since new. She features a spacious salon with beautiful hand crafted teak cabinetry with a lower helm, mezzanine galley, a large head with stall shower and 3 staterooms. The owner's stateroom offers an "island queen bed", the starboard guest stateroom has side-by-side "twins" and the port stateroom offers stacked bunk beds. ROAR/N 4" is owned by knowledgeable yachtmen who have had the yacht professionally maintained to ensure that she is always in tip-top shape. Equipment includes Caterpillar 435hp diesels with 890hrs, Wesmar bow thruster, Furuno radar & chart plotter, GPS, Simrad autopilot, VHF radios, RayMarine & Furuno DSs, KVH satellite TV system, 8kW Kohler generator, inverter, Pompanette helm chairs. The vessel also carries 828 gallon of fuel which gives her exceptional cruising range compared to other sedans of her size. This is a great opportunity to own incredible offshore cruising yacht at a very affordable price! **Asking \$254,250.** Contact Martin Snyder at (206) 623-5200 or (206) 423-1302, martin@hamptonyachtgroup.com, www.hamptonyachtgroup.com. **P819-8**



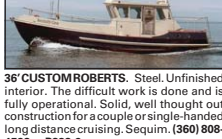
55' GREBE FDMY, '64. Twin diesel powered with updated systems and electronics, this Grebe is ready to cruise to the far reaches of your dreams till your heart's content. In today's times, it is rare to find such a fine example that has been upgraded with modern systems the likes of new vessels, and still maintains the ambience of slower times past. All surveys and full records-receipts dating back over 20 years are available and reflect how exceptionally sound she is, and how she has always been maintained to the highest standards. The bilges are completely dry. Transferable live-aboard Lake Union covered moorage available. If you are looking for an exceptional yacht that is ready to cruise anywhere, turns heads, and gives you that feel good feeling... This is it. Offered at **\$154,500.** Owner has other interests, serious offers encouraged! (425) 260-4607. **P823-9**



40' TOLLYCRAFT, '72. T/CAT diesels, completely modernized interior, new wiring, GPS, radar, new generator, inverter, built-in computer, 10.5' RIB/9.5hp Honda electric start. (360) 466-5462 or (360) 941-1331. **P827-9**



45' BAYLINER 4588 PH, '92. 250 Hino Diesels (2750 hrs), Master Flush toilets, diesel heat & more. 2-owner boat kept in boathouse since 1992. Available 20' x 55' boathouse in Tacoma. **\$270,000** for both. **\$215,000 boat, \$65,000 boathouse.** Doug (253) 677-8302. **P833-9**



36' CUSTOM ROBERTS. Steel. Unfinished interior. The difficult work is done and is fully operational. Solid, well thought out construction for a couple or single-handed long distance cruising. Sequim. (360) 808-4538. **P828-9**



31' SEA RAY, '02. This Sea Ray is seriously for sale! Fresh water moored since new! Handling is simple with the preferred V-drive inboard Mercruisers and the generator handles the electrical needs including the air conditioning heat. Raytheon electronics and full canvas round out the package. Beautiful cherry wood interior, Seattle area moorage available. (206) 587-0660 or info@epayachts.com. **P834-9**



41' CARVER CRY, '12. Twin 6.0L Crusader MPI, bow and stern thrusters, hardtop & enclosure, 3 zone heat & air, lots of extras, two staterooms, two heads. Value Priced \$399,995! Call Greg @ (208) 659-3021. **P829-9**

CLASSIFIED



39' CALIFORNIAN, '00. Great layout with (2) staterooms, (2) heads, and a very open area with salon, galley, dinette, and lower helm. Stairs (not a ladder) leads to the comfortable flybridge. The impressive list of equipment includes twin Volvo diesels with only 238 original hours, electronic controls, bow and stern thrusters, inverter, diesel furnace, dinghy & davit, updated electronics, new Sat HDTV, new bimini, and more. Located on Lake Union. Go to emeraldcoastboats.com or e-mail brett@epayachts.com. (206) 587-0660. P835-9



30' MAINSHIP PILOT 230L OBSTERBOAT/DELUXE FISHING CRAFT. Enclosed head w/ shower, Furuno color radar/chart plotter w/ charts to Alaska, queen bed. Yanmar 315 turbo diesel w/ 380 hrs. Cruise/ fish in luxury! Electric Scotty downrigger, kayak and dinghy - trolling option on motor. Very clean and in excellent condition. Fridge, swim platform, opening window in front for air. Large enclosed cockpit. Standard horizon chart plotter, VHS radio. (206) 919-1431. \$89,000. P840-9



