

Y Northwest Yachting

May 2011





OCEAN ALEXANDER

Where Obsession Takes You

OUR TRADES



55' Hinckley Talaria / 2006
Niel Steenkamp - 206-850-2801



53' Carver / 2000
Niel Steenkamp - 206-850-2801

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90' Ocean Alexander MY / 2008
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74' Ocean Alexander MY / 2009
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70' Viking Sport Cruisers / 2008
Michael Vrbas - 949-632-1414



72' Kong & Halvorsen PH / 1980
Paul Groesbeck - 425-829-3551



65' Alaskan Flush Deck / 2002
Ray Prokorym - 425-327-0994



64' Alaskan PHMY / 2003
Niel Steenkamp - 206-850-2801



64' Ocean Alexander PH / 2006
Paul Groesbeck - 425-829-3551



62' Alaskan Flush Deck / 2007
Ray Prokorym - 425-327-0994



61' Sunseeker Predator / 2003
Rich Davis - 949-872-1181



58' Hatteras Yachtfish / 1978
Michael Vrbas - 949-632-1414



58' Ocean Alexander PH / 2004
Niel Steenkamp - 206-850-2801



58' Ocean Alexander PH / 2006
Ray Prokorym - 425-327-0994



56' Ocean Alexander PH / 1986
Rich Davis - 949-872-1181



55' Ocean Alexander 548 PH / 2004
Michael Vrbas - 949-632-1414



55' Hampton PH / 2005
Michael Vrbas - 949-632-1414



53' Alaskan Raised PH / 2004
Niel Steenkamp - 206-850-2801



53' Carver PH / 2000
Michael Vrbas - 949-632-1414



52' Nordic Tug / 2007
Paul Groesbeck - 425-829-3551



(2) 52' Ocean Alexander PH / 1991
Kevin Piper - 206-427-0014



52' Bayliner PH / 2001
Paul Groesbeck - 425-829-3551

OCEAN ALEXANDER WASHINGTON

1001 Fairview Ave N suite 1400, Seattle WA 98109
1-800-244-3480

www.oceanalexander.com

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86

105

118

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Ocean Alexander continues to launch new models. Ask about our 85E, due this spring and the exciting 120 Tri Deck MY under construction, place your orders today! Fantastic selection of brokerage boats at our office.
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OCEAN ALEXANDER

Where Obsession Takes You



120' Ocean Alexander
Under Construction - 2012 Delivery



2012 90' OA Motor Yacht
FL/SEA - Stock #006, #007



2012 85' E OA Motor Yacht
Summer Delivery



2011 85' OA Motor Yacht
Florida - Stock #605



2012 78' Ocean Alexander MY
California - Stock #017



2011 70' Ocean Alexander PH
Florida - Stock #104



2010 68' Ocean Alexander MY
California - Stock #804



2010 68' Ocean Alexander PH
Seattle - Stock #103



2010 60' Ocean Alexander Trawler
Seattle - Stock #M03

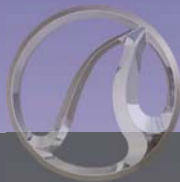


2012 54' Ocean Alexander Trawler
Seattle - Stock #M04



2010 54' Ocean Alexander Trawler
Seattle - Stock #M03

***Come Join us for Anacortes Trawler Fest
May 12th - May 14th 2011***



CUSTOMER TESTIMONIAL



After consideration of several manufactures we decided on the purchase of a new 2009, 88 foot Ocean Alexander MY. From the very beginning to date, our experience with Ocean Alexander continues to be unmatched. The luxurious Ocean Alexander vessel speaks for itself and its manufacturer with its obvious high quality workmanship, durable state-of-the-art material and equipment and a real-world functioning design. And all of the equipment warranties and service is backed up by local as well as national vendors. The quality of the vessel is further complemented by the entire staffs of Ocean Alexander Seattle who were incredibly responsive through the entire process of purchasing, delivery, outfitting, orientation and follow up service. As an owner operator, I could call on staff or vendors of Ocean Alexander Seattle for immediate and detail assistance at any time and any day of the week. If the situation presents, we would not hesitate in looking to upgrade to another Ocean Alexander.

Jeff and Linda Hendricks OA 88'

OCEAN ALEXANDER WASHINGTON
1001 Fairview Ave N suite 1400, Seattle WA 98109
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www.oceanalexander.com
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NEW SABRE/BACK COVE



VICTORIA BOAT SHOW 4/28-5/1

2011 40' SABRE SEDAN, '11. T/380 QSB Cummins w/Zeus Drive & joystick. 25% more fuel efficient than conventional drive. 2 strm layout. Call for Pricing and showing.



2011 40' SABRE LAYOUT



AT OUR DOCKS

Built in Maine

IN STOCK - NEW!

2011 37' BACK COVE Just arrived! 2 staterooms, 600hp Cummins, bow/stern thrusters, mid level galley. Call for Pricing and showing!



2011 34' BACK COVE. New model for 2011. Queen Island berth, improved layout. On order for August Delivery



2011 37' BACK COVE LAYOUT



TWIN 550 QSC CUMMINS w/ZEUS DRIVE!

2012 48' SABRE Hull #1 Launch celebration April 28-29 - Call for info. First 6 hulls presold.

QUALITY BROKERAGE LISTINGS



SOLD: Now in Charter Fleet!

AT OUR DOCKS

2008 33' BACK COVE EXP. Taken on trade, surveyed by Matt Harris - all deficiencies corrected. Wanted Coast. OSB 4.2L 350 Cummins, bow/stern thrusters. Hull #09 sold and available for charter! Valued at \$555,000 **\$285,000**



Best Compact Cruiser Boat of the Year!
Motorboating Magazine

AT OUR DOCKS

2011 30' BACK COVE. First one on the West Coast. OSB 4.2L 350 Cummins, bow/stern thrusters. Hull #09 sold and available for charter!



SHOWN BY APPOINTMENT!

2007 38' SABRE HT EXPRESS. T/380 QSB Cummins w/387hrs, pro. maintained, fully optioned det. corrected. Best price in U.S. 30k price reduction! Including watermaker, Seawise davit sys. **\$395,000**



AT OUR DOCKS

2007 34' SABRE HT EXPRESS. Survey on file, owner boat since new & maintained yearly by our service team. T/CAT dsls w/1550hrs. **\$185,000/OBO**



AT OUR DOCKS!

2000 55' COMPASS PH. Immaculate, 3 strms, bow/stern thrusters, best 55' PH avail. at \$549,000. Make offers!



1983 43' TOLLYCRAFT. Big price reduction! lot of boat for \$135,000! T/diesels in good condition.



AT OUR DOCKS!

2002 42' SABRE FB SEDAN. T/CAT dsls, cruise 20-24kts, go 10kts, burn 4.5gph! Excellent condition!



1997 36' SABRE FAST TRAWLER. This one owner boat since new & maintained yearly by our service team. T/CAT dsls w/1550hrs. **\$185,000/OBO**



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36' SABRE FB, '05. Late model galley up, 2 strm layout w/extended factory roof over cockpit. WAAS \$423,000! NOW \$399,000! Shown by Appointment.

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61' Tollycraft w/crew\$12,000/wk

48' Selene PH\$5,670 - \$7,645
37' Back Cove\$3,266 - \$4,340
36' Sabre\$2,175 - \$2,900

33' Back Cove (2 avail.)\$2,396 - \$3,195
30' Back Cove\$1,988 - \$2,650

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TRADES CONSIDERED!

70' Northstar, 1990



TRADES CONSIDERED!

65' Marquis Low Profile Hardtop, 2007



PRICE REDUCED!

65' Pacific Mariner PH, 1997



65' Wallace Foss Tug, 1897



61' Tollycraft, 1985



60' Sea Ranger Flushdeck MY, 1984



PRICE REDUCED!

60' Tempest, 1989



NEW LISTING!

58' Meridian 580 PHMY, 2004



52' PT Yachtfisher, 1988



47' Bayliner 4788PH, 1995



PRICE REDUCED!

45' Sea Ray Sundancer, 1998



42' Ocean Alexander Sedan, 1995



41' Riviera, 2009



NEW LISTING!

Sistership!

40' Tollycraft Convert, 1986



Put our
GREAT LOCATION
to work for you!



AT OUR DOCKS!

40' Sabre FB Sedan, 2010



NEW LISTING!

Sistership!

36' Cobalt 360, 2005



PRICE REDUCED!

36' Riviera Sport Yacht, 2007



GALILEE | 32m (106') | Westship | 1994/2002 | 2,695,000 USD
Five stateroom Westship. Desired design in the charter market. Priced very aggressively for a immediate sale. Located in Fort Lauderdale.

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



OREGON MIST | 26m (86') | Queenship | 2000 | 3,200,000 USD
Her contemporary interior is tastefully and meticulously executed using the finest of materials. Having a knowledgeable owner during the build created a strong, safe and easily handled yacht. She is graceful and offers very good value at the offered price.

Brian Holland | Seattle +1 206 382 9494 | brian.holland@fraseryachts.com



ALASKAN LEGEND | 26m (85') | Onetta | 1970/2008 | 995,000 USD
A large easily handled offshore cruiser with great accommodations and an outstanding engine room! Recent 2008 upgrades, cockpit extension and interior decor upgrades. Vessel has good speed as well as economy at lower speeds. Great potential for charter in Alaska and Mexico. Owner is involved in a major building contract and needs the funds to continue, open to offers. Tom Allen | Seattle +1 206 382 9494 | tom.allen@fraseryachts.com



NOVEMBER TANGO | 24m (80') | West Bay Sunchip | 2005 | 2,899,000 USD
Outfitted with the best systems to include Naad Stabilizers, 1400hp Caterpillar 3412 main engines, 2 Northern Lights generators, bow and stern thrusters, flybridge hardtop, full walk-around side decks and a boarding platform.

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



BARRACUDA | 23m (78') | Northcoast | 1993/2006 | 995,000 USD
Equipped with the latest & best of gear, BARRACUDA represents outstanding value for the dollar. Cockpit Extension & total refit in 2006.

Michael Gardella | San Diego +619 225 0588 | michael.gardella@fraseryachts.com



LADY FAYE | 26m (85') | Burger | 1971 | 1,700,000 USD
W'00: Extensive cosmetic refit to include new carpet, furniture & window coverings throughout. Trying to achieve a gentleman's club look, a particular Ralph Lauren Collection of leather & rich navy fabrics enhance the existing cherry and teak wood.

Brian Holland | Seattle +1 206 382 9494 | brian.holland@fraseryachts.com

Sales | Charter | Management | Construction | Crew

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130' Westport Tri-Deck 2005
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Camm Moore, C.A.



120' Sovereign 1999
"MY-CHELLE"
Scott Hauck, C.A.



112' Westport RPHMY 2004
"CRESCENDO"
Mike Williams, C.A.



112' Westport RPHMY 2008
"VITA BELLA"
Mike Williams, CA



106' Westport RPHMY 2003
"CALLOPE"
Mike Williams, CA



106' Westport RPHMY 2003/4
"DULCINEA"
Mike Williams, CA



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



85' Pacific Mariner 2008
"GIGI"
Claude Racine, C.A.



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



74' Jones-Goodell MY 1990
"NEW L'ATTITUDE"
Scott Hauck, C.A.



78' West Bay 2002
"SANTO ANTONIO"
Claude Racine, C.A.



65' Pacific Mariner 2005
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John Varga, C.A.



65' Pacific Mariner 2007
"PRAIRIE OYSTER"
Mike Williams, C.A.



57' Bayliner 5788 M/Y1999
"INGA MARIE"
Scott Hauck, C.A.



57' Bayliner PHMY 2001
"PARAGONE"
Mike Williams, C.A.



43' Bayliner Sedan Cruiser 1992
"WINDSPIRIT"
Scott Hauck, C.A.



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"POOR OH CARTER"
Scott Hauck, C.A.



33' Bayliner 3388 1998
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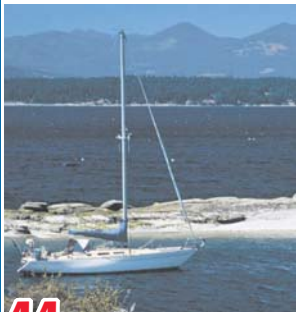
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CLAUDE RACINE • RALPH RAULIN • ALEX ROGERS • JOHN VARGA • MIKE WILLIAMS**

Northwest Yachting

May, 2011 | Volume 24 | Number 11

FEATURES



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NORTHWEST CRUISING DESTINATIONS

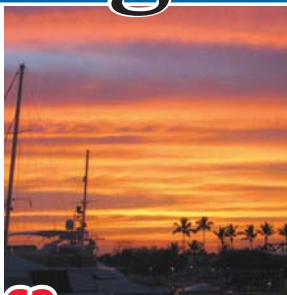
This month, Ann and Laurence Yeardon-Jones reveal their top ten favorite sandy spits and beaches in British Columbia.



70

ON THE WATERFRONT

Peter Marsh visits the Schooner Creek Boatworks in Portland, Oregon, and provides us with a bit of history about their building catamarans for the charter trade in Hawaii.



62

CRUISING IN WARMER WATERS

Carolyn and Bob Mehaffy explore some of the hidden ports in the uncrowded and beautiful Dominican Republic.



88

RACING SHEET

Jack Hyde Memorial Navigation Contest, Sloop Tavern Blakely Rock, Rich Passage Rumble, West Sound Spring Shakedown, PMYC vs SBYC Challenge Cup, AC45 Training Boats and Downtown Sailing Series.

DEPARTMENTS

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THE WAVE WRITER



Kurt Hoene looks at the new regs from NOAA about staying 200 yards away from the Orcas and he remembers Spike Perry.

42 THE GIMBALED GOURMET

It's that time of the year and this month Kathryn Farron provides us with some great recipes for Copper River King Salmon.



ON THE COVER

Arequipa, a classic recently rebuilt in Port Townsend approaches the Deception Pass bridge. Photo by Neil Rabinowitz www.neilrabinowitz.com

Northwest
Yachting

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2011 GRAND BANKS 53 ALEUTIAN RP



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1998 GB 52 Heritage EU: \$875,000



1982 GB 42 Heritage CL: \$209,000

MUST GO



1981 GB 42 Heritage SE: \$159,000



1985 GB 36 Heritage SE: \$159,000



1976 61' Hatteras: \$229,000



1991 60' DeFever: \$550,000

MOTIVATED SELLER



2004 58' Ocean Alexander: \$999,000



2003 58' West Bay SonShip: \$1,359,000



1979 53' Vic Franck: \$279,500



1985 48' Chris Craft CPMY: \$199,500



1989 45' West Bay: \$299,500



2003 38' Sea Ray 380: \$149,500

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Boat house kept in fresh water. Very well equipped with upgrades. Contact Vic Parcels.



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33 years

Vic Parcels
33 years

Dan Wood
25 years



51' NAVIGATOR PILOTHOUSE 2006

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72' HATTERAS MOTORYACHT 1987

Nicest 72' Hatteras CPMY on the market. Recent major upgrades. Contact Dale Partna.



62' BROWARD MOTORYACHT 1960

Custom built, extensively rebuilt. Mahogany hull planking over oak stringers. Contact Dale Partna.



57' MCKINNA 2001

Come see this well equipped and well maintained vessel on Lake Union. Contact Dale Partna.



57' NAVIGATOR RIVAL 2004

Bow/stern thrusters, water maker, diesel furnace, and Satellite TV. Contact Dale Partna.



53' CARVER VOYAGER PILOTHOUSE 1998

Three staterooms, many custom extras, full elec, bow/stern thrusters. Contact Dale Partna.



52' OCEAN ALEXANDER 1995

Rare Japanese senwood makes for a very bright & sunny interior. Contact Ron Chase.



49' ALBIN EUROPA/TRAWLER 1986

Covered walkaround decks, economical long-range cruiser. Contact Dale Partna.



49' MERIDIAN 490 PH 2003

Has all the toys. Water maker, bow thruster, heat, sat TV, on & on. Contact Vic Parcels.



48' CHRIS CRAFT 1987

Many upgrades, CAT power, all-teak interior cabinetry. Contact Vic Parcels.



47' BAYLINER 2000

Low-hour Cummins, bow thruster, fresh water kept. Contact Vic Parcels.



43' BAYNER 4387 1991

New elec, new tender/davit, radar, GPS, chart plotter, autopilot, & TV. Contact Vic Parcels.