50' UNIFLITE CUSTOM YACHTHOME. Newer T/John Deer Powertech 6.8, diesels 350hrs., Hydraulic engine controls, new Northern Lights 6kW generator, 2.5kW inverter/charger, bow & stern thrusters, new Village Marine watermaker, Webasto diesel cabin heat throughout, propane galley, refrigeration, trash compactor, 2 chest freezers, radar, autopilot, plotter - MORE! This custom Uniflote YachtHome has been professionally repowered with hull extension & upgraded with high quality equipment and work throughout. Set up for extended cruising. Cruise at 20 knots plus. Hauled, surveyed & bottom painted. Very clean. Turnkey ready!!! Spring cruising is here. San Juan Yachting, Bellingham, WA. Call Wes (360) 201-4519. \$129,500. P844-9



THE GRABBER - MOORING RETRIEVER. The Grabber provides an easy way to tie up to any mooring buoy. Pull ANY SIZE LINE directly through mooring ring or shackle. Two versions available fit any pole. Robust construction: Stainless Steel, Aluminum, UHMW Visit - www.goldendovemarine.com. (206) 842-7250. BE5-2



35' PERFORMANCE EUROPA TRAWLER, '85. Covered walk-around side decks and cockpit, boathouse kept. Excellent access: sliding doors (P&S & cockpit), single CAT 3208TA (355hp), 1,985 hours, excellent efficiency at trawler speeds, capable of planing, bow thruster, hydronic heat, pedestal gear, excellent access (gates P&S and aft) and visibility from lower helm, full cockpit enclosure, genset, AP, NO TEAK DECKS! Asking \$129,000! (604) 825-8888. P836-9



43' RIVIERA SPORT SEDAN, '97. T/CATS (600hp each), low hours, 12.5 Kohler gen., dual stations both w/ full electronics, 2 staterooms, 2 heads, air/heat, inverter, icemaker, lg. back deck w/ sink & ref. freezer, new canvas, dinghy w/ 9Hp Nissan, Bristol condition. Tacoma Y/C Boathouse available. \$297,500. Call (253) 279-5400. P841-9



38' RAWSON TRAWLER, '72. Single Cummins diesel 240hp, Northern Lights 5kW generator 160hrs, autopilot, Raymarine 24 mile radar, Raymarine C120 color chartplotter w/ Navionics, Garmin & Magellan GPS, Standard Horizon GX 1505 VHF, Icom VHF, Avon RB tender w/ 8hp OB on Weaver davit system on stern, walk thru transom, elec. windlass, nice walk around both sides. MORE! Forward and aft cabins w/ separate marine heads, propane galley, refrigeration. Maintenance log, SURVEYED Feb, 2012. Spring cruising is here. San Juan Yachting - Bellingham WA. Call Wes 360-201-2559. \$59,500. P845-9



30' CHRIS CRAFT CRUSADER, '67. Twin 283 Engines, Philippine mahogany-planked hull wooden boat with beautiful wood, Steps 6, New upholstery, 11' Livingston. \$14,500. (360) 904-8165. P837-9



17' GLASSPAR SEAFAIR SEDAN, '60. This classic Northwest Cruiser includes low hours, 90hp Honda w/ controls, Vanson boat trailer, and marine band radio. \$6,500. Gary (541) 756-1019. P842-9



24' STOREBRO SOLO RUFF, '54. May be the only one in the US. Hull is steam bent oak frames with mahogany planking, foredeck is seamed fir. Cuddy Cabin with new cushions. Volvo engine in like new condition. Absolutely beautiful. \$39,000. Seattle, (206) 225-3380. P846-5



79' WEST BAY SONSHIP, '04. 4 stateroom/4 head layout, T/1400hp CATs, 21kt cruise, 3600 gal fuel, Westmar stabilization, hot water heat, A/C, 4 stations, b & s thruster. \$1,605,000 edn. Full specifications and photos at www.canadianyacht.ca or call toll free (866) 868-7447. P838-9



36' ALBIN EXPRESS TRAWLER, '99. Twin Cummins diesels - 270hp each, 1170hrs. Electronic engine controls, Westerbeke 7kW genset, 1800W inverter/charger, electric galley, Webasto forced air diesel cabin heat, refrigeration, icemaker, microwave, radar, GPS/plotter, TV/DVD, stereo, autopilot, 2 separate cabins w/ nice size beds in each, marine head w/ vanity, storage and separate shower, hardtop covered cockpit, easy walk around both sides, walk thru transom, dinghy w/ 3Hp Yamaha OB, electric davit, flybridge w/ bimini & enclosure, electric anchor windlass, MUCH MORE! SURVEYED, hauled, bottom painted & waxed. Very clean! TURN KEY! Spring is just around the corner. BELOW Survey Value! \$98,500 San Juan Yachting - Bellingham, WA. - Call Wes (360) 201-2459. P843-9



28' NAUSEAT w/TRAILER. Cruise Great Lakes and East Coast waterways, then trailer boat West. Comfortable live aboard. Four Page Photos and Details at shoebox28.blogspot.com or shoebox806@gmail.com. \$39,000. P839-9

Boat Houses

58' x 19' BOATHOUSE FOR SALE. \$19,500! Located at Day Island Yacht Harbor. 50 amp power. Steve (253) 576-8951. BH17-65

45.5' x 18' BOATHOUSE - TACOMA. A Tacoma Yacht Basin, Pt. Defiance. Hold up to 42' boat with moorage at less than \$340/mo. Great condition with close, fully secured parking. (425) 837-9696. \$80,000. BH26-7

47' BOATHOUSE. Well fits 14' beam and 47' overall length. Includes loft with stairs. Located at Tacoma Yacht Club. Moorage (including membership) approximately \$400/month. \$53,000. Contact Rick Hansen at (523) 380-3663, rick@hansencrm.com. BH27-4

Boat Storage

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

Business Opportunities

YACHT OWNER/INVESTOR WAITING for unique Alaska-West Coast Yacht Cruising. Seeking 6 stateroom vessel for lucrative venture. Bob at SmallPlanetadventures.com. (425) 345 6625. B-1

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

Boat Equipment

MAINSAIL, BOOM, VANG FROM A SABRE 402. Mainsail full battan P 47.75' E 17.25' \$900. Battaric system for same: \$500. Hall Spars Boom 17.5': \$1400. Hall quikvang: \$350. or total package: \$2900. All in good condition. All from my 1998 Sabre 402. Pictures available, located Bellingham, WA. (I am going to a roller furling manual). Also available: 2 sail covers: \$75.00/each. Phone (360) 201-0865. BE18-2

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

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WHITEHALL SPIRIT™ ROWING CLUB FRANCHISE. Everyone needs exercise and slide seat rowing tops any other fitness activity. A part time or full time business that is easy to own and operate. Turn key operation. Boats, docks, software, marketing and training supplied. Call (250) 361-2621, WSRCFranchise.com. B8-MC

Boat Wanted

LOOKING TO SELL YOUR BOAT? LOOKING TO KEEP YOUR GOOD CREDIT? I'm looking for 27' - 30' boat, that runs at around 20kts, w/low fuel burn. Must be a pretty clean vessel that's in the \$50,000-\$70,000 range. Boat will be kept in Friday Harbor. I have some money for a down payment, and would be willing to take over your payments. I have great joint income, and could secure some of it! (360) 298-0012 or caphobbs@gmail.com. BW1-3

Charters



"SHIBUI"; 50' OCEAN ALEXANDER MkI Outfitted for cruising between Seattle and SE Alaska; 80,000 BTU Webasto hot water/diesel heat, 600' anchor chain, 2 radars, PC Nobeltec navigation, high fuel economy, long range (1500 nm), Portuguese bridge with second helm and protected walk-around decks. Large pilothouse w/dinette, warm roomy salon w/entertainment center, galley up, propane Force-10 ss stove, sleeps 5 (9), 2 staterooms w/VacuFlush heads, tub-shower and lots of hot water. Twin Ford Lehman 120 hp diesels, 8.5 knot, 3000W inverter, 1000 diesel, 300 water, 13'AB at RIB w/30 hp, dc RKO hoist. (800) 233-3004; (206) 817-8744; www.quarttermasteryacht.com. C17-11 (11)



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



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



ALASKA CHARTER BUSINESS FOR SALE. Turn-key. Established clientel. (907) 738-6430. www.seabuggyc.com/4sale.html. C29-7



Sistership!