43' SILVERTON SPORT BRIDGE 2006

Full beam salon, like new, giant flybridge. Priced below market value. Contact Dale Partna.



42' OCEAN ALEXANDER SEDAN 1992

Impeccable maintenance, many upgrades. Contact Dale Partna.



41' MERIDIAN 411 SEDAN 2003

Twin Cummins, pristine, priced to sell. Contact Dale Partna.



38' TIARA 3800 OPEN 2003

Two available. This vessel is at our docks now—call for a personal showing! Contact Dale Partna.



35' TIARA 3500 OPEN

Two to choose from! Starting at \$139,500. Contact Vic Parcels or Dale Partna.



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TrawlerFest
 ANACORTES, WA



125' CUSTOM NORTHCOAST RAISED PILOTHOUSE 2011
 25 ft. beam, 5 staterooms, on-deck master.



82' WEST BAY SONSHIP 1998
 Capt. maint'd, just hauled, fresh bottom paint, fully functional cockpit.



82' LECLERCQ 2005
 4 staterooms, 4 heads, + crew. 20+ knot cruise.



NEW PRINCESS 85 MY 2011
 Elegant & powerful Euro-designed long range cruiser.



63' SUNSEEKER 1998
 Freshwater kept, under 500 hours, like new, no disappointments.



89' BLOUNT 1966 - AT TRAWLER FEST MAY 12-14!
 7' draft, steel vessel, with dry stack makes this a world cruiser.



50' ARCTUROS 2005 - AT TRAWLER FEST MAY 12-14!
 Mini mega-yacht. At home around the world!



49' ALDEN EXPRESS 2007 - AT TRAWLER FEST MAY 12-14!
 One of the quietest boats in the industry.



72' CHEOY LEE 2004
 Perf cond, brand new encl hard top, with heater.



58' MERIDIAN 2006
 PH with underwater exhaust, bow & stern thruster.



68' WEST BAY SONSHIP 2002
 Hard top with full enclosure, upgraded inverter.



54' ANGEL PILOTHOUSE 1989
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30' FINÒ RUNABOUT 1975
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Letters

Stay Away

Dear Editor:

Ref: Call Them Killers
Kurt Hoehne's article on the Somali Pirate situation was full of frustration and sadness; frustration that piracy exists and continues to grow and sadness over why four innocent people were simply wasted. I am a professional in the business of escort security against the piracy threat in the Indian Ocean and it is for this reason that I am commenting as an adjunct to Mr. Hoehne's article.

If you take nothing more away from the essence of the article, please

take heed of this: Don't sail in the Indian Ocean. I know that many private sailors operate under the liberal notion that the world's waterways should offer unfettered passage. The simple fact is that they never have and they never will. The intelligent and truly experienced global mariner knows there are places you simply avoid and what may have been good sailing last year may not be now.

In this regard, the article talks about Fred Roswold's dilemma in choosing a route from Southeast Asia to Europe. As it turns out, Mr. Roswold made a correct decision in deciding to sail around Cape Horn on his way to Europe. Short of putting his boat on the deck of a transport ship, the only other choice



Northwest sailors Phyllis Macy and Bob Riggle were casualties of the Quest hijacking.

available was simply not to go and though it may be hard for some to swallow, this is a correct alternative. Had he chosen the Indian Ocean and Gulf of Aden, he would have put himself in the position of becoming another target of opportunity.

What is both amazing and frightening to me are those individuals who do not truly appreciate the danger and actually go through a process of weighing the risks. I would like to use a word like naïve here, but in fact this attitude is just plain stupid.

Last year, the commander of NATO told the commercial shipping world that the current naval presence in the Indian Ocean was as good as they would see and advised them that they were basically on their own. At any given time there are rarely more than twenty navy ships in the entire region available for pirate interdiction. These are international naval vessels that are not operating under a single banner or necessarily with the same operating instructions. Simply put, even if there was full cooperation there would not be nearly enough ships to make a difference, but given the loose affiliation that currently exists the overall effectiveness is even less then might be expected. The bottom line: Don't count on the navies.

The article suggests that private mariners sailing in groups can provide themselves with a measure of protection. I wish it were so. In the Gulf of Aden, it is possible for commercial vessels to participate in a limited convoy system employing a naval escort. In March of last year I provided comments to shipping interests in Dubai as to why the convoy system was vulnerable. At that time it was a hypothetical argument, but within thirty days it became fact with at least two more successful hijackings from convoys to follow.

If the pirates want to cut out some or all from a private sailing group, they will. This type of supposed security is naïve and in fact doesn't eliminate any of the risks

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Letters

associated with travel through the region. For any who would argue that there hasn't been an attack on this type of grouping, my answer is just wait. I assure you, there is no safety in numbers.

We may never know what actually happened in the cabin of *Quest*, but initial reports claimed that six persons had been shot before the Navy boarding team took down two more. That two of the initial six persons killed were pirates apparently shot by their own certainly gives the horrific event a bizarre twist.

Of the several questions that have come to my mind about the *Quest*

incident, two stand out. First, were those who did the murdering high on drugs? All Somalians chew khat; a mildly narcotic plant that grows all over East Africa. Some hijacked crews have reported that their captors had become pretty wild and frightening after chewing khat and that they genuinely feared for their lives in these instances. Could the murders, that included the two pirates, been the result of a drug crazed reaction to some rage-inducing circumstance?

One clear fact that comes from the hundreds that have been held captive by the pirates over the years, killing is not part of their mode of operation; their business plan as some have termed it. The pirates are in the business of collecting

money – ransoms – and dead captives will not produce their reward. It has been reported that the investors in the pirate venture (all pirate ventures are funded by investors willing to take their chances on what could be a big payday) that took *Quest* were very upset with the murderous actions of those of their associates who killed the four Americans. The murders absolutely guaranteed the total loss of their investments as well as the possibility of other ramifications (The Everett Herald reported recently that a possible mastermind of this ill-fated venture was found and taken in custody ashore and has now been transported to the U.S. for trial).

The second question, and one that really nags at me, is would the

Quest's crew be alive today if the U.S. Navy hadn't shown up? I am more than reasonably certain they would and pirate/captive history supports my contention. When navy ships – regardless of nationality – show up, there is a good chance pirates will get hurt and even killed; and they know it. Simply put, the presence of a navy ship ups the ante for all concerned. Also the word "negotiate" is used often in regards to what was happening between those in *USS Sterett* and the hijackers of *Quest*.

The simple fact is that the U.S. Government is solidly on record as being unwilling to negotiate with criminals of any kind. Some sort of ultimatum was what was probably being presented to the pirates; a situation that basically creates a stalemate which, in fact, is what seems to have been the situation up until the shooting. Had the U.S. Navy not shown up, life for the captives may have been uncomfortable – even dangerous – for a time, but almost for certain, once a ransom was paid, the four Americans would have come home alive. The dilemma for the international community is what about ransoms and should their navies intervene in these circumstances? Have the Good Guys become the real danger for hijacked mariners?

Piracy is not going away in the Indian Ocean anytime soon. As a professional mariner of some fifty years – Merchant Marine, Navy, Coast Guard – my advice to the private sailor is stay away from that region (and some others in the world's oceans as well).

Richard Martinson
Commander, USCG (ret)
President
Global Offshore Security,
Edmonds, Washington

Kurt responds,

Dear Commander Martinson,
Thanks very much for taking the time to add your professional perspective and highlighting some excellent points. I've forwarded your letter to the Attorney General's office and Central Command for comment. The U.S. non-negotiation policy may result in some deaths. Relying on private security may be a solution for rich shipping companies from rich nations, but that would leave shipping companies and cruisers of limited means easy pirate pickings. Adding security for individual passages, and negotiating for release of individuals are clearly the best things to do on a case by case level. But those things don't solve the problem, and in fact could be said to perpetuate it.

I plan on following the trial and any further revelations in this case. - Kurt Hoehne

Northwest Yachting encourages "Letters to the Editor". Write soon!

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Coming May - July Attractions

Boating Clubs

Shilshole Bay Yacht Club in Seattle celebrates its 50 years in 2011 with special events in June and September. New members are welcome, 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.

On **June 4-5** they sail to Kings Cove YC for the Annual Dinner Dance to celebrate 50 years. On September 15 their regular meeting will celebrate the official anniversary of meeting 50 years at Shilshole Bay in Seattle.

New members are welcome all year. See their website at [\[bayyc.org\]\(http://bayyc.org\) for information on racing, programs or how to join. Rubie Sanborn Johnson, Editor, Rudderpost Newsletter, \[Rudderpost@shilshole-bayyc.org\]\(mailto:Rudderpost@shilshole-bayyc.org\). Home 425-478-7828. Shilshole Bay Yacht Club, 2442 NW Market St. Box 98, Seattle WA 98107 \[www.shilshole-bayyc.org\]\(http://www.shilshole-bayyc.org\).](http://www.shilshole-</p></div><div data-bbox=)

For more info, contact Editor, above, or Commodore Kevin Bruce, commodore@shilsholebayyc.org. Rear Commodore Chris Powell, rearcommodore@shilsholebayyc.org, 206-985-365.

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 interest in membership at its monthly dinner meetings, Saturday social events and on one of its cruises. "We have a full schedule, with plenty of boating time and other club activities," he said. "Boaters are welcome to



come take a look at us." 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 developed good friends in Canada. The Fidalgo Yacht Club and the Capital City Yacht Club of Victoria get together annually, just before the boating 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, Poseidon, and maintains a website www.fidalgoyachtclub.org. For more information call Commodore Dyer at 360-201-7922 or message him at mikedyer@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 waived its initiation fee. Totem enjoys reciprocal privileges with nearly one hundred boating clubs in Puget Sound, the San Juan Islands and Canadian destinations. In addition to 20 weekend cruises to choose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston. (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 their meetings (first Tuesday, except July and August), join them for their annual crab feed or other fun events or tag along on one of their cruises. For more info, call Ray Sharpe at 253-759-1537 or visit their website, www.totemyachtclub.com, to pick up a membership application or see their newsletter, *Totem Line*.

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

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Coming May - July Attractions

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 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 for club events that include monthly dinner meeting, TGIF Socials, and various fun activities such as wine tasting, dances and holiday celebrations. Harry at 425-281-8427 or check out their website at www.edmondsyachtclub.com.

The Northwest Rigger's Yacht Club meets

at Ivar'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 sails, 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 often 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. Website is: www.nwriggers.com. 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.

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 sail-

ing experiences. A supportive group of fun, talented folks to help get you out cruising. PSCC meetings are held at North Seattle Community college, 7:30pm on the third Friday of the month in the Concert Hall LB1141 (large auditorium, on the ground floor). Your \$3 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. **May 20:** 7:30 p.m. meeting at North Seattle Community College. Guest speaker Larry Brandt, instructor for Starpath School of Navigation, will demonstrate tips on making the most use of your radar. **May 28-30:** Cruise to Cro Bay, Anderson Island - potluck brunch on Sunday morning.

If you need more help, or have questions about the club please access their website at www.pugetsoundcruisingclub.org or contact the current commodores: 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 their activities including boating, dancing, volleyball and more, visit www.ssysc.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.

MAY 29-30: Sloop Tavern Yacht Club. Cruise to Bremerton. 360-373-1035.

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. The primary focus of the Association is to put on the Olympia Wooden Boat Fair, held on Mother's Day weekend every year. www.olywoodenboat.org.

Sand Man Tug. The public is invited to visit Olympia's vintage 100-year-old tugboat. *Sand Man* operated from 1910 until 1985. The 60-ft. boat was always locally owned and was always 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 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. 888-553-5438. 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

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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 44th 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 Thursdays 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 Shitsole. 5:30 p.m. to 9 p.m. 206-789-1919.

"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. They provide the life jackets; you come dressed for the weather. 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 Alantz: 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 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 price: \$5 for adults, \$4 for seniors (65+), \$2 for children 6-17 and free for museum members. Hours are 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 through 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.

MAY 7-8: 32nd Annual Olympia Wooden Boat Fair. Percival Landing in downtown Olympia. Hours: Saturday from 10 a.m. to 6 p.m. and Sunday 11 a.m. to 5 p.m. This event is free. On display will be wooden boats of all sizes and types, new and old, power and sail, rowboats, dinghies, kayaks and canoes. For more information: www.olywoodenboat.org.

MAY 13: Northwest Seaport Chantey Sing with Tom Rawson. Immanuel Lutheran Church basement, 1215 Thomas Street, Seattle, 8-10:30 p.m. Free! Songs of the sea are easy to learn and fun to sing. All ages welcome. Tom Rawson will be on board as songleader to keep the music rolling, with opportunity for anyone to lead a song or just join in the chorus. Tom is a friendly, banjo-playing folksie who will have you singing along and is guaranteed to leave you smiling. Donations accepted.

Refreshments and maritime CDs for sale. Wayne Palsson host. For more information: 206-447-9800 or www.nwseaport.org.

JUNE 4-5: Bainbridge Island Wooden Boat Festival. Harbor Boat Marina, Bainbridge Island, WA. Saturday 10 a.m. to 5 p.m. and Sunday 10 a.m. to 2 p.m. Admission is free. Information: 206-842-7245.

JULY 7-10: 20th Annual Pacific Northwest Mainship Owners Group Annual Rendezvous. Genoa Bay Marina in British Columbia, Canada. For Mainship owners and those

interested contact Ian Walker 206-546-9145 or ianandjean@frontier.com.

22nd Annual Chris-Craft Rendezvous. Port Orchard City Marina in Port Orchard, WA. Over 80 classic Chris Crafts are expected to attend. The event is free and features live music, dock parties, coffee and pastries each morning, a wine tasting, a farmers market, seminars and demonstrations, a BBQ dinner on the dock, a raffle with over 50 prizes, an award banquet and live auction, and a pancake breakfast on Sunday morning. For more information: www.chriscraftrendezvous.com.

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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.

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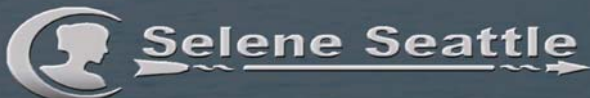
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Power Seamanship Courses: With both twin and single engine options, this two day course will give you the confidence to maneuver a powerboat vessel up to 40'. The certification through RPBA/ Recreational Power Boat Association is internationally recognized. 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.sanjuanailing.com.

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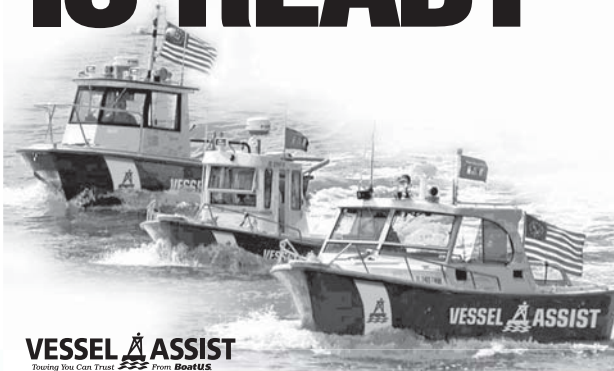
of hiring your own instructor (ASA-sail certified or RPBA -power certified, USCG Captain) and taking any courses while you charter the sailboat or yacht of your choosing. The extensive fleet includes over 31 sailboats and 16 power yachts and trawlers. The cost for private instruction, aboard your chartered yacht, is \$250/day. The company will provide you with a list of available instructors for your selection and will help match to best fit your boating needs. 1-800-677-7245 or www.sanjuanailing.com.

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 cruise 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: June 18-24; San Juan Islands: June 25-July 1; Desolation Sound (multiple legs): September 17- October 7. For complete details, call 1-800-677-7245 or www.sanjuanailing.com.

The Bremerton Sail & Power Squadron will be offering an America's Boating Course to the general public on the weekend of **June 11-12 in Gig Harbor** and **July 23-24 in Port Orchard**. They are working on educating the public on boating safety and the Washington State law requirements for boater education. 360-479-1085.