42' NORTH PACIFIC TRAWLER '06. Pilothouse with flybridge, two staterooms, sleeps 7, 380 Cummins QSB engine, bow & stern thrusters, 12' Sterling w/20hp Honda generator, surround sound stereo, Anacortes, www.atlascarters.com, (541) 510-5512. C30-CM



LADY BARBARA - charter the best! This 43' twin engine Albin will take you safely anywhere from Seattle to Glacier Bay. Check her out at: www.mvlydylabara.com. Call: (800) 233-3004 or (509) 220-7911 for more information. C31-9



MERIDIAN 490. Pilothouse with T/330hp Cummins engines, 9KW genset, 3KW inverter, bow thruster, Raymarine electronics in pilothouse and command bridge, and 12' Caribe tender with 40hp Honda. Fully furnished with 3 staterooms and equipped for luxury cruising the San Juans and Gulf Islands to Desolation Sound. For details call (480) 513-8944 or email mormhorne@gmail.com. C32-6



38' BAYLINER. Desolation Sound; 2 week minimum bareboat charters in June, July/Aug. Well maintained, well outfitted twin diesel sleeps 6. Berthed in Campbell River, 1 hour from Desolation. \$4400/2 weeks. dan@flexiblesolutions.com. C33-6

TRAWLER CHARTER WANTED. Experienced boaters want to charter 28-38ft Trawler type boat for 2-4 weeks in September, 2012, to cruise BC waters. Leaving from either Anacortes or Bellingham, (360) 391-0128. Email address: juicedent@yahoo.com. C34-6

Captain for Hire

GOING SOUTH? 500,000 mile mariner seeking captain/crew job. Also have nice 3 bedroom **HOUSE FOR RENT**, one mile from Mazatlan Marina, 2 blocks from Beach. \$600/month. panamajackmzt@yahoo.com, (425) 387-9181. CFH2-9

Crew for Hire

INSIDE PASSAGE ADVENTURE! Looking for crew to share adventure & expenses, comfortable, safe 50' yacht. Experienced, Licensed skipper, leaves Bellingham mid-May ending up Ketchikan 12 days flexible. Call Captain Vic (360) 319-8195, victorjcano3@gmail.com. CW6-5

Club Notices



KINGSTON COVE YACHT CLUB

NEW MEMBER STIMULUS!

A NEW MEMBERSHIP BONUS FOR KINGSTON COVE YACHT CLUB! \$500 OFF NEW MEMBER STIMULUS! AND PORT OF EDGEMOON MARINA "REWARDS". See KOC website on June 6. *Must be a new member by June 30th. *Must be a new member by June 30th. *Must be a new member by June 30th. *Must be a new member by June 30th.

Telephone Inquiries: (360) 437-9239 Tom Pickens CN2-NCLBH



QUEEN CITY YACHT CLUB is considering a limited number of applications for membership, both Power and Sail. The Club maintains beautiful facilities on Portage Bay in Seattle and Eagle Harbor on Bainbridge Island as well as at Deer Harbor and Gangs Harbor, BC. Monthly socials and organized cruising events are held regularly throughout the year. Come join the fun of like-minded boaters!

For additional information contact membership@queency.org

PUGET SOUND YACHT CLUB welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for boat owners or \$90 per person or \$180 per family for social members (aspiring boat owners.)

The Club is located on Lake Union between Gasworks and Ivars, 2321 North Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, March 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat swap brunch on January 30th. Ice Breaker Cruise in Feb. which unofficially begins the boating season for our hardy group. Contact: Judy Quick, (425) 466-7906, judyq@qwstnet.net. CN1-6

Dinghies



15' EXTREME CATAMARAN INFLATABLE. Evinrude E-Tec 40hp, steering/steering system, Scotty downriggers, Garmin GPS map (09), Sea King trailer, used 6 times. Easy to fish and gets you there at 40mph. c: (425) 760-9338 or work: (800) 884-3161. hbargreen@aol.com. \$14,000. D16-4



750 ZODIAC ON E2-LOAD TRAILER. As new! Custom built SRMM package, 250 4-stroke Suzuki, 6' Zodiac Cadet Tender w/6hp Suzuki kicker, custom console, GPS, radar, VHF, wrap around all weather canvas, too much to list. **ASKING \$69,900obo.** (250) 722-2200 or (250) 478-7129. D17-11



8.5' BOSTON WHALER. 3.3hp Mercury, custom trailer, bimini canvas, swivel seats, motor pivot, S.S. Weaver davits, anchor, lines, paddle, rear seat pad. Great 'big boat' dinghy or kid's boat! Extras! **ASKING \$2,250obo.** (206) 419-4436. D18-4

Employment

MARINE TECHNICIAN. Coastal Marine Engine is hiring Journey Level Technicians. We are the VOLVO PENTA POWER CENTER so if you know VOLVO PENTA it's the place to be employed! We do high quality re-powers and repairs. Apply in person, fax, or email: 4306 11th Ave NW Seattle WA 98107, phone (206) 784-3703 or fax (206) 784-8823 dzarger@coastalmarineinc.com. **EE-MZNC**

CLASSIFIED

PUT YOUR BOATING SKILLS TO WORK! Are you a cruising or racing sailor, a powerboat owner, commercial fisherman, or marine trades professional? Are you experienced with mechanical, electrical and electronic equipment found on pleasure boats from 30'-60'? If so, please review the job opportunities at www.ayc.com. Anacortes Yacht Charters operates a fleet of 75 power and sail boats from our base in Anacortes Washington. Please forward resume to jeff@ayc.com.

SALES REPRESENTATIVE WANTED. Large Tacoma yacht brokerage seeking energetic broker to help us serve our growing market. We are dealers for the locally built Fathom line of expedition trawlers, as well as, over 70 quality power and sail listings. Check out our website at www.nwysch.net. All inquiries are confidential. Send resume to bob@nwysch.net.

DIRECTOR OF MAINTENANCE/TECHNICIAN. Director of Maintenance: Must have 5+ years experience on high end yachts. Proficient all systems, installs. Management/business background desired. Marine Technicians: Must have yacht experience only. All installs, systems. ABYC certified a plus. Neat and professional in appearance, dependable transportation and own tools. Drug/Smoke free company. Salary DOE. Accepting resumes at Cm12@Comcast.net E10-4

NORTH LAKE UNION, 80' SLIP. Prime location, new facility, perfect place to watch the 4th of July Fireworks. 50amp power. Secure gates, full service boatyard on premises and easy to get to either Lake Washington or Puget Sound from this deluxe freshwater facility. For full details, call (206) 547-7852. M134-4

Get the BEST Moorage at **MARINA MART MOORINGS.** In SW Lake Union, Marina Mart is conveniently located across Westlake Ave N from the new WEST MARINE store. **Currently available:** Covered slips 17' to 65'; Uncovered moorage includes slips up to 33' long and several large uncovered slips for vessels 55' to 96'. **Amenities include:** Sprinklered Docks; Locked Gates; Lighted Walkways; Showers; Guest Dook/W Pump-out; plus Water/Power/Phone at most slips. Our sheltered location is equally convenient for Lk. Washington or Puget Sound boating. Call Pamela Hale at (206) 447-5575 or visit us at www.marinamart.com. M87-CM

GET GREAT MOORAGE AT MARINA MART IN SOUTHLAKE UNION. On Westlake Ave. N. across from the new West Marine. 5 min from Downtown. Covered slips up to 25' and 30'. Uncovered 26' & 47'. Rock Salt dock takes boats to 94'. Locked Gates; Lighted Walkways; SPRINKLERS; Showers, free Pump-out. Water/Power/Phone. Perfect location for Lake Wash. or the Sound. (206) 447-5575 or www.marinamart.com. M88-CM

PLEASANT HARBOR MARINA. Permanent and temporary moorage available. Protector Harbor gas/diesel, pump out, on site security, 30/50amp service, clean restrooms & laundry, heated pool, year-round hot tub, groceries, full service deli. Located on Hood Canal. **New Annual moorage received 11th and 12th months FREE.** (800) 547-3479.