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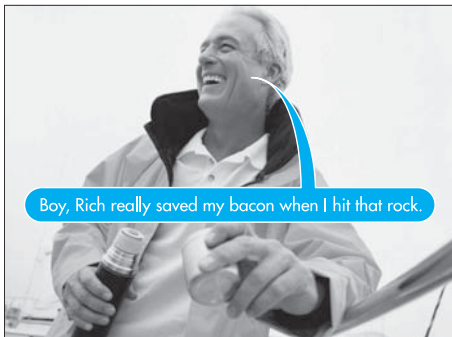
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The Everett Sail & Power Squadron will be conducting the USPS America's Basic Boating Course, Piloting, and Advanced Piloting during the Spring 2011 sessions. One of the best ways to have a fun boating experience is to "know before you go." Listen 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 Lt/C Jim Groves, AP, SEO at 360-659-5398 or email at jilgconsulting_@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. It is a national program of measuring accomplishments through learning and association with other young adults with similar 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 times and locations, contact Winston Joyce-Clarke at 425-355-0450 or winston@alcoemarine.com or Pat Crockett at 206-354-9127 or pecrockett@aol.com.

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R-21 EC



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R-27



Cutwater 28



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Coming May - July Attractions

There is a meeting most Saturdays at the Base at 1129 Dock Street, or call Hank Hibbard at 253-761-8742, or call 253-241-3950.

Olympia Sail and Power Squadron Public Boating Courses. Monthly event on Saturdays 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 more. This course will

cover Washington State Legislation that boaters will have to know in order to keep operating in the Puget Sound. For more information contact: Bill Walker at 360-754-0393, or Bobbie Scott at 360-491-5157.

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 information about classes in your area, call toll-free 1-888-367-8777, or visit the website at www.usps.org. 360-416-7909 or www.usps.org.

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

club information line: 604-664-7551. www.woodenboatclub.ca

Weekly GPS Class. Presented by Bremerton Boater's World. Learn how the GPS system works, including how individual receivers function and what system is best for you. Or learn how to best use your unit. Free class held every Monday at 1800. Call ahead to confirm. The Bremerton Boater's World is located on Hwy 303 N.E., for additional details call 360-478-4089.

Anacortes Yacht Charters offers an extensive range of educational courses of interest to the boater.

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 class room includes skill building with focus on sailing, weather, skipper and crew duties, seamanship, man overboard, points of sail and more. Cost \$350/per person, plus required material and certification.

ASA 104 - Bareboat Chartering. This 2-day course begins with a brief review of ASA 101 & 103 and progresses to "hands on" training aboard a 32' - 40' sailboat. Your floating class room includes skill building with focus on planning, living afloat, weather, seamanship, maintenance along with advanced sailing skills. Cost \$350.00 per person, plus required material and certification.

ASA 101/103/104 Course. This popular 4-day/3-night combined course begins with a half day classroom of 101 and progresses to 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.

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the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2011 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. Ask about individual sailing courses too. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

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. Adult volunteers are also being sought. For more info call Pat Kelley, 503-667-7835, days or eves.

MAY 21: South Sound Women's Boating Seminar for the second South Sound Women's Boating Seminar. A variety of topics appropriate for both power- and sailboaters will be presented by women, for women. South Sound Sailing Society and Olympia Yacht Club will host this year's seminar on Saturday, from 8:00am to 5:00pm at the Olympia Yacht Club clubhouse in Olympia, Wash-

ington. For more information, visit www.sssclub.com/wbs.htm.

RACING

American Lake Sailing Club Race Series. The American Lake Sailing Club is a non-profit, low-key organization that has perpetual once-a-month club meetings and sailing races on American Lake in South Tacoma. The series of races runs on the last Saturday of each month out of Bill's Boathouse (Tillicum), skipper's meeting about 11 a.m. Once-a-month club meetings are held at 7:30 p.m. each second Thursday in Bill's Boathouse. Skippers, crewmembers, non-boat owners and learners are all welcome to join and sail. 253-926-5366, 253-984-7404, 360-455-9474.

MAY 7-8: Race to the Straits 2011 - 10th Anniversary. Join your friends and the Sloop Tavern Yacht Club for the 10th Anniversary edition of Race to the Straits, May 7 - 8. Notice of Race is available at www.styc.org. Moorage is at Point Hudson or Boat Haven (call the Port of PT for information). The party is at the American Legion Hall. Also, Race to the Straits is now the first race in a new short-handed sailing series, the Triple Sound, the other races are Down the Sound, and the J & J (formerly known as the Jack



and Jill). Questions about Race to the Straits - Christopher at c6butler@gmail.com.

More information, including series sailing instructions, and individual race information can be found at www.styc.org.

STYC / SBYC Host Ballard Cup Racing in 2011. The Sloop Tavern Yacht Club (STYC) and the Shilshole Bay Yacht Club (SBYC) invite you to participate in this year's Ballard Cup races on Monday nights. The format and venue for the 2011 series will be similar to that of years past. This year's first series of five races (Ballard Cup 1) will commence on April 18th, and continue on successive Monday nights through May 16. A second and third series will follow throughout most of the spring and summer, making Mondays the best day of the week.

MAY 14: STYC Spring "Fiasco" Race. The Sloop Tavern Yacht Club is collaborating with the Port Madison Yacht Club to bring you an entirely different format, and exciting new course for this year's Spring Race. In a respectful to Bay area friends and with their motion of approval, the race organizer's are delivering a "fiasco" race to Puget Sound. This is not just your average clockwise vs. counter-clockwise event... The course will be 3 marks and the competitors may decide the best order and direction to round each mark. The start will have scheduled pursuit style start times based on

PHRF ratings. Plus there is a new mid-season course selected to interest sailors on each side of the Puget Sound. Awards party will be held after the event within walking distance of Shilshole Marina. In addition to class trophies there will also be some other exciting perpetual awards. So whether you're sailing for your individual team, club, or region, come be a part of this inaugural event and be part of history. Go to www.styc.org to see the details and revised Notice of Race. So, which way are you going to go?

JULY 2-3: Nanaimo Yacht Club's Cutty Sark S/N Regatta. Friday's festivities start with a hosted dock party and heat races in Optimists with lots of PHRF and one design racing Saturday and Sunday. A separate division of yachts rating under PHRF and over LOA of 35' will provide some close racing for longer distance courses. For more information: www.nanaimoyc.ca.

JULY 30-31: Hobie Cat Regatta. Bloedel Donovan Park on Lake Whatcom in Bellingham WA. This event is open to all Hobie Cats and sailors with any level of experience. Presented by Fleet 95, Div. 4 under the Hobie-Class Association. For more information: E-mail Scot Chaomat at [hobie\(a\)earthlink.net](mailto:hobie(a)earthlink.net) or www.div4.hobieclass.com.

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Kurt The Wave Writer Hoehne

Orcas at 200 Yards

Orcas are magical. To see one up close is to look at something intelligent, playful, dignified, intimidating and enlightening.

Starting the middle of this month, we're all required to keep the magic at least 200 yards away and 400 yards away if one is in their path. So says the National Oceanographic and Atmospheric Administration. There are a lot of questions with this edict; how will it be enforced? What are the penalties? How on earth does one know exactly how far 200 yards is? What if the orca comes to you?

If you're worried about a posse of armed enforcers swooping down on you if you stray to within 197 yards, don't be. It's not going to be like that.

Why I like Orcas

Nearly 20 years ago I was honored with a magical moment with a pair of juvenile orcas. I was skipping a 36-foot sailboat under power on the west side of San Juan Island. Family stress had made things unpleasant onboard. I saw two orcas, let's call them Frog and Toad, break from their pod and come racing at us from, I guess, about a half mile away. I slowed the boat, taking the engine out of gear, and waited to see what would happen. They came close to the boat, and Frog spied about 10 feet away while

Toad swam around the boat. I understood Frog to be saying through that look he gave me, "Let's Play!"

I engaged the gear and throttled up to hull speed, and sure enough F and T swam along, darting back and forth under the boat. I felt the wash from a tail against the rudder. After about three minutes they realized the boat just wasn't going to go any faster than seven knots, and went back to their pod.

My crew was beside itself with joy. That joy kept us smiling for days and carried us through the rest of that cruise. I'm still grateful to Frog and Toad.

I'm sure a marine biologist out there will be able to tell me exactly what I did wrong. Later that day I motored along near several orcas

swimming in the same direction, and in retrospect I should have given them wider berth. But they didn't change speed or course or, outwardly at least, pay any attention to us.

As personal as it felt, I'm not alone. "It happens all the time," says Brian Goodremont, vice president of San Juan Outfitters, which conducts kayak whale watching tours. And it's not just orcas. Humpbacks in Alaska have been drawn to boats with music (I don't think it was heavy metal or rap) and a gray whale sought out my friend Bev when she was kayaking alone on Barkley Sound and gave her an experience she'll never forget.

There is no doubt that whales and porpoises sometimes seek contact with humans.

And to me, that's where this law, and the reasoning behind it, misses the mark. Do you fine the person who is sailing along the west coast of San Juan Island who all of a sudden has an orca escort? What if this contact with humans is somehow important to orcas and we're rejecting some important overture?

What Really Bugs Orcas?

Orcas are among the more re-

searched animals in the world. They've been observed in the wild and in captivity (sadly). They've starred in movies and been anthropomorphized and animated. They have some "human" attributes of emotion and loyalty, and have had some inexplicable episodes such as when Tilikum killed its trainer Dawn Brancheau in SeaWorld last year. There seems to be a lot going on in their well-formed brains.

Research can give answers sometimes but not always. In the 200-page Final Environmental Assessment for the new regulations, three factors affecting orca population were cited: food availability, pollution and vessel disturbance. There are a lot of qualifiers in the language such as "possible" and "may affect." NOAA used the "best available science" to come up with the policies and is being very cautious.

What is actually known about behaviors? Some are clear, others not so much. Research by Dawn Noren et al. indicates that there seem to be increased Surface Active Behaviors (SABs) when vessels approach or are present. SABs are things like breaching, spyhops and tail slaps. And while the report acknowledges, "The function of per-



We Mourn Spike Perry

Sailors around the world are mourning with Northwest naval architect Bob Perry, whose son Spike died on April 2nd of acute pneumonia. Spike was engaged to marry Grace Glatfili at the Perry Rendezvous in August. He was 30 years old.

Spike was a sailor from childhood, and had found his creative calling in his metal art. He worked at Ballard Ornamental Iron.

From the first time I edited Bob's column for Sailing Magazine when Spike was an infant to searching for words on the phone this afternoon, Bob's love for his sons Max and Spike has always been front and center. I met Spike only a couple of times, but felt I

knew him through Bob.

Bob has shared many of his feelings on the Sailing Anarchy Internet forums, including some thoughts on Spike that can give a sense of this young man. Here's one: "Spike was a sailor. He was born sailing. You didn't have to tell him anything. He was just was there doing the job. He grew up that way."

Spike is survived by Bob, his mother Jill and brother Max.

More than 400 people attended his wake at the Shilshole Bay Beach Club. A memorial scholarship fund has been set up in Spike's name at the Seattle Central Foundation. Spike had been a student at the Seattle Central College's Maritime Academy in 2003-2004. For infor-

mation on contributing, visit www.seattlecentral.edu/foundation/ or call 206-587-5491.

"Write whatever you want, Kurt," Bob said. What I'd like is to simply relay Bob's advice to dads:

"Go home. Hug your kid and tell him you love him. Tell them several times."

Photo below (left to right) - Spike and Bob Perry.



forming SABs will never be known for certain," the report is used as evidence for widening the buffer area around orcas.

Goodremont, who's seen orcas and is a lot more interested in keeping orcas healthy and happy than most of us, points out that orcas do a lot of behaviors when there are no boats or people nearby. In fact these behaviors often seem like playing. So what if, at some times, orcas are just having some fun with us? Is there a data point for hamming it up?

And there's a legitimate question whether the vessel interference factor means much relative to the other factors. Goodremont feels the emphasis on vessel interference seems over the top. "Is the highest predator in the ocean bothered by a couple kayakers? I think the focus on boating is misplaced. That's all," says Goodremont.

One of the factors that deserve mention is this region's military sonar testing, which seems to many of us like it would do serious and obvious harm to whales.

Common Sense to Prevail

Fortunately, when I presented my personal orca scenario to NOAA spokesman Brian Gorman and asked the boater would be fined, his response sounded extremely sensible. "It depends on who is doing the approaching and what the intent is. If you are sitting there in your boat, and the orcas approach, you're not in violation of the law."

On the other hand, the law does make it clearly illegal to approach, or intentionally get in the path of the whales. You can't box them in, then get approached and still call it OK.

For a while, anyway, enforcement is going to come largely in the

form of outreach and education. "We don't want to give the impression we're coming out like gangbusters," Gorman says. "We're going to assume initially that boaters are not familiar with the law."

It would be a good thing to become familiar with the laws and heed them. If and when fines are handed out, in especially for willful violations, the penalties can run many thousands of dollars. The US Coast Guard and state officials and other agencies will ultimately be responsible for enforcement.

Soundwatch Director Kari Koski also emphasizes the educational element over the enforcement side of things. Soundwatch, which is affiliated with The Whale Museum in Friday Harbor, is in fact an education program, though it monitors and catalogues human encroachments on the southern resident orcas.

Koski, who's been involved with the resident pods since the mid-1990s, feels that boaters who are actually not trying to see the whales as the biggest challenge. "They might just be headed home after fishing or trying to get to an anchorage, and they just don't see why they have to go so far out of their way," she says. And then there are the folk who charge right through a cluster of boats that are quietly whale watching. That's as disturbing to the orcas as it is to the boaters already there watching them.

Koski puts in context why giving the orcas a little more room is important: "It's about the food," she says. "They need to get fat and happy in the summer when salmon are more plentiful. We just need to give them every opportunity to do that."

On the surface, at least, there doesn't seem to be a lot of discord between the commercial whale

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watchers and the folk trying to protect the whales. The Whale Watch Association has a set of guidelines its members adhere to (they'll have to be updated with the new 200-yard rules). According to

Goodremont and Koski, most professional whale watchers are already at 200 yards or more much of the time. "With the commercial guys, it's all about subtlety," says Koski. A good professional whale watcher

will know what the whales are going to do and could manipulate the situation to get closer than 200 yards. But that would be both illegal and really against the intent of the law.

What's more likely is that the

professionals will adjust to the new law. "I can make a living viewing them at 200 yards," says Goodremont.

The biggest threat looming over the professional whale watchers and, for that matter boaters is not the 200-yard buffer zone around the whales, but a potential half mile no-go zone along the west side of San Juan Island. This proposal, which has been shelved for now, met major resistance. "That would probably put some people out of business," Goodremont said. NOAA's Gorman said, "If research indicates unequivocally that it would help the orcas, we'll revisit the question."

No Lawsuit!

April 1 passed and there was no Puget Soundkeeper Alliance (PSA) legal challenge to the new Department of Ecology stormwater permits. This is huge. And it was no April Fools joke.

It was a little more than a year ago that these pages were filled with fallout from the Puget Soundkeeper Alliance (PSA) legal actions against the five boatyards. How times have changed. Everyone thought that Ecology's latest iteration of the permit would be tied up in court for months to come. But PSA thought better of it.

"We're not appealing the law. We feel that not getting in the way of its implementation would be better for the environment," says PSA Executive Director Chris Wilke. He explains further that the uncertainty about what the laws became a reason for some yards, and the Department of Ecology, for non-action. For example, CSR's engineering

report on a stormwater treatment system was not being dealt with. Nobody was really suffering, except the environment! That, combined with indications that about 50% of the boatyards would be installing stormwater treatment systems in the next couple of years, made it sensible for PSA to just let the new regulations go into effect.

Of course it's not all roses. "We were disappointed," Wilke continued. "We thought more of changes we suggested would be included. We actually thought we had a pretty good case for appeal."

But no appeal was filed. And now the ball goes back to the yards to comply and Ecology to enforce. PSA, of course, can go back to court if they don't.

And there's more good news. The Northwest Marine Trade Association (NMTA) and PSA are cooperating on a couple of initiatives that could have major positive impacts on the envi-

ronment. Peter Shrappen, Director of Government Affairs for the NMTA, is shepherding a bill through Olympia that would make Washington the first state to set a legal timetable on banning copper bottom paints.

This is a good thing. Copper is being banned elsewhere in the world and will be here too. It's better to be ahead of the curve, and fitting since we're also the first state to ban copper from brake pads.

Then there is the clean boatyard program, which will be modeled largely after the successful Clean Marina program that Wilke and the NMTA put in place some time ago. Whether the shift is due to a change of heart at PSA, the leadership of Chris Wilke or the reaction of the boating public to the last legal round is unknown.