ELLIOTT BAY MARINA. Washington's leading marina. Slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call 206-285-4817 or visit us at elliottbaymarina.net. **M104-NCLBH**

SEMIAMHOO MARINA. 300 open condominium slips with availability in 34'-50' size. Slips for lease and purchase are both available. Call for lease rates and availability. Locked gates, water, electric, pump-out and fuel. Other amenities include showers, laundry and Chandyery with coffee bar & gift shop. (360) 371-0440 **www.semiamhoomarina.com**. M135-6

EAGLE HARBOR BAINBRIDGE ISLAND. OPEN - COVERED **www.eagledalemoorings.com** (206) 842-7751. M140-12

MOORAGE/SLIP RENT. Eagle Harbor Marina, Bainbridge Island, WA. 42 ft. slip for rent. Easy access, full service marina, live aboard possible. Call Ron (206) 855-1032, or Harbor Master (206) 842-4003. M142-9

80' CONDO MOORAGE: LAKE UNION - END TIE. Extremely well built marina. 61 dock of cedar decking, garage stall with all utilities plus pump out at the slip. Adjacent to first class floating home community. Great views! **ASKING \$370,000.** (206) 452-9080. M145-9

FOR SALE: 50' open single slip in Anacortes Marina. Assumable/Lease available. A rare opportunity at **\$150,000!** Contact: RRL Estate, P.O. Box 23, Yakima, WA, (509) 952-5252. M150-6



DOWNTOWN PORT ORCHARD. New Boat Houses with Balconies! 90x32x28 and 70x21x26 (interior dimensions). Newly constructed, gated marina with slips available between 20'-85'! **YACHTFISH MARINE NORTHWEST** (360) 876-9016 - (206) 953-9030. M147-CM

LAKE UNION MOORAGE AVAILABLE. 29' COVERED MOORAGE AT WINTER RATES. OPEN SLIPS UP TO 65'. Located at 2476 Westlake Ave. N. Seattle, WA 98109. Please call (206) 284-9004 or service@signature-yachts.com. M151-CM

DUWAMISH YACHT CLUB. The DYC has covered and open 30' to 50' slips for sale and rental. Showers, laundry, pumpout, security gates, club house and moorage. M152-6

48' SLIP FOR SALE. Premier open slip immediately available at Poulsbo Yacht Club. Located on pristine Liberty Bay. Enjoy reciprocal privileges. Owner financing available. (509) 662-6853. M153-6

Office Space

LAKE UNION. One building w/3 separate offices, reception area, etc. 765 sqft, with sweeping lake views. Utilities included. \$1,700. (425) 543-0255. OS9

MARINA MART BUILDING. Great Exposure in Street Level office (658sf) on busy Westlake Ave N in South Lake Union. Full Service Lease, convenient to I-5, SR 99 & Downtown. Marina Mart Building is at 1500 Westlake N. in South Lake Union area, now across from the new West Marine location. Contact Mike or Dennis at (206) 268-3300. OS7-CM

Partnerships & Timeshares

40' BRISTOL YAWL. Spindrift, looking for an experienced sailor for summer partnership. Flexible terms: minimal maintenance and cost. Sails out of Elliot Bay. Call Scott (425) 269-9591 or (425) 826-6009. PT-CM



2007 SEA RAY SUNDANCER 290. 50/50 partnership for year-round boating. Share cost of moorage, maintenance and insurance. Willing to assist with navigational training, piloting and safety. Boat is like new with 63 hours. Great opportunity for \$28K/20 years. Email Gary: danneko@frontier.com. PT11-11

Shoreside Structure

FOR SALE! Brand new portable shelter. 30' wide, 39' tall, 60' long. Double frame construction, is stored on pallets for easy transport. This is a versatile and hardy structure. Photo is of virtually identical shelter. **\$25,000.** Ivalyo Minkov Ivalyo, email minkov@canalboatyard.com or call (206) 784-8408. SS1-1

Transportation Wanted

TRANSPORTATION TO HAWAII WANTED! Require one way transportation for myself and two small dogs from Alaska, Washington, or Oregon to Kona Hawaii, July 15 - September. Please respond with date and cost. kf7led@arri.net (907) 952-8264. T1-4

Yacht Delivery

POWERBOAT, MOTORSAILOER DELIVERIES. CA/OR/WA/BC, Maine-Alaska, Panama, Tahiti, China. Electronic Chartplotting. EXPERT: picking weather, bar crossings (2000+), beach route, wintertime, North Pacific. USCG Master, 40 years experience. Mike Maurice (503) 310-7590, 503-694-5267, <http://www.yachtdelivered.com> YD-CM

YACHT DELIVERY/PASSAGE COACH. Sail or power, local or long distance. 25 years experience as master. N/A to Alaska, Caribbean and Hawaii. Coast Guard License. Congential. (206) 818-9842 or www.smoothpassage.com. YD3-CM

SE ALASKA YACHT DELIVERIES. Sail or Power deliveries between Puget Sound and SE Alaska. USCG Master at (360) 472-0469 or seagypsy@mac.com. YD4-CM

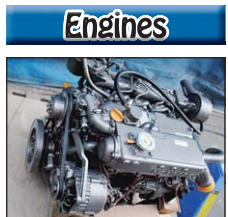
YACHT DELIVERIES. Two USCG Master licensed Captains, with over 50 years experience, will deliver your sail or power yacht anywhere in Oregon, Washington, British Columbia and Alaska. e-mail: DeAnzall@olyridge.net phone: (425) 802-1191. YD5-4

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Engines

YANMAR 70HP DIESEL ENGINE. Yanmar diesel engine with long (389) hours. Like new condition only \$5,990. (206) 623-3233. yachtfishmarine@hotmail.com. EN5-3

ISUZU 2400 MARINE ENGINE. Diesel with transmission. Four cylinder diesel 60hp engine (450lbs) w/1600 hours. Runs great! Maintenance records included. The motor is still in the boat (on Orcas Isl.) and is available to see and hear it run. \$2,500 (206) 919-1431. Selling motor because of V-drive issue. EN6-4

Moorage

FREMONT BOAT North Lake Union moorage since 1916. Quiet, protected floating piers. Gates, shower, pump-out cart. 20'-65' open. Call our friendly office at (206) 632-0152. M-CM

NEW 88' DEEP WATER MOORAGE in Liberty Bay, Poulsbo, WA. Includes beautiful waterfront lot for your new home with beautiful view of picturesque Poulsbo. Dual 50 & 30 amp service. \$1,500,000. Call (206) 954-7129. Principles only. M-CM

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WATERFRONT HOMES/BANK CONTROLLED. Three Homes available from Builder in a Bank. Controlled sale. Located in Cathlamet, Wash. each home has private or semi-private dock on waterfront lots. Homes are 1,800 to 3,200sf of luxury, nicely appointed interiors, now offered at almost 50% of original asking prices, **now ranging from \$300,000 to \$390,000.** Best deal on ANY waterfront properties with owned moorage. These won't last much longer, act now. Contact Builder at (509) 717-3512 or harry.henke4@gmail.com for additional photos and information. **RE261-11**



FRIDAY HARBOR VIEW. Panoramic views of Harbor and Friday Island block from downtown, Capron's Landing or Seattle Yacht Club boat garage. 2bd/2bth, 120' from water. **\$480,000.** Contact Tawny: (360) 298-1330. **RE267-7**



PORT LUDLOW. One-level waterfront home. Big views, large tiled kitchen, walk-in pantry, private and protected w/ gated entry. 2BD/1.75BA + den, 1798 SF **\$389,000.** MLS #311425. Karen Best (360) 437-2278, Coldwell Banker Best Homes. **RE309-4**



SHELTER BAY WATERFRONT. Relax on the 90+ foot dock of this immaculate/renovated, 1888+ one level home! Enjoy expansive views of the yacht traffic coming in and out of the marina and the Channel, and also of the Rainbow Bridge. **MLS#243695 \$588,000. RE286-9**



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PRIVATE WATERSIDE ESTATE. Secluded 2.5 acre waterfront property in La Conner. Enjoy breathtaking views of Deception Pass Bridge, Kikot Island and marvelous sunsets while relaxing on the deck of your 3,556sq SF home. Take a stroll on the beach accessed by just a few steps! **MLS#222267 \$895,000. RE287-9**



ON THE FLAT SANDY BEACH. Rare, trophy location in Netarts, Oregon. Panoramic spectacular waterfront views include waves rolling onto sandy spit, seals, pelicans, crabs, clammers, kayakers. The circle of life plays out in your wall of windows in this quality built 3 bedroom 2.5 bath. **\$799,000 (503) 815-1743. RE305-4**



BEACH FRONT LUXURY. \$699,000 Port Ludlow area. 3 bed, 3.5 bath, 3355 sq. ft. with 2 car garage situated on 1.4 acres with 115' of waterfront. Easy access to beach. Bryan Diehl, broker, Coldwell Banker Best Homes (360) 437-2278, **MLS# 306875. RE306-4**