So, while nobody's quite sitting on docks with their feet dangling in the water singing sea shanties together, it looks like PSA and NMTA are once again playing nice. And, lo and behold, the environment benefits.

We Still Get Orcas

So, the new law is here and it looks like we can all live with it, as long as we have good binoculars and a little practice gauging 200 yards before we leave the dock.

That said, there's also no doubt that there are some dimwits out there who think orcas and all other wildlife were put out there for their enjoyment and don't think twice about chasing them around until they get a satisfying photo. They may ultimately spoil it for the rest of us. I don't think we should mind if they get fined.

But if you happen to be out there on a beautiful day, and a couple of orcas pay you a visit, you can actually just sit there (no, you're not supposed to motor with them) and enjoy it without worrying about a big fine.

For more information, here are some good web sites:

www.pacificwhalewatch.org
www.whalemuseum.org/programs/soundwatch/soundwatch.html
www.bewhalewise.org

All these sites have guidelines for viewing orcas and other marine wildlife. Print a copy and keep it onboard if you're headed where southern resident orcas hang out. **www**

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



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"Fish, to taste right, must swim three times
— in water, in butter, and in wine."
— Polish Proverb

Prior to 1983, Copper River King salmon was just another fish—with the better part of the catch ending up in cans. Partly accident of nature and partly marketing triumph—the Copper River King is now not only much celebrated here in the great Pacific Northwest, but in demand nationwide.

Alaska's Copper River originates at Copper Glacier on Mount Wrangell. It passes 12 major glaciers, is 300 miles long and drops 3,600 feet through the Alaska wilderness before reaching the Gulf of Alaska. The unsurpassed quality of wild Copper River salmon is directly related to the length of its native river. The longer it takes to reach the spawning grounds, the higher its omega oil content and the richer the flavor.

Wild Copper River King salmon are born in freshwater streams high in the river's pristine headwaters,

300 miles north of the Gulf of Alaska. The tiny salmon smolt leave their river of birth to return from their ocean migration four years later.

Each May, hundreds of family-owned gillnet fishing boats leave Cordova's harbor and set out for the wild ocean waters of the Gulf. It is there, near the mouth of the mighty Copper River, that the fishermen set their nets to carefully harvest these robust salmon in their prime before they begin their voyage up Alaska's fifth largest river, insuring that salmon that are both fat and tasty. They have learned to treat their catch like delicate cargo enabling the product to arrive at market virtually unblemished.

There are three primary runs of fish in the Copper River, the first being the kings in mid-May. The kings are available only through mid-June.

Copper River King salmon have bright orange flesh with a firm tex-

ture and a very pronounced rich, silky flavor. It is perfect for grilling and baking, but can also be sautéed, broiled or poached. Due to its wonderful flavor, little additional seasoning is needed. They average 25-30 pounds whole and freshly caught, but can be as large as 75 pounds. These fish are exceptionally fragile and cook very quickly.

As a fish cooks, its translucent flesh turns opaque; when it's opaque at the thickest part or translucent at the very center—it's done. By the time the fish flakes, it's already too dry. I have followed the theory that estimates total cooking time of any fish to be 10 minutes for every inch of thickness, measured at the thickest part. This is accurate not only for whole fish, but also for steaks and fillets—grilled, broiled, fried, poached, or baked.

There are few things more deliciously rewarding to eat than fresh fish of any kind and fewer still can match the taste and texture of a bright-eyed, red-gilled, silver-scaled, clean smelling Copper River King. A truly unique product—high quality, short supply, big demand, and consistently first to market. And, how can you resist a name like Copper River King?

Salmon Wrapped in Parchment

- 4 6 oz. salmon fillets
- 1 tsp. ginger root
- 1-1/2 tsp. parsley, chopped
- 2 T. shallot, minced
- 1 tsp. thyme
- 1 bay leaf
- 3/4 tsp. pepper
- 4 T. butter
- 4 T. lemon juice

Distribute ingredients evenly over fillets. Wrap in parchment

envelope-style and set in pan. Bake at 400° for 8-10 minutes.

Doc's Favorite Salmon

- 1 lb. morels, sliced to 1/4" rings
- 1 c. white wine
- 1 c. whipping cream
- salt and pepper to taste
- 4 (6-8 oz.) salmon fillets
- 1 T. vegetable oil

Combine morels and wine in saucepan; cook over medium heat to boiling until wine is nearly cooked away and morels are sizzling. Pour in cream and boil until slightly thickened and sauce is reduced to one half; season to taste and keep warm. Place fillets on broiling pan and brush with oil. Broil 5 minutes with oven door closed, then turn off oven and bake 5 minutes longer with door closed. To serve, pour more sauce over fillets.

Salmon au Champagne

- 6 salmon fillets
- 1-1/2 c. dry champagne
- bay leaf
- 4 peppercorns
- 4 T. butter
- 1/2 lb. mushrooms, sliced
- 3 tomatoes, peeled, seeded and chopped
- salt and pepper
- pinch of sugar
- 1 tsp. cornstarch
- 1-1/2 c. heavy cream

Place fillets in buttered, shallow baking dish. Add champagne, bay leaf and peppercorns. Butter a piece of parchment or waxed paper and place, buttered side down, directly over the salmon. Bake at 375° for 15 minutes or until done. Melt butter in a sauté pan. When butter is very

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hot, add mushrooms, a few at a time. Sauté over high heat until nicely browned. Add tomatoes and continue cooking over high heat until all liquid evaporates. Season with salt, pepper and sugar. Set aside.

Remove fish from oven and keep warm. Pour poaching liquid into a sauté pan and reduce to 3 tablespoons. Add to vegetable mixture. Mix cornstarch into cream. Bring to a boil, reduce heat slightly and continue cooking until thick. It should be thick enough to nicely coat fish. Arrange fish on a flame-proof serving platter and spoon some of the sauce over each fillet. Run under broiler until top is browned.

Salmon Barbeque

- 1 c. vegetable oil
- ½ c. brown sugar, firmly packed
- juice of 3 lemons
- 1 T. fresh dill, chopped
- 1+ tsp. Beau Monde
- 6-7 lb. salmon, scaled and filleted

Combine oil, sugar, lemon juice, dill, and Beau Monde. Marinate fish in this mixture, meat side down, for 3 hours. Prepare barbeque. Place fish in a tray of heavy aluminum foil with sides crimped to a depth of 1", set the tray on a grill over hot coals. Cover loosely with additional foil or cover barbeque. Cook over coals until a milky white substance appears and fish flakes when pressed with a fork. Do not overcook.

Roasted Salmon

- 2 ½ lb. salmon fillet, skin on
- 3 garlic cloves, minced
- 2 tsp. minced rosemary
- 1 tsp. minced thyme
- Kosher salt
- Pepper
- 2 T. olive oil

Line a baking sheet with foil and place salmon skin side down on pan. Rub garlic over flesh side of fish, sprinkle with herbs, and season with salt and pepper; drizzle with oil. Roast salmon in 450° oven for 15-20 minutes depending on thickness of fish. Internal temperature should read 140°. **mw**



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



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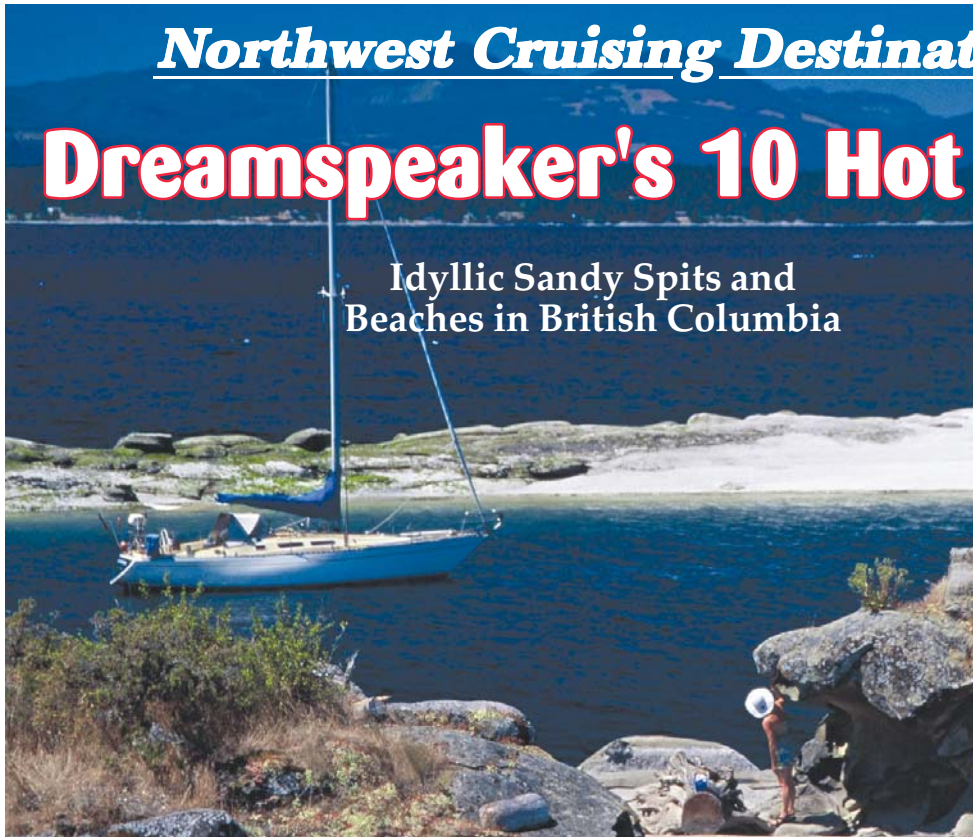


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Dreamspeaker's 10 Hot

Idyllic Sandy Spits and Beaches in British Columbia



**By Anne and Laurence Yeadon-Jones
Photographs and Charts by Laurence
Yeadon-Jones**

From the popular Gulf Islands in the south, to the Sunshine Coast and Discovery Islands in the north, Anne and Laurence have selected their ten favourite spots to dig your toes into squeaky clean sand, picnic with family and friends, build driftwood sculptures, discover heavenly warm water swimming, exercise on a long stretch of sandy beach or enjoy a little solitude watching the afterglow of a glorious West Coast sunset.

Gulf Islands Sidney Spit, Sidney Island

Accessible by boat only, this delightful marine park is one of the most popular on the coast. The island was originally used as a summer camp by the Coast Salish many years ago. Today visitors still enjoy

the spirit of summertime sport that remains. The park has great warm-water swimming off its long stretch

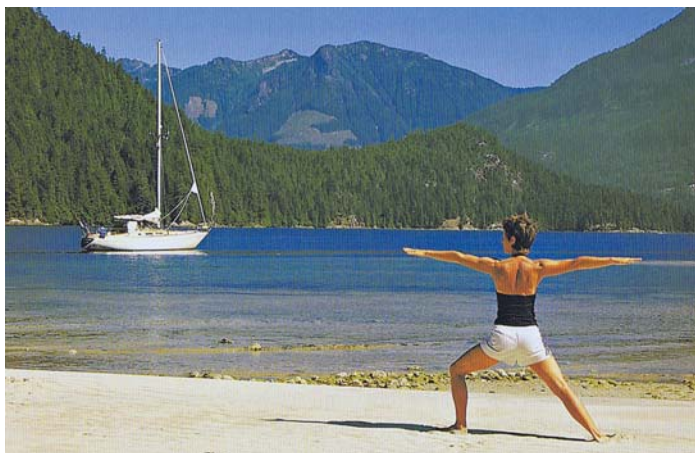
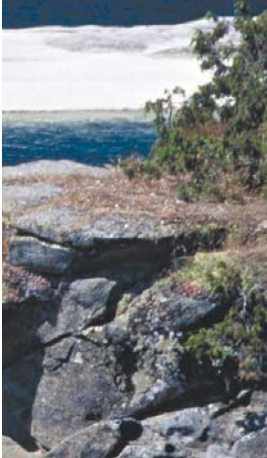
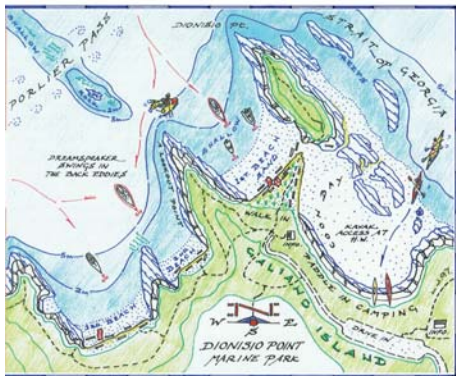
*Photo above - Low-water white shell beach, Herring Bay, Ruxton Island.
Photo below - Most BC beaches come well equipped with log furniture.*

ions

Spots

of sandy beaches; exposed at low tide, the sand heats up the incoming water to a very comfortable temperature. Winter storms also provide interesting beachcombing. The spit is a wonderful place to stretch your legs, and a hike to the light at the end of the spit and back is truly invigorating. The clay and sand banks erode easily, so make a point of staying on the trails to reduce further damage to this constantly shifting shoreline.

Chart right - Three fun beaches to choose from at Dionisio Point Marine Park, Galiano Island. Photo below - Exercise and solitude on the tidal beach in Sechtelt Creek, Salmon Arm. Photo far below - Sand for digging your toes in - Walker Hood, Saltspring Island.



Arrive early if you want to pick up one of the 35 mooring buoys, or tie up at the public dock. Rafting up is discouraged, as the buoys have been known to drag in strong winds. If a summer westerly does spring up, don't panic; take the usual precautions, and be prepared for a rocky night's sleep.

The anchorage area is becoming

shallower each year, so pay close attention to your depth sounder. The lagoon at the south end of the park is intriguing to explore by kayak, canoe or dinghy at high water, especially in the migration months of April and May, as well as from July to September, when shorebirds make a brief stop at the saltwater marsh.

Photo below - The softest white sand at Manson Landing, Cortez Island.
Photo right - The beach at Buccaneer Bay is a good place to make friends.



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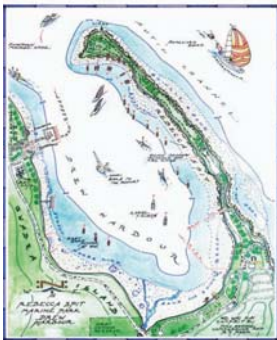
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Chart right - The Dreamspeaker teams end of season favorite, Rebecca Spit, Quadra Island. Photo far right - Rebecca Spit in one of the BC coasts longest spits, with an expansion of tidal beaches.



Walker Hook, Saltspring Island

On a sunny day this is a magical spot to drop anchor, stretch your legs and dig your toes into the clean sand. The hook is formed by a sandy isthmus that connects to a wooded, rocky peninsula. The length of the beach and the width of the isthmus come as quite a surprise. The fine sand-and-shell beach shelves gently from the high water line, then drops off quite quickly, allowing you to anchor well in. The hook also gives some shelter from light northwesterly breezes - we consider this a temporary, day anchorage.

There is good swimming and clam digging off the southeast corner of the beach, with flat rocks near the point for spreading out your picnic lunch. We met kayakers who had explored the drying lagoon behind the beach at high water and were delighted with their

new discovery. Land beyond the high watermark is privately owned, so due respect should be given to property boundaries.

Montague Harbour Marine Park, Galiano Island

As the first marine park established in British Columbia, Montague Harbour ranks as a superstar and is always a delight to visit - it is a very popular anchorage in the summer months so arrive early if you plan to hook up to a mooring buoy. It is an added bonus

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Family action on Tribune Bay's sandy beach, Hornby Island.

to find a vacant mooring buoy or anchorage in the summer months, as this is a popular destination. When approaching the western entrance, keep clear of the rocks off Gray Peninsula - they are well cov-

ered at high tide and extend further than you might think.

The park, which has walk-in and drive-in camping, occupies the former site of an ancient Coast Salish settlement. In the early morning, sit

at the midden site and try to imagine 3,000 years of culture that have left no scars and very little evidence, save for the telltale white shell that spills out onto the beach.

An 8-km (5-mi) trail winds

through fir and hemlock forests, along white shell-and-sand beaches and into a tidal lagoon inhabited by interesting marshland flora. In stable summer conditions temporary anchorage is possible off the beach to

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the west of the harbour and lagoon. This is the perfect location for sunset picnics, as nature provides a spectacular display of glowing colour from burnt orange to hazy pink - a great way to celebrate the end to a perfect West Coast day.

Dionisio Point Marine Park, Galiano Island

When the forecast calls for sunny skies and light to moderate southeasterlies, Dionisio Point Marine Park is the perfect picnic stop. It also serves as a convenient stop for boaters waiting for the tide to turn in **Porlier Pass**.

First Beach is a wonderfully classic sandy beach backed by a grassy isthmus. Honeycombed flat rocks and sandstone sculptured into alien-like shapes flank the points on either side. Swimming is great at high water off the rocks below the lookout point and also in the warm waters of Coon Bay, when the tide begins to cover the sun-baked sand. At high water the bay offers easy kayak and canoe access to the shoreline campsites. Walking trails go out to both Dionisio Point and the lookout point before following the western shoreline overlooking Porlier Pass.

In settled weather overnight anchorage is possible off one of the 3 beaches, although the swell that curves around Dionisio Point makes "First Beach" an uncomfortable anchorage. Better protection can be found off "Second" or "Third Beach." There are numerous campsites and during the summer months this is a popular family destination for both locals and off-islanders.

Herring Bay, Ruxton Island

This charming and quite generous bay is somewhat protected to the west by the drying reef but is open to northerly winds. It supports a large variety of wildlife and migrating birds, and "Jim's Islets" are home to otters and bald eagles. You can spend hours exploring the wonderfully sculpted sandstone ledges or, at low tide, digging for clams on the shell beach between the islets. In the springtime wildflowers abound.

When the tide is down, "Disappearing Beach" to the west of the bay appears, providing a magical, white-shell paradise for just a few short hours. When the tide begins to rise and all is quiet, seals can be found balancing in comical positions on the exposed portions of the reef.

Note: Locals warn of an isolated rock that lies to the south of the reef.

Sunshine Coast

Buccaneer Bay Marine Park, North Thormanby Island

Buccaneer Bay Marine Park offers an idyllic hectare of white sandy

beach and a campsite on Grassy Point, which extends into the gap between North and South Thormanby islands.

Popular with families in the summer months, the bay is a perfect picnic stop, and the steep drop-off makes anchoring off the sandy beach easy. The gap floods at high water, but mid-tide provides blissful warm-water swimming in the "lagoon" that forms in the gap. Sandstone cliffs back the park, and the beaches abound with sun-baked driftwood that provides comfortable backrests for reading or napping. The park boundary is on the southern tip of North Thormanby and the surrounding private properties should be respected. The bay is also home to many seabirds and a vocal colony of

seals, and according to the B.C. Marine Parks Guide, sea lions sometimes frequent the beaches.

Note: Deep in Buccaneer Bay, off Gill Beach, good shelter, good holding and plenty of swinging room are available to survive the strongest of southeasterly winds.

Sechelt Creek, Salmon Inlet

A joy to explore, peaceful Salmon Inlet (in Sechelt Inlet) has two entertaining natural attractions. Powerful Misery Creek, on the inlet's northern shore, is a wonderful surprise as it gushes out into the inlet through a narrow cleft in the huge granite slabs of the sheer rock face. In total contrast, gentle Sechelt Creek, on the southern shore, forms

a delta with a magical white sandy beach at low water. With its powder-fine, squeaky clean sand flecked with shimmering mica fragments, the beach makes a fine picnic spot when the sun shines; lazing in the clear warm water is a blissful experience. Unfortunately, the best things don't last, and on a rising tide this lovely spot gently melts away. Note: Safe overnight anchoring is possible in Misery Bay to the northwest of Sechelt Creek.

The Discovery Islands Tribune Bay, Hornby Island

Beautiful Tribune Bay is completely exposed to the south. Fortunately, the prevailing summer winds in the northern Strait of Georgia are

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Photo above - Sidney Spit, a favorite with northwest boaters.

from the northwest, making safe anchorage possible for a good portion of the season. In settled weather, stay awhile and enjoy the bay's mile-long sweep of fine white sand and idyllic warm-water swimming.

This magnificent stretch of clean

beach is backed by Tribune Bay Provincial Park, well used by locals and visitors alike. Overnight camping is not permitted, but a wooden gazebo and picnic tables are provided for day use.

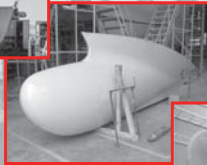
Kayakers wishing to explore the

delights of Hornby Island can pitch their tents adjacent to the park in the Tribune Bay Campsite. It offers hot showers and beach access from "Little Tribune Bay" (local name), west of Spray Point; the bay is also a popular spot for sunbathing au

nature. If you enjoy a good hike, visit Helliwell Park and its scenic bluff trail easily accessed from St. John Point Road, north of the park.

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Stunning expedition style yacht equipped to cross oceans, yet small enough for protected harbors. The perfect size for a cruising couple, this rugged passagemaker has been continuously upgraded and has just undergone a complete repaint!
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56' Nordhavn Motorsailer. This is Hull # 7. She arrived in Seattle in December of "09". Only 200 engine hours. Fully commissioned with every imaginable option for safety and comfort. She is "turn key", ready to start a fantastic adventure!
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49' DeFever Pilothouse. Defevers are large, strong, well built boats, and this pilothouse is no exception. With its Nad hydraulic stabilizers and 800 gallon fuel supply she is ready for long range coastal cruising or a trip to Alaska.
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47' Caliber LRC. A serious U.S. built, long range offshore cruiser, possessing excellent all-around sailing capabilities. She has a solid fiberglass hull with an internal ballasted keel. The elongated fin keel and skeg hung rudder provide very good performance.
\$279,000



45' Tollycraft Aft Cabin w/Cockpit.
Great boat at an even better price. Owner wants offers! This was one of nine 40' Tolly's that had the cockpit added making it a 45' boat.
MAJOR PRICE REDUCTION
from \$265,000 to **\$169,900**



44' Hylas. An extraordinarily elegant 44 foot center cockpit sloop, designed with beautiful lines by German Frers. She is currently undergoing a repower, featuring a brand new Yanmar 4JH4-TE 75 H.P. Diesel with a transferable warranty!
\$184,500



41' Symbol Sundeck. Beautiful and extremely well cared for. Spacious Master Suite featuring Island Queen w/inner spring mattress, "04" canvas, new bottom paint and hull polish. "Glory Days has resided in fresh water for the past 6 years.
\$139,900



45' Hunter Passage 450. This Yacht was designed, engineered and built to provide its owners the ultimate in comfort and livability. She features graceful lines and abundant interior living space, that is waiting to be enjoyed aboard.
\$180,000



42' CHB Ponderosa Sundeck Trawler.
Roomy and in good condition. Excellent live-aboard or comfortable long distance cruiser. Fiberglass decks/aluminum frame windows eliminate leaks associated with other Taiwan built trawlers.
PRICE REDUCED to \$127,000



40' Ta Shing Panda. Featuring a beautiful teak interior, this fine yacht has been set up for Long Range Cruising, consider the following: A new Yanmar diesel in 2008, North Sails, In Boom Main, Harkin 40 Electric Halyard Winch, etc. etc.!
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western corner of Tribune Bay beach. The Co-op offers an excellent selection of bulk foods, fresh and organic produce, specialty items and hardware. It also houses the post office. The Ringside Market has an ambience all its own, with an emphasis on local arts, crafts and pottery, and is the perfect rendezvous spot for both islanders and visitors.

Note: If the forecast indicates "Qualicum" or southerly winds, Tribune Bay will become a lee shore. Substantial swells can develop and enter the bay in only moderate conditions.

Mansons Landing Marine Park, Cortes Island

In settled weather, Mansons Landing Marine Park is the idyllic spot to drop anchor, dig out your bucket and spade and just have fun for a few days. With two inviting bathing spots – saltwater and freshwater – clean, white sandy beaches and magnificent views out to snow-capped mountains, who could wish for more?

Temporary anchorage is possible in Manson Bay, with better protection available behind "Cat & Sheep Islets." Shallow-draft boats wishing to venture into beautiful "Mansons Lagoon" and anchor in the deep basin at the south end should do so with extreme caution. This saltwater lagoon is also wonderful to explore by dinghy or kayak and at low water an abundance of clams and mussels can be collected for the pot.

The public wharf is a colorful place, with visiting boats and local runabouts all happily rafted up together. Provisioning (organic and local) is available at the Co-Op and Cortes Market, a 15-20 minute walk up Sutil Point Road. The Sunset Restaurant and Patio serves an ideal variety of hearty pub-style food.

The white sandy beach and clean, warm water of Hague Lake can be reached by taking the Seaford Road route (off Sutil Point Road) or by hiking along the lovely lagoon-side trail to the "Skinny-Dipping Rocks", where sunbathing au naturel is favoured. Alternatively laze on the family beach or take an exhilarating swim to the big smooth rocks on the lake's eastern shore. Because Hague Lake provides drinking water for lakeside residents, motorboats are forbidden, the use of soap or shampoo is prohibited and dogs are not allowed on the beach or in the water.

Rebecca Spit Marine Park, Drew Harbour, Quadra Island

Magical Rebecca Spit creates a natural breakwater on Drew Harbour's eastern side and is celebrated as one of British Columbia's oldest and most loved marine parks. Year after year, it continues to entice

the cruising boater to its sheltered waters, picnic meadows, shaded trails and gently sloping beaches. With Heriot Bay and its amenities close at hand, this is the perfect spot to begin or end a voyage while cruising the Discovery Islands and Desolation Sound.

Well used and respected by all Quadra Island residents, the park also provides well-maintained trails for running, cycling, walking the dog or just taking a leisurely stroll, and suitably placed benches welcome you to relax and enjoy the breathtaking view. The sand and shingle beaches on either side of the spit are wonderful to explore, and they offer safe warm-water swimming on the inside and a log-strewn beachcombing paradise on the outside.

Its history as a First Nations fortress between the 16th and 18th centuries and its survival, after an earthquake in the 1940s, make Rebecca Spit an intriguing though fragile landmark. To protect the spit from additional erosion today, the park has been designed for day use only. Picnic tables and fire pits are provided for comfortable family get-togethers, pit toilets are placed at convenient intervals and water is available from a hand pump located near the parks information shelter.

To enjoy one of the best spots in Drew Harbour, tuck into the northwest tip of the spit, take a stern line ashore, adjust your watch to "island time" and then sit back and delight in a glorious view out to the islands and beyond. **mwv**



Regular contributors to Northwest Yachting Magazine, Anne and Laurence Yeadon-Jones are also the authors of the popular Dreamspeaker Cruising Guide Series - www.dreamspeakerseries.com Published by Fine Edge in the US and Harbour Publishing in Canada.



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New Products

Up-N-Out Dinghy Ladder

Responding to customer requests, **Scandia Marine Products** has introduced a new wide step version of its popular **Up-N-Out Dinghy Ladder**. This new model is heavier and gives swimmers more

room to place their feet onto the rungs, making it easier to use.

The new **Up-N-Out DW3 Wide Step** model increases the width of each rung from 8 inches to 12 inches. This extra area allows enough foot

area to safely travel up and down, even while wearing swim fins.

Like all **Up-N-Out Marine Ladders**, the new **DW3** uses the same unique interlocking rung system made from solid 316 stainless steel bar. There are no hinges that need lubrication or hollow tubing to gather water, and it automatically forms a rigid structure that gracefully curves outward away from the boat when deployed. To ensure proper traction, **3M Safety Walk** grip tape is also applied to each rung.

The **DW3** dinghy ladder simply



GOST NT Evolution Boat Security, Monitoring and Tracking System

GOST (Global Ocean Security Technologies—formerly Paradox Marine) **NT Evolution** combines the **GOST Nav-Tracker** and Marine Magellan systems to provide boat security, monitoring and tracking in a single unit. It is a hybrid of the **GOST Nav-Tracker** and core Marine Magellan technology, making it the most sophisticated, all inclusive **Nav-Tracker** yet.

NT Evolution uses a third generation tracking website which incorporates an advanced

Google Earth interface and uses the **Inmarsat** network of satellites for ultra reliability. An ideal solution for boats with limited living/bunk space, the unit can be buried and and key fobs can be used to operate it.

NT Evolution can accommodate up to 32 wireless sensors, a hardwired zone input, 16 key fob remotes and up to 8 wireless relays which can control AC or DC functions onboard the vessel. The wireless relays can be used to flash the lights or sound a siren on alarm and can be controlled from the key fob remotes. For customers who keep their boat docked behind their house it is possible to tie one of the



wireless relays into the house security system to set that off when the boat is being tampered with.

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ties to the inside of the dinghy and extends well below the surface so any swimmer can get a firm foothold without a high leg lift to reach the first rung. An oak handle is also conveniently located at the top to give the swimmer a firm and safe grip. When finished, simply untie the ladder and push the rungs together to store.

There are two **Up-N-Out Wide Step Dinghy Ladders** available. The three-step **DW3**, which retails for \$199, and the four-step **DW4** that retails for \$229. Each includes a storage bag and storage strap.

Scandia Marine Products: For More Information Contact: 1-651-433-5058 P.O. Box 325 Scandia, MN 55073. info@scandiamarineproducts.com www.up-n-out.com



SIMULTANEOUSLY SMOOTHS YOUR HULL AND SALVES YOUR CONSCIENCE

Copper has protected boats from the beginning of time. But these are indeed different times. And with that comes **Pacifica® Plus** — a powerful, copper-free antifouling that keeps your hull smooth while reducing your environmental footprint. How does it work? **Pacifica Plus** contains **Econea®** to control shell growth along with **Biolux®** Slime-Blocking technology. **Pacifica Plus** also has a polishing mechanism built in, which means better fuel efficiencies and less carbon and sulfur dioxide being released into the air. And because **Pacifica Plus** is formulated with more solids content it reduces the need for excessive solvent, which means reduced solvent emissions. **Pacifica Plus** is also formulated for use on all substrates, is fast drying and available in clean, bright colors. So what does all this really mean? Simple. You can protect your hull and at the same time make an environmentally smart choice, all with just one slight twist of your screwdriver.



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BOERO ANTI-FOULING PAINTS LAST LONGER. IT'S THAT SIMPLE.

A boat is a big investment. A clean bottom will reduce friction and drag and improve fuel efficiency. That is why Boero antifouling paints contain **Ever-Clean Antifouling Technology** to fight fouling and reduce fuel consumption (while reducing the boats carbon footprint.) Try one of three premium anti-fouling paints at an attractive price and see why many superyacht captains and boat owners select Boero.

Boero Mistral Extra 633 Advanced Self-Polishing Ablative antifouling paint is the longest lasting multi-seasonal, formulation designed to provide maximum fouling resistance. It has 50% more biocide than the Micron brand to fight strong fouling conditions. It can be hauled and re-launched without repainting. It is formulated to wash away at a controlled rate constantly releasing enough slime-fighting ingredients. In fact, Mistral Extra 633 actually becomes smoother with age.



Boero Altura Extra 619 is an **Advanced Hard Matrix**, protective antifouling paint formulated for use in the highest fouling areas. Its high biocide formulation works exceptionally well for high-speed boats or sailing boats alike. **Ever-Clean Antifouling Technology** has unprecedented resistance to barnacles, slime and algae and will perform for extended periods of service. Its hard surface is abrasion resistant and can be scrubbed if desired.



Boero Corsa Extra 642 Antifouling is an environmentally responsible formulation resistant to slime, algae, barnacles and other fouling organisms. It is copper oxide free and its low VOC levels meet every guideline throughout North America. Corsa 642 is an excellent choice for those seeking a low metal content product. Corsa is well suited for fiberglass, aluminum, steel and wood hulls. It will deliver multi-season performance and can be hauled and re-launched without repainting.



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New Products

Really Fast Onboard Email Software

With more and more boaters using satellite phones to stay in touch and thus allowing them more time on the water, this new software from OCENS is pretty amazing because it allows you up to 15 times faster satellite email and that alone can result in up to an 85% airtime savings when using OCENS Mail software with the IsatPhone Pro data service.

OCENS, a leading provider of

satellite data services for the maritime industry as well as a Seattle based company has just announced the immediate availability of OCENS Mail 2.7 with Inmarsat IsatPhone Pro GSPS data service support. OCENS Mail is a software application that keeps families and work groups in touch over satellite phone data services through email and web acceleration, one-touch blogging, and GPS vessel tracking, all opti-

mized for use with satellite phone data service. In fact, OCENS Mail was used in the development of the IsatPhone data services.

"Email is more important than ever for doing business or staying in touch with friends and family when you're on the water. Commercial fishermen and experienced cruisers know that narrowband data speeds are common in handheld satellite phones, but they want email service that's reliable, affordable and easy-to-use," said Mark Freeberg, President of OCENS. "OCENS Mail provides up to 15 times faster email transfers and up to 85% airtime savings compared with uncompressed IsatPhone Pro data speeds, helping users stay in touch with the people and information that matters most."

OCENS Mail satellite phone email service includes:

- Individual or Enterprise level, multi-user editions for email access.
- Automatic detection, setup and dialing of the IsatPhone Pro for easy use.
- Dropped satellite transfers automatically pick up where they left off, saving time.
- Windows 7, Vista and XP compatible.
- Works with any email program, web mail, or the included Mozilla Thunderbird and iScribe email clients.



- Virus Scanning and Spam Filtering.
- Full DES/PGP Encryption for optimum security.

Currently, the IsatPhone Pro supports only Microsoft Windows 7, Vista and XP both 32 and 64 bit. However, OCENS Mail itself is compatible with Mac OS X, Windows, and Linux-based machines, and will support those platforms as they become available for use with the IsatPhone Pro.

OCENS Mail is designed specifically for narrowband satellite data services with handheld satellite phones like the IsatPhone Pro, Iridium 9555 and Globalstar GSP-1700. It also increases data transfer speeds and lowers costs for broadband satellite services such as Inmarsat FleetBroadband, BGAN, Iridium OpenPort and VSAT services, or any IP-based data service.

OCENS Mail is available immediately at www.ocens.com and from select distributors.

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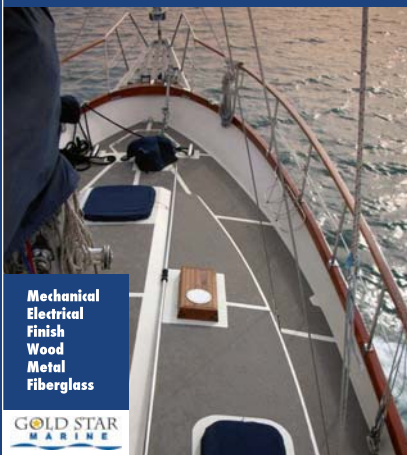
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There are steps that can be taken to protect the hull and defend it from damage caused by excess water damage. Using a good quality epoxy primer has proven to be an effective solution. Up until now this required five or six coats of epoxy primer to be applied to seal the hull. That requires a lot of work, time and money.

Now there is a proven performance high solids epoxy primer called **Defender Underwater Epoxy Primer 613** from Boero YachtCoatings. It includes mica platelets to block the water from reaching the hull. Its high solids formulation builds to the ideal 12 mils of Defender protection in just three coats, not five coats, like other brands of under-

water epoxy. That is 40% less labor to apply more protection, saving time and money. This high solids formulation has less paint thinner and more epoxy resin per gallon to build the protective barrier on the hull. If the hull has gelcoat blistering, Defender will be your best labor savings solution. Defender also delivers ultra low VOC and is excellent for steel, aluminum, lead and even for propellers. For more information go to www.BOEROus.com to print the Defender Bulletin or in the Pacific Northwest you can contact Josh Vankirk at 206-271-7793 or Ken Fulkerson at 206-271-7404.



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Waterproof, buoyant and compact, this unique device can make all the difference in a search and rescue situation. The chances of being rescued are greatly increased thanks to its ability to transmit both AIS and GPS data to all AIS receiver-equipped vessels and land based VTS (Vessel Traffic Services) stations within a 4 mile radius. The first of its kind, the **Smartfind S10 AIS Beacon** features an inbuilt high precision GPS receiver, and transmits target survivor information, including structured alert messages, GPS position information, and a unique serialised identity number. Bearing, range and location information are accurately transmitted and displayed on the AIS receiver or plotter screen, giving potential rescuers all the information they require to carry out swift retrieval of an individual.

The Smartfind S10 AIS Beacon

will transmit continuously for a minimum of 24 hours, regularly updating position information, and has excellent longevity thanks to its five year battery storage life. Waterproof to 60m, it also features a flashing LED light to assist with visual fixing and night-time location. Measuring 9.7" x 1.7" and weighing just 5.29oz, it is small and light, making it easily portable. The beacon is easy to activate, with a simple two-stage activation function that can be used, even when wearing gloves.



The Smartfind S10 AIS Beacon will be available from Q2 2011, with a retail price of 349US\$ + tax www.fastfindplb.com

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SEATTLE

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 FOR ADDITIONAL YACHTS

High Contrast Polarized Sunglasses

We had the opportunity to try a set of these glasses during the recent PSSR Regatta and we were impressed. The usual problem with being on the water, besides the obvious lack of sunshine this year, is that the ambient lighting conditions on the water have an overabundance of blue and green light due to the light reflected off water. While some lenses address this problem by blocking this entire color range (resulting in color distortion and the inability to accurately recognize colors), the **Revo Water lens filters** only specific wavelengths, resulting in accurate color that eliminates the blue haze without color distortion.

The result is that when you're looking upwind you can actually see the next puff as it works its way down towards you and with a bit of practice you can actually begin to see if it's a heading or lifting puff. These are just the subtle

puffs we sail in all the time not the big puffs coming off the beach in pre-frontal weather scenarios. So overall you get enhanced clarity, accuracy and visual enhancement which will work for whatever you want to do on the water, fishing, boating, travel, or just walking on the beach.

Along with the new Water lens, Revo is also launching 4 new styles this spring.

Revos are sold mostly at Sun-glass Hut and other specialty retailers nationwide. Online at sunglasshut.com as well.



New Products

ROPE-A-DOPE Nautical Speed Bump

We've all had it happen... you see a speeding boat approaching your vessel, too close and too fast. You try and hail them on the VHF, then frantically wave your arms in the "Slow Down" signal, but to no avail. You yell to your crew, "Hang on, big wake", and throw the wheel hard over to try and take the wake at an angle. The boat rocks, equipment flies, and people stumble. Fuming, all you can do is use language inappropriate for the VHF. What else can you do?

Well, now there is something you can do, the **ROPE-A-DOPE Nautical Speed Bump**. Next time you see that vessel approaching, just pick up your handheld Speed Bump Launcher, and fire the highly visible bright yellow line in front of the unsafe boat. Captain Perp then makes his choice. He can continue on his reckless path, and be brought to a halt as the Speed Bump does its job, temporarily tangling his prop



for five minutes. Or, he can slow down, and pass safely over the Speed Bump. The patented Speed Bump line will float on the surface for approximately 30 seconds, then quickly sink and decompose within five minutes.

ROPE-A-DOPE is the latest product from WHAT, in Friday Harbor, WA. WHAT manufactures a variety of marine products, including the Otter Cob, the Splashlight, the Lubber Line, and Sta-Dri Marine toilet paper. The ROPE-A-DOPE can be ordered directly from Friday Harbor Marine, 360-378-6202.



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New Boats

Nordhavn 120

This another exciting project going on with the crew at Nordhavn and it is moving right along. The construction of the Nordhavn 120, and just-released renderings reveal the classic lines and opulent detail the finished hull number one will offer her new owners. At 120 feet, this super-yacht is the biggest project for Pacific Asian Enterprises, Inc. (PAE), manufacturer of the Nordhavn line.

Production continues on schedule at Nordhavn's partner factory, South Coast Marine in Xiamen, China. Currently, the hull and deck are joined while the engine beds are prepared and ready for installation of the main engines (twin MTU 8V 2000 M72 rated 965HP @ 2250RPM). Delivery is slated for mid-2012. "This boat is really going to grab the attention of those who are in the 120-foot market," noted Trever Smith, who oversees the 120 project for Nordhavn.

The brand's heritage is certainly reflected in the new flagship of the fleet, punctuated by the unmistakable expedition style Nordhavns are known for.

Yacht interior designer Destry Darr has been commissioned to develop a high-end custom interior for hull one. The look will be simple and elegant yet contemporary in its styling. African cherry has been selected as the primary hardwood to be used throughout.

The N120 becomes the queen of Nordhavn's fleet of 16 ocean expedition yachts with the smallest starting at 40-feet in length. PAE staff members and guests took an N40 around the world in 2001 in a fast trouble-free 6 months. This same

commitment to true offshore performance and safety is built into every Nordhavn.

Another trait the N120 shares with its smaller siblings is an uncommonly low-carbon footprint in terms of fuel usage. The N120's fuel-efficient diesel engines and full-displacement hull come together to give an owner worldwide transoceanic range without unnecessarily fouling the environment. "While fuel consumption may not be a major concern for those fortunate enough to own an N120, a smaller carbon footprint and total luxury appointments have proven appeal to the yachting community," says Nordhavn President Dan Streech.

In true super-yacht fashion, the



N120 will be customized to the owner's chosen independent interior designer's specifications.

At a length of 120 feet, 7 inches (36.75m), a beam of 27 feet, 11 inches (8.51m) and a draft of 9 feet (2.74 m), the N120 is designed to fit in a marina anchorage. She is ABS-classed and designed and built to comply with any international classification. The N120 will be sea-trialed and commissioned at the factory in the presence of its owner's crew, who will then deliver it on its

own bottom at a cruising speed of about 12 knots.

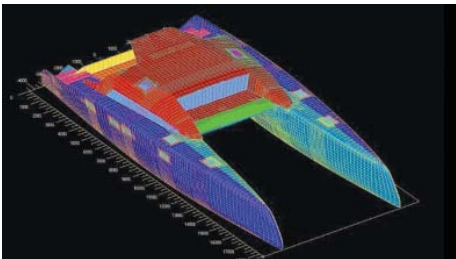
Northwest Dealer: Barbara Lippert, Nordhavn Yachts Northwest, 2601 West Marina Place, Suite S, Seattle, WA 206-223-3624.

Specification: (preliminary): LOA 120.58' (36.75m), LWL 108.33' (33.01m), Beam 27.92' (8.5m), Draft 9.0' (2.74m), Displ (half) 740,992 lbs (336.108t), Fuel 17,500 Gals (66,245L)



New Boats

MC2-60 Catamaran



Now this should be very interesting, especially when you could take delivery down-under, cruise the Whitsunday islands and do Hamilton Island Race Week as part of shake-down. McConaghy, the custom yacht building specialist behind some of the world's fastest and most successful racing yachts, including the record breaking *Alfa Romeo*, *Wild Oats*, and *ICAP Leopard*, has teamed up with racing multihull specialist Banuls Design to launch a new range of semi-custom high-performance catamarans, that should set new standards of build quality, precision and performance.

Named MC² - McConaghy Catamarans, with reference to the two hulls - the range will start with the MC²60, which represents the next generation of composite, high-performance luxury catamarans.

The designer, Renaud Banuls, gained his experience in multihulls design during his 10 years career at VPLP where he was instrumental in the design of the America's Cup winner *BMW Oracle* and the Maxi trimaran *Banque Populaire V*.

The construction of hull #1 of this speed catamaran will start in

June 2011 for a delivery in September 2012, redefining speed as the real luxury on a sailing catamaran.

Raphaël Blot, Manager of the new luxury catamaran range comments: "The term 'high-performance catamaran' is frequently overused. Many supposedly fast sailing catamarans are in reality too heavy to sail fast, as weight is the enemy onboard a multihull. They reach double-digit speed in quite specific conditions - such as 20 knots of wind on the beam - but beyond this are otherwise quite slow. At just nine tons displacement the MC²60 is substantially lighter than existing 55-60 ft cruising catamarans, which means the MC²60 will be a fast catamaran even in light wind conditions and upwind."

The MC²60 is not a stripped out racer. Displaying an open space minimalist design without sacrificing comfort, the MC²60 is a luxury cat that offers four cabins in its standard design, and to accommodate individual needs this innovative fast cruising catamaran is offered on a semi-custom basis.

This fast cat has been designed to be easily sailed shorthanded and maintained without a full time crew, yet is large enough for comfortable day sailing and extended cruising.

By applying the most innovative race-inspired design, engineering and building techniques to high-tech composites, McConaghy delivers a top-end boat that embodies the cutting edge of performance. The MC²60 sets new standards in construction, speed, luxury and design. With its sleek shape and race-inspired reverse bows, this ultimate catamaran oozes elegance and should be a total blast sail. Call me for sea trials.

Contact the builder at www.mc2catamarans.com or by email at mc2@mcconaghy.com

Specifications: LOA 60' (18.28m), LWL 60' (18.28m), Beam 28.21' (8.6m), Draft 4.6'-10.5' (1.4-3.2m), Displ light 19,841lbs (9.0t), Displ loaded 25,352 lbs (11.5t), Mast height 81.36' (24.8m)

Cruising in Warmer Waters

Way Leads to Way The Dominican Republic

by Carolyn & Bob Mehaffy

Now in our fifteenth year of cruising, we seem to have developed a clearly recognizable pattern: we adhere to no long-range program at all. Admirable are those cruising sailors who set out to go around the world, and do it; those who set sail down the Pacific Coast to see Mexico before hopping on the Coconut Run; or those who continue on through Central America and the Canal de Panamá to cruise the Caribbean and the East Coast of the US.

We, on the other hand, have always had a long-range plan *in mind* for each season but have rarely followed it much beyond the first leg. That is, we know where we think we want to go that season, but what we don't know are the weather imperatives that often arise or, more frequently, the many distracting alternatives we'll be discovering at each waypoint.

Thus it was that we ended up spending much of the 2009-2010 cruising season in Puerto Rico and the Spanish Virgins, after our timing—lingering too long in Curaçao, an island we'd never thought to visit only a year earlier—and the wind and sea conditions of an up-

wind passage diverted us from Grenada and a cruise among the other Windward and the Leeward islands arcing to the east and north into the Caribbean.

Not more than a week or two before we had scheduled to sail from Puerto Rico back to Cartagena, Colombia, where we would once again store *Carriclee* on the hard for the summer, the possibility of visiting the Dominican Republic occurred to us. After all, we reasoned, we had already planned a stop at Isla de Mona, the westernmost island of Puerto Rico, only 45 miles from the Dominican Republic.

After downloading the online book *A Cruising Guide to the Dominican Republic*, by Frank Virgintino, we grew even more enthusiastic about this new cruising plan. From Isla de Mona, our easiest access to the DR (Dominican Republic) would be the south coast, and Virgintino writes in his guide, "Nothing in life is perfect, but the south coast of the DR is as good as it gets."

When we arrived offshore of Mona and found the anchorages there untenable, our disappointment was somewhat ameliorated by the knowledge we'd have a couple of extra days in the DR be-

Photo above - The sun sets behind Marina ZarPar in Boca Chica, on the south coast of the Dominican Republic. Photo below - The west portal of the Catedral de Santa María de la Encarnación, the first cathedral of the Americas.

fore we needed to continue on south to Cartagena.

Initially, we had thought ten days or two weeks would give us enough time to harbor-hop along the south

shore of the DR, sampling a sprinkling of the recommended anchorages on that coast.

Our encounter with the first of the destinations we'd selected to



Photo left - Bob selects mangos at a fruit stand on the outskirts of Jarabacoa, a mountainside village among the farmlands north of Santo Domingo. Photo left, center - A street scene in the historic city of Santo Domingo, capital of the Dominican Republic. Photo below - A street view of the west portal of the Catedral de Santa Maria de la Encarnación, the first cathedral of the Americas, begun in 1510.

sample along the southern coast of the Dominican Republic did not bode well. After our aborted visit to Isla de Mona, we arrived before dawn the following day at Punta Cana, the southeast point of Isla Saona, a national park lying only 1 mile off the southeast tip of the DR. By the time we reached the northwest anchorage off Saona, the 20-knot south winds and 5-foot seas on 5-second intervals were creating such turmoil in the anchorage it would be neither comfortable nor safe. As exhausted as we were from an unanticipated overnight passage and as excited as we'd been about visiting this highly acclaimed national park, we elected to move on west along the southern coast to the second DR destination on our list.

Marina ZarPar, in Boca Chica, 40 miles farther west along this south shore, would be a convenient stop-over for us to visit the historic city of Santo Domingo and other nearby sites, as well as to reprovision.

Approaching the channel into Marina ZarPar at the end of 34 hours of continuously wretched sea conditions, from far out to sea we happily spotted the channel entrance buoy for the ship channel. To the port side of the channel, about 2 miles from the entrance buoy, the gantries ashore were busily loading and offloading ships at the container terminal. Once alongside the commercial docks, though, we shuddered when we identified the tricky passage into the marina off to starboard. A few widely spaced small red channel markers seemed to be lined up against the rocks of the harbor breakwater, from which explosions of the ocean swells shot skyward.

We were almost atop the most seaward of these red markers before we spotted the green markers opposite the red, identifying the narrow passage along the sea wall. Scarcely had we time to sigh with relief when the next hazard appeared. Only a few hundred yards beyond the last pair of channel markers, a wide crescent of pale turquoise water spread out from the shore in an irregular line toward La Piedra, the small island to starboard that shelters the marina. With no markers to show us the way around or over this sandbar, how were we to find the channel?

Minutes before we reached the shallow water, a *lancha* coming from the marina sped toward us. The young man at the helm stopped mid-channel 300 yards in front of us, where he waited, motioning he would lead us around the sandbar.

And what a winding path he, and we, took between the lovely island, seemingly an extension of the sandbar, and the docks of a small yacht club and then the marina!

Our trepidation about this entrance channel had immediately evaporated as this young man led us expertly into the fairway of Marina ZarPar. Almost as immediately, our plans to harbor-hop along this south coast before veering off for Colombia evaporated as well. After only a day or so in this comfortable marina in Boca Chica, we were captivated by the many enchantments of this small, but historically large, area of the Dominican Republic.

Inside the marina, Rasil, the young man in the *lancha*, who, we soon learned, is also the harbor-master, led us to the fuel dock, where he instructed us to tie up *Carricklee* and wait aboard for an inspection. No more than ten minutes later, two men from Customs and the drug enforcement agency came aboard to inspect both above and below decks. As soon as they were satisfied we were transporting nothing illegal, they released us to go to the marina office, where the immigration officials awaited us.

Nowhere else among all the Latin American countries to which we've taken *Carricklee* have we had a more efficient check-in process and more



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Photo above - The Torre del Homenaje, a Spanish colonial watch tower (1503-1507) at the junction of the Río Ozama and the Caribbean.

amiable port officials of the various agencies. (Contrast this process of under an hour's duration with the 10-12 hours spread over two days—including multiple taxi rides to visit and re-visit offices scattered from one end of town to the other—we recently spent both when checking into Costa Rica at Golfito and again when checking out in Puntarenas.) We were becoming more enamored of the DR at every turn.

Rather than a slip in the marina, we requested one of the four marina moorings between the docks and La Piedra, preferring, as we usually do when we have the option, the unfettered view, the breeze, and the solitude outside the marina.

The services of Marina ZarPar, all of which are available to those on the moorings, are impressive. Rather than each boat crew having to arrange for taxis both to and from the supermarket, as is common in most other marinas where the distance to markets is too far for walking, this marina has a van and driver available to shuttle boat crews, with-

out charge, to the market and back, as well as to the airport, where we went a few days later to pick up a rental car. In another extreme rarity among Latin America marinas, ZarPar also has a self-service laundromat for marina occupants.

As we grew to know Rasil, the harbormaster, he became one of the many bright lights in this marina. He was, first off, a helpful resource for supplies and services, cheerfully making phone calls to locate, for example, motor oil for the boat and a rental car for sightseeing. Perhaps the assistance he gave us when I lost my big toenail in a surprise meeting of the tube of our sportboat and the underside of the dock was the most welcome. After Rasil explained to us where we should go for medical treatment, we were heading out the door to the rental car we had for exploring inland when he asked us to wait for a minute. A phone call from Rasil brought another one of the marina employees to accompany us to the emergency room at

Photo below - This young man tends the fruit stand on the outskirts of Jarabacoa, a mountainside village among the farmlands north of Santo Domingo.



the clinic in Andrés. Though this man spoke little English, he was accustomed to speaking Spanish to sailors such as we who have only the most basic Spanish language skills, and he proved invaluable to us in clarifying the doctor's explanations for treatment and care.

Rasil was also resourceful in bringing together sailors in the marina who share interests beyond the obvious one of boating. When he learned we're writers, he made arrangements for us to meet Frank Virgintino, the author of *A Cruising Guide to the Dominican Republic*. Frank has owned a number of marinas on the East Coast and also helped to design and build Marina ZarPar. While I sat aboard *Carricklee* with my foot with its throbbing toe propped up, Bob spent a few hours visiting with Frank and his wife aboard their 78-foot Garden-design ketch on the docks at the marina. By the end of the second day we had already become acquainted with the crews of the two other boats on moorings, a third boat having left the day after we arrived. Both these crews have become lasting friends with whom we still exchange e-mails regularly.

Part of the delight of getting to know our closest neighbors, the crew on the sailboat *Osprey*, a 45-foot Adams-design steel boat built in Australia, was that it included not only a couple but their two adolescent children as well. Johnny, the dad, had owned a boatyard in Annapolis, and he and Bob could happily talk about boats and boat problems for many hours. Johnny wanted to take a look at our malfunctioning Alpha autopilot aboard *Carricklee*, but he was as mystified as we are still by its problems.

Wendy, the mom, a professional writer, now writes a monthly column for *Cruising World*, with Johnny often providing technical support. The four of us had many stories to share from our writing careers, hers primarily in newspaper journalism before she began to write about cruising.

The two adolescents—Kao, a boy aged 13, and Kailana, a girl aged 10—could be the poster children for the benefits of parents' taking their children cruising at this age. Whenever we were in the cockpit in the afternoons, after their home schooling was over for the day, we watched these two entertain themselves, paddling kayaks, sailing Optimus boats in the slot between the moorings and La Piedra, and, for endless hours, it seemed, swinging out on lines attached to the boat before dropping into the water to swim around and do it again. With their enthusiasm for everything in, around, and on the water, and their complete ease with adults, they added a real spark to the visits we shared with this family.

The other couple we came to know

well, and with whom we also still exchange e-mails, is Peter and Louise aboard *Passagemaker*—yes, the original *Passagemaker* of Robert Beebe fame. Peter, a Brit expatriate who has lived and worked in Trinidad for the past 30 years, had purchased this old wooden trawler a couple of years earlier and worked on it a year in Trinidad to make it seaworthy again. When he began looking for a crew to cruise with him through the Caribbean, Louise, a young South African herpetologist taking time off from her career, signed on to sail with him for a few weeks.

When we met them in Marina ZarPar, that "few weeks" had become several months. As of this writing, *Passagemaker* is back in Trinidad, where Peter is once again

working on its various systems while Louise is back in South Africa for a short work stint. When she returns in the fall of 2011, they have an ambitious cruising plan: to transit the Canal de Panamá, cruise south along the Pacific Coast of South America, round Cape Horn, and return to Trinidad.

In addition to all the cruising/boating common links we have with this couple, Peter is trying to break into freelance writing, his first article soon to appear in the magazine *Passagemaker*.

While we could, of course, have met the crews of these other three boats anywhere, the situation at Marina ZarPar facilitated these meetings in all three cases. The marina is a small, intimate one, and the four

moorings make up an even smaller community. In addition to the restaurant and bar where cruising sailors can meet, the services of the marina, too, provide opportunities for meeting other sailors. We met Johnny and Wendy in the van to the market early on our second day there, and we met Peter in the office, where we both were waiting for the marina van, in his case to go to the airport.

Despite all our socializing in Marina ZarPar, we did find time to get an introduction to Santo Domingo, the capital city of the DR, and to other nearby communities.

One morning we walked a couple of blocks to catch a bus along one of the main arteries into Andrés, the town ashore of the marina. The bus



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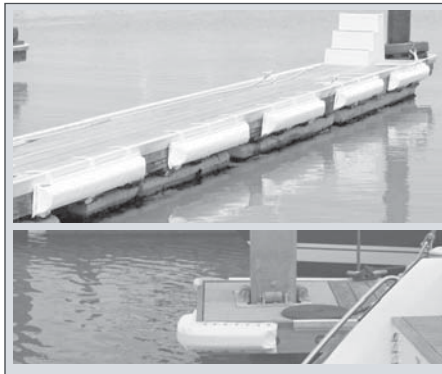
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route took us through the heart of this fairly typical small Caribbean town, where a modern-world traffic jam threatened to blockade the narrow streets while under the arching shade trees of the central plaza traditional vendors selling coffee and fruit juices from their carts and old men on benches seemed oblivious to the confusion.

The 12-mile ride into the city took close to an hour despite our being on an "expreso" bus—re-

minding us again an *expreso* or even a *directo* or a *rápido* bus doesn't necessarily go directly to the destination without stopping. In this instance, *expreso* meant only that the bus stayed on the main road. But we have also learned to enjoy these extended rides that create a relaxing atmosphere in which to people-watch. The two of us, as usual the only *sringos*, exchanged smiles and greetings with others on the crowded bus—men and women



Photo above - A mule-drawn fruit cart on the streets of the colonial city of Santo Domingo.

Photo below - Chino, our guide in Santo Domingo, shows his enthusiasm for the history of his city.



in their office work attire, mothers with young children, and a few apparent street vendors with their bags of produce, deep-fried foods, carvings, and woven bags and belts.

Uncertain precisely where we should get off the bus, we missed the stop for Parque Colón, the central plaza in the historic district. Thus we had a walk of a few blocks to get back there. But as usually occurs with these sorts of missteps, this one, too, provided the impetus

for us to stop the first person we met to ask for directions. This man, to our good fortune proficient in English, exhibited the usual *latino* graciousness, content not simply to give us directions for getting to the plaza. While he accompanied us the several blocks back, we discovered we had in common our backgrounds as college professors and his current occupation as a professor of art at a university in Santo Domingo. When he recognized our



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interest in the history of his city and country, he gave us a mini-tour of the historic locations and structures we passed along the route.

After walking around the plaza for a few minutes, we approached a couple of men, pardoned ourselves for the interruption, and asked them, in our best Spanish, where we should go to find a city tour guide for the day. The older of the two hesitated momentarily and then replied, in English, he would be our guide.

"We said, 'Oh, you're a guide?'" He smiled, pulled from his pocket his name tag on a lanyard, and slipped it over his head.


"I'm usually the guide of the guides," he said. "But today I'm not teaching and will show you Santo Domingo. I am called Chino."

Then we negotiated the cost for the various tours possible for the day. We chose a walking tour of the colonial city that is the oldest extant city in the Americas. Before returning to Spain in March 1496, at the end of his second voyage to the Americas, Cristóbal Colón (Christopher Columbus) left instructions for his brother Bartolomé to find a new site to replace the first settlement, Isabela, as the capital of Hispaniola (the island that is today Haiti and the Dominican Republic), as well as of the Spanish Indies. Immediately thereafter the *conquistadores*, along with the often forced labor of the indigenous Taino people, began construction of the city of Santo Domingo in 1496-97.

Chino took us first through the Parque Colón, the central plaza, to the first cathedral of the Americas, the Catedral de Santa María de la Encarnación, its construction ordered by Spanish royal edict in 1510. Construction began soon after the architect, Alonso de Rodriguez, arrived in Hispaniola in the summer of 1510, though the completion of the cathedral was delayed for some 30 years. In the meantime the discouraged architect took the plans on to Mexico, where he constructed the Catedral de Ciudad Mexico (Cathedral of Mexico City). In 1546 Pope Paul III elevated the Santo Domingo cathedral to Catedral Metropolitana y Primada de las Indias, officially confirming it as the first cathedral of the Americas.


Another distinction of this historic cathedral is that it was the first permanent resting place for the remains of Cristóbal Colón and his son Diego. Though the two explorers died in Spain, Diego's wife honored their request to be buried in Hispaniola and brought their remains to be interred in a crypt under the main altar of the cathedral.

An urn containing what workmen at the time believed to be Columbus's remains was removed to Cuba in 1795, after Spain ceded Hispaniola to the French. Restoration on the cathedral in 1877 revealed, however, that the authentic




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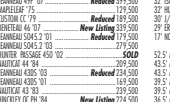
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urn was still buried in Santo Domingo. Since 1992 the urn has been in El Faro a Colón, a contemporary "lighthouse" that is in fact a mausoleum honoring the memory of Cristóbal Colón. (This lighthouse was closed the day we were there, so we were unable to see the urn with the original engraving done in Valladolid, Spain, shortly after Columbus died there in 1506.)

For our lunch break, we asked Chino to take us to a typical DR restaurant; he led us to a small courtyard behind one of the old colonial buildings. Here, he said, is where the tourist guides eat. And, indeed, almost all of the dozen or so other patrons who came in and out of the restaurant were wearing the white shirts, with name tags around their

Photo below - Behind this wrought iron fence lies the entrance into the parade grounds of a military complex over which rises the Torre del Homenaje (Tower of Homage), a medieval tower constructed between 1503 and 1507.



Photo above - A metal sculpture of a horse on the terrace of the Casa del Comendador de Lares, the early 16th century home of Nicolás de Ovando, the man who supplanted Columbus as commander of the Spanish Indies.

necks, required of the official guides for the old city. The "typical" meal was identical to the typical Puerto Rican meals we'd had: rice; black beans; a small salad of iceberg lettuce, tomatoes, onions, and strips of red bell pepper; and a choice of turkey, chicken, or beef, each in its own sauce. Without being exceptional, the meal was good and substantial and fortified us for the remainder of the day.

We continued our stroll through the old cobbled streets, past only a handful of the 300 or so historic monuments of this World Heritage city. Though the city, and the Dominican Republic, is no longer the jewel it once was, the sturdy stone buildings retain enough of their former grandeur to substantiate an early Spanish report, quoted in Alec Waugh's classic history of the West Indies, *A Family of Islands*: "As touching the buildings, there is no city of Spain to be preferred before this [Santo Domingo], generally. The houses are for the most part of stone.... [T]he streets are much longer and plainer and without comparison more direct

and straightforward.... It hath the sea so near, that on one side there is no more space between the sea and the city than the walls. On the other part, ... passeth the River Ozama."

One of the oldest of these structures from the early 16th century, "so magnified and princelike that Your Majesty may be as well lodged therein as in any of the most exquisite builded houses of Spain," is the Casa de Comendador de Lares, the early 16th century home of Nicolás de Ovando, the efficient and effective administrator who supplanted Columbus as the commander of the Spanish colonies. The most noteworthy of the features of this *casa* is the portal, described as "Gothic-Elizabethan" and said to be the only one of its kind in the New World. This *casa* today houses a compelling array of historic artifacts—furniture and housewares, clothing, swords and artillery—that give vitality to this preeminent and enduring colonial city, enduring despite the mighty efforts of the English buccaneer Francis Drake to destroy it completely.

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A first-hand account of his attempts in 1587 gives graphic testimony to the sturdy magnificence of the city structures: Drake and his sailors "spent the early part of the mornings in firing the outmost houses, but they being built very magnificently of stone with high lofts gave us no small travail to ruin them. And albeit for divers days together, we ordained from each morning by daybreak until the heat began at nine of the clock that two hundred mariners did naught else but labor to fire and burn the said houses, . . . yet did we not or could not in time consume so much as one third part of the town . . ."

With our guide, Chino, still going strong, and clearly having much more of his beloved city he'd like us to see, at about 4 p.m. we finally had to call "Halt" and thank him for a fabulous tour and a day of rigorous exercise.

For our next adventure the following day, we drove a rented car out into the countryside to see the farms and small towns of the people. Our new friend Frank, who spends much of his time in the DR and whose wife is a native of this country, suggested we go to Jarabacoa and on up the mountainside to La Confluencia, a locally popular site at the confluence of two rivers north of Santo Domingo. On the weekend we visited La Confluencia, not many local tourists were there, and clearly not too many *gringo* tourists are ever there. We were the center of everyone's friendly interest.

The site was indeed lovely, the two rivers below rushing down out of the mountainsides to become a third, and the air was refreshingly cool. We resisted the temptation to climb down one of the river banks to test the waters, for I had just that morning lost my toenail. Instead, we had a cold drink and watched the dozens of boys riding their horses under the trees, these small, elegant horses resembling the popular *paso fino* of Puerto Rico.

Downstream alongside the easternmost of the two rivers, we had an excellent lunch at the restaurant Rancho 2 Rios, but, even if the meal had been mediocre, the jungle riverside ambiance of the location would have made the stop a pleasure.

This day's drive had added a bridge between the era of the colonial city and the modernity of the marina. On the long stretches of farms and small farming communities, we imagined we were observing people who were farming and living much as their ancestors had done. We certainly saw little farm equipment that would convince us otherwise. Horse- and oxen-drawn ploughs and wagons were far more common. Nevertheless, cars and trucks create the same traffic jams on the narrow, winding streets of these small communities as they do in the big city.

When the date to take the last of our sea roads that season, to Cartagena, arrived much too precipitously, we felt nonetheless happy that our wandering ways had led us to the Dominican Republic and that the exigencies of the weather had given us some extra time here. As does the narrator in Robert Frost's poem "The Road Not Taken," we will perhaps be telling "with a sigh" of our having missed the islands of Mona and Saona. And once missed, these islands will almost surely not be on our future route as "way leads on to way." In almost the same breath, though, we'll add we wouldn't have wanted a day fewer of this brief acquaintance with the little heralded and "less traveled by" Dominican Republic. **mw**

Carolyn and Bob Mehaffy, regular contributors to *Northwest Yachting*, now have their Hardin 45 ketch, *Carricklee*, back on the Pacific Coast after four years in the Caribbean and a transit through the Panama Canal in January. 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.



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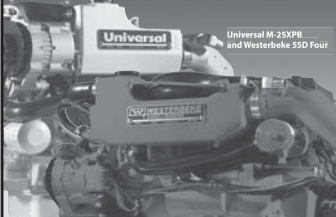
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Peter *On the* Marsh *Waterfront*

Built in Portland: the New Generation of Hawaiian Catamarans

Schooner Creek (or Portland- Built) Catamarans Riding the Hawaiian Waves

Think of Hawaii and you think of sun, palm trees . . . and catamarans! They are as much an island tradition as leis and hula dancers. Dozens of charter cats take visitors to the best spots to snorkel, sight see, or just enjoy the sunset and a cocktail. The modern offshore racing catamaran was invented in Hawaii in the 1950s, and some of those boats were converted into charter boats when affordable air flights brought an increase in tourism in the 1960s.

Those vintage boats and others built during the first multihull boom are showing their age and need to be replaced. A new wave of catamaran building began around 2000. Although most of the successful American multihull designers live on the west coast, reputable western boatbuilders shied away from building multihulls because of issues like the need for ultra-light weight and stiffness, the large area to be faired and finished, the physical space needed to build, and the ability to launch.

So there was a golden opportunity for an experienced and innovative west coast yard to catch the new wave of high-tech multihull construction. But few of those tourists—or readers of *Northwest Yachting*—are aware that the yard that became the number one place on the west coast to build a charter catamaran is Portland. (Best known for its weather I guess; as I write this, we are currently experiencing the wettest spring in history!)

Many readers may be surprised to learn that the dominant catamaran builder on the west coast is Schooner Creek Boatworks. After all, this Portland shop has been a respected builder of wood-composite monohulls for over 30 years. These have included craft like the 70s sled *Rage* that has raced to Ha-

wai numerous times, and the Open 60 *Ocean Planet* that Bruce Schwab twice raced around the world singlehanded.

Catching the Multihull Wave

The next commission Schooner Creek bid after *Ocean Planet* in 2001 wasn't for another high-performance keelboat it was for a Coast Guard-inspected motor catamaran! I don't think the yard's owner Steve Rander, or anyone else, suspected that this was the start of a long-running building streak. The record now stands at four custom catamarans from 54-65' long launched into the Columbia River in six years—each with its own unique construction method and materials. What's more, Rander has personally deliv-



Photo above -The Teralani 3 is a 65' Hughes cat based in Hawaii that is very similar to Alii Nui. Photo below - The crew who were sailing the boat to Hawaii received a special blessing. (Steve Rander is second from left.)

ered two of them to Hawaii!

This record has barely caused a ripple of interest in the national boating press. The likely reason is that three of these boats are U.S. Coast Guard-certified to carry passengers, which technically makes them commercial vessels not yachts in spite of their beautiful finish. And once these new catamarans are

in the water, the owners first concern is sailing to Hawaii where the boats can start earning their keep. So there's no time for press outings and photo shoots.

2003: Kurt Hughes 65' Hawaiian Charter Motorboat

Longtime Seattle sailor and ar-





Photo above - The Trilogy was also launched by Campbell Crane, in the summer of 2010. The design uses shallow full-length keels to prevent leeway and protect the rudders. Photo right - Maui Dive Shop arranged for these two wonderful local hula dancers to perform with accompaniment at the launch ceremony, which really gave the event a Polynesian feel. Photo below - The Teralani 3 is a 65' Hughes cat based in Hawaii that is very similar to Alii Nui.



chitect Kurt Hughes had become one of the leading independent designers of charter catamarans in the US. A developer in Hawaii came to him for a new 65' power cat to carry vacationers from Ko Olina to the scenic north coast on Oahu. Schooner Creek was asked to bid on the job, and won the contract to build the boat in fiberglass/foam sandwich using an external mold.

One of the double bays in the Schooner Creek building became the mold shop, where the building crew quickly set about constructing a full hull mold. When that was completed, the benches, racks and machinery to support a modern fiberglass lamination operation were set up. Two hulls were pulled out of the mold, and the team soon had them positioned to receive the cross arms and bridge deck, which were prefabricated in the adjacent bay.

Like all the Hawaiian charter boats, the *Kai Ole Ole* only needed a simple deckhouse open to the breeze with a bar, twin changing rooms and showers. It is USCG-certified for 65 passengers, and was narrow enough to be rolled out on the TraveLift ways and picked up by a floating crane. Trials in the Columbia River confirmed that the pair of 450 hp Caterpillar diesels gave a 29-knot speed with 80% load. However, the job didn't stop there.

When the owner discovered the high cost of shipping the boat to Hawaii, Rander offered to deliver it himself. Recruiting some sailing pals, he loaded the deck with fuel drums and departed Astoria right after the first snow fall. They succeeded in dodging a series of storms and reached San Francisco in under two days. From there, it took less than a week to reach Honolulu at an average speed of 13 knots.

Continued on page 73



Kurt Hughes - Seattle's Multihull Specialist

Kurt Hughes trained as an architect and began his nautical career in the early 80s by re-building his first-generation V-hull plywood trimaran with modern round-bilged molded plywood floats and new wider cross beams. The huge increase in performance impressed many local multi-hullers, who encouraged him to try his hand at designing a new boat. (There was an active racing group on Puget Sound for home-built boats in those days.)

He began designing multihulls full-time and soon added charter boats to his range. He now has 20 stock charter catamaran designs in his design portfolio. He lists 11 commercial operators using his boats giving him one of the largest

fleets of USCG certified catamarans. Notice that instead of packing these boats with berths for dockside comfort, they are designed to be actually sailed at sea, he says on his website.

There is no excuse for narrow multihulls anymore! he continues, and all his boats have a generous beam. The KHSD cruising cats have the high bridgedeck clearance that lets you keep moving safely in bad stuff. The sail handling arrangements are ideal for short-handing. The interiors are laid out just right for cruisers, he states. Kurt has several production projects underway in Asia, has a new charter cat underway with an engineered unstayed mast, and provided the hull lines for the team that recently broke the Atlantic rowing record. He also de-



signed and built his own super-fast Open 40 trimaran that he moors at Shilshole. (You will know it when you see it!)

He has an interesting and informative blog <http://multihullblog.com/>

Woody Brown (1912-2008) - Inventor of the Modern Catamaran



Photo above - Woody Brown surfed into his 80's

Everywhere you look in boating, from sport fishing to ocean racing, you will find conventional monohull designs facing tough competition from catamarans. Cruising under sail in catamarans has really taken off in the last 10 years, yet rarely do you see any mention of the man



who pioneered the lightweight offshore multihull. Woody Brown first set records in gliding in southern California then became a legend in surfing in Hawaii.

Hawaiians have always known about the benefits of the "double canoe," but it was the outrigger canoes in the South Pacific after World War II that inspired Woody to design and build the 36ft. *Manu*

Kai ("Sea Bird") in 1947.

This was the first modern ocean-going catamaran. Before he knew it, Brown had also invented the Waikiki beach charter business, which made him a good living for a few years.

His second catamaran, a 38 footer, was built with the assistance of two young Hawaiians, Alfred Kumalae and Rudy Choy, using aeronautical engineering and lightweight plywood construction. It was so light that they recruited a team of beach boys to pick it up and carry it across

a highway and down to the water. It could easily reach 20 knots surfing with the passengers whooping and yelling with excitement.

In 1954 Woody Brown and Rudy Choy designed and built the 40 ft *Alii Kai* for a wealthy Californian in the hope of winning the Trans-Pacific Yacht Race from Los Angeles to Honolulu. In 1955, they made the first catamaran voyage between Hawaii and California to prove the seaworthiness of the design and qualify for the Trans-Pac race.

Other surfers began to recognize the breakthrough Brown had made. "Hobie Alter came for a ride on my catamaran, and he liked it so much, he said, 'I wanna build one,'" Woody, Brown related. "I said, Fine, go ahead! He went and did it, and he made



Photo left - Woody Brown with his crew of girls.

a fortune! But I wasn't interested in making money. I was a freak all my life, you see?" Woody soon tired of the racing game and returned to the islands, became a farmer and surfing guru, and continued riding waves until he was "90." He died in April 2008 at the age of 98.

Rudy Choy persevered on the mainland for the next 20 years doing business as C/S/K Catamarans, creating fast beautiful boats for Hollywood movie stars. He returned to the islands, made some money in real estate, then designed and built the 62ft. racer *Aikane X5*, which broke the TransPacific seven-day barrier in 1989. By then, of course, the French had caught the multihull wave and are still riding it to record-breaking success.

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Peter Marsh (cont.)

2006: Morelli & Melvin 52'
Ocean Cruiser

If you are looking for a big cruising catpower or sail - for your own use, you will find they are mainly built overseas, with a layout based on the needs of charter fleets. With all the options that the catamaran platform offers, these standard designs aren't going to please everyone. So many American yachtsmen who want more control over the construction, interior layout, and equipment of their new catamarans look for a custom builder.

Schooner Creek's next catamaran commission came in 2005 from a couple with many years experience cruising in monohulls. For their new boat, they had commissioned the renowned southern California design team of Morelli & Melvin to design a cat the same length as their previous keelboat—a lightweight 52 footer with more speed and comfort.

Schooner Creek was invited to bid on the project, and Rander created some test panels to demonstrate the remarkable qualities of wood composite. Testing by an independent laboratory showed that the wood panel was 1.5 times stiffer than a standard fiberglass/Kevlar cored panel of similar weight. The clients went with Rander's strip plank sandwich method.

Building the *Kiapa*

With this method, there is no mold as such. Inexpensive particle board frames were erected on the shop floor, and the inner skin of 1/4"-thick cedar strip planking was then temporarily attached to the frames from sheer to keel to form the yacht's interior surface. This naturally formed a fair surface with little extra effort. Next, a layer of 5/8" Divinycell foam was carefully fitted to the exterior side of the cedar and vacuum-bagged in place. Finally, a second layer of cedar was vacuum laminated to the outside of the foam to create a solid cedar/foam/cedar sandwich 1 1/8" thick.

"The beauty of this building system is that there are no expensive molds," says Rander. "The strip planking is self-fairing so we don't spend a lot of man hours to achieve a perfectly smooth shape." Uni-directional fiberglass cloth was laminated to both sides of the hull at right angles to the wood grain to add strength, provide a barrier against abrasion, and to be a good foundation for a linear polyurethane finish." A heavier core was specified for high-load areas including the bow, keel, shaft log and chain plates. To absorb the shock of col-

liding with any flotsam, the bows are fitted with sacrificial stem pieces and the dagger-board slots are set into a solid fiberglass panel in the bilge. An internal carbon fiber stringer on the outboard side of the hull stiffens the topside where wave impacts occur.

The beam of each hull is a generous 7-feet, giving enough interior volume for a shower/head in each hull and staterooms port and starboard with queen-size double berths extending over the wing deck. The boat's overall beam of 25'6" allows for a spacious deck cabin housing a salon with seating for eight at the dining table, a well-appointed galley opposite, with a huge, comfortable cockpit.

The rigging plan showed a 69'



This Morelli & Melvin 52' design was custom built to the owner's specifications, and the last we heard he was still sailing and cruising the boat around the Pacific.

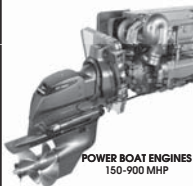
mast with two headsails set on rollers, plenty of roach. All lines are led over, and no backstays to allow the typical fully-battened mainsail with

Continued on next page

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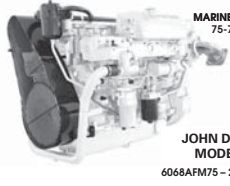
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Peter Marsh (cont.)

back to the cockpit—some routed under the bridge deck. To ensure good windward performance, dagger boards are used. The owners have found that *Kiapa* is fully capable of daily runs in excess of 300 miles without unduly stressing the crew. Twin Westerbeke 37.5 hp diesel engines provide excellent maneuverability and an economical cruising speed of just under 10 knots. The owners safely cruised the Pacific Ocean between Mexico and Hawaii until 2010.”

2008-9: 65' Charter Sailing Catamaran from Kurt Hughes

It wasn't long before another Hawaiian operator paid a visit to Schooner Creek. Maui Dive Shop owns a chain of eight water-sports stores, and was operating the original *Alii Nui*, a 60-foot 49-passenger catamaran that was built in 1975. By 2005, owners Bob and Sandra Chambers had begun planning to replace their old boat with a new design that would have more space and amenities, and utilize the latest construction methods, rig and deck gear.

Chambers and his general manager Jeff Strahn surveyed the Hawaiian charter fleet, inspected several boats designed by Seattle architect Kurt Hughes, and commissioned him to design the new *Alii Nui*. This luxurious vessel was engineered to withstand daily service off Maui's south coast and was to set a new standard in construction, accommodations and finish for a charter boat.




The 65' *Alii Nui* was skillfully lifted over the seawall and into the Columbia in July 2009 by Campbell Crane. The vessel was christened and blessed soon after in a native Hawaiian ceremony.

Chambers explained to Rander that in Hawaiian, *Alii Nui* means the highest nobility or the best of the best, and that was the standard he wanted. Schooner Creek employed traditional craftsmanship to build a

wooden hull mold, then turned to modern materials like vinyl ester resin, uni and bi-directional fiberglass fabrics and a Divinycell foam core, which were vacuum-bagged to produce a lightweight, very

strong fiberglass composite laminate.

The twin hulls were rolled upright and bulkheads and massive fore and aft cross beams were installed, giving the boat its final width of 36 feet. The



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structural under-surface of the bridge deck was assembled and laminated as a single piece in an adjacent bay, then jacked into place between the hulls and bonded to the sheer line and beams. The compound-curved deckhouse roof was laminated in place over a temporary form erected in the main cabin.

During construction, the boat was regularly examined by U.S. Coast Guard safety inspectors, and is certified to carry 90 passengers and 10 crew. The deck and interior layout includes areas for removing and storing scuba equipment and twin boarding ladders on the foredeck between the trampolines. The wide deckhouse offers a comfortable lounge, a bar with granite counter tops, and two comfortable heads in the hulls. The high-gloss exterior finish is a combination of gelcoat and Awlgrip. Its not often that a charter boat is finished like a yacht, with sparkling paint, polished stainless steel, and lavish teak trim, Rander points out.

The *Alii Nui* is rigged with a 76-foot tall high-performance Balgower mast, a fully-battened Doyle mainsail and Harken deck gear. Power comes from twin Caterpillar diesels that can speed the boat along at over 20 knots. The boat was launched in July 2009, and christened in a traditional Hawaiian ceremony, complete with sacred chants, offerings and hula dancers. Then Rander and a 6-man crew composed of Portland and Hawaiian sailors sailed it across the Pacific. The boat is based in Maalea harbor, where it runs daily snorkel, whale watching and sunset cruises.

2009-10 Constant Camber 64' Sailing Catamaran from John Marples

The construction of Trilogy II was well under by the time the *Alii Nui* was launched. This is the seventh boat built by Trilogy Excursions, the oldest family-owned and operated sailing business on Maui, to replace their old *Trilogy II*. The new 64' boat was designed by John Marples to be built in laminated wood.

John Marples trained as a mechanical engineer at California State Polytechnic University, and built himself a Searunner