WESTPORT COMMERCIAL PROPERTY FOR SALE. \$480,000. 2,296SF two-story building garage/shop, living unit upstairs with wrap-around deck, expansive views of marina, ocean and harbor, approx. 1200 SF retail shop commercial equipment included RV hook-ups. Joel (253) 722-1406. **RE307-4**



KENAI RIVER, STERLING, ALASKA. Dream home located on Dow Island on Alaska's famous Kenai River. Breathtaking views from the large windows in the prow front. Open kitchen, breakfast bar, and dining area. 3 bedrooms, sauna and laundry room. Master suite upstairs with half bath and walk in closet. Views from the Guest house/work shop. 100 feet of river frontage, private dock. Home includes 17 Heveascraft fishing boat. Enjoy world class salmon fishing in comfort! **\$475,000.** Call Arvel for pictures and information, 425 672-9393. **RE308-4**



PORT LUDLOW. New construction Golf Course Rambler. Open floor plan, corner fireplace, vaulted ceilings, granite counters, tiled kitchen & entry floors. 3 BD/2.25 BA, 2144 SF. **\$334,500. MLS #284103.** See more at www.karenbest.com, Coldwell Banker Best Homes. **RE310-4**



PORT LUDLOW. Custom waterfront home. 100' beach on private and treed lot. Two spacious master suites, Red Oak floors, tiled bathrooms, large cook's kitchen w/2 ovens & huge pantry. 3BD/3BA, 3229 SF. **\$949,000.** MLS #280783. Karen Best (360) 437-2278, Coldwell Banker Best Homes. **RE311-4**



PORT LUDLOW. Super-sized home, view & value surrounded by greenbelt on three sides. Main-level living w/views of Shipping Lanes and Cascades. Large island kitchen w/tiled counters, hardwood floors. 3BD/3BA 4294SF. **\$429,000.** MLS #324862. See more at www.karenbest.com, Coldwell Banker Best Homes. **RE312-4**



BAINBRIDGE ISLAND CUSTOM HOME WITH DOCK. Spectacular Bainbridge Island waterfront home built in 2005 by renowned Island builder Andy Mueller. This impeccable home includes a 50 percent share of a deep-water dock built in 2009 with slips for 4 boats and a boat house. This wonderful home features 80 feet of Bainbridge Island waterfront in this quiet and private setting in Port Madison, just across the bay from the Seattle Yacht Club. Amenities include Brazilian Cherry hardwoods, limestone, gourmet kitchen and view deck, gorgeous master suite, and over 3000 square feet of luxury. Tim Wilkins (206) 380-7345. **Priced at \$950,000. RE248-CM**



THE BARTELL MANSION. 1517 11th Avenue West. Watch beautiful sunsets over Puget Sound, storm cells moving over Colvos Passage and best of all, you have a front row seat for the Downtown Sailing Series on Thursday nights. The Bartell Mansion offers sweeping territorial views of Elliott Bay, Puget Sound, and the Olympic Peninsula.

Built as a wedding present for a daughter of the Bartell family in 1905, this magnificent home features 5250 square feet of stately elegance. Impressive woodwork abounds throughout the home in the massive ceiling and baseboard moldings and beautiful natural door and window casings. The main floor features a large formal living room with adjacent private sitting room and fireplace. A wonderful



sunroom is located on the south side of the home, off the living room, with lovely SVV views. The formal dining room could easily accommodate twenty dinner guests and has a unique, rounded bay of large windows showcasing the mesmerizing views of several islands, the Olympic Mountains and the dynamic waters of Puget Sound and Elliott Bay Marina.

The kitchen features granite counters, great storage, a gas cooking island and view eating area. There are four generous bedrooms and two baths on the second floor, including the master suite which has its own office. A new, great room with two major view decks occupies the third door. The ground floor features a newly finished 5th bedroom (gym/office) with cherry floors and another new view deck accessed through French doors. A large family room with view, laundry room, shop and wine cellar complete this level. This is a wonderful opportunity to own an iconic piece of Seattle history for years to come!



MLS# 329764. Contact Stacie Hicks at Windermere Real Estate, (206) 448-6400. **Priced at \$1,675,000. RE313-4**

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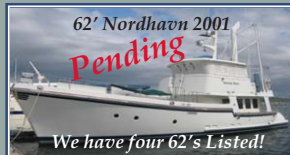
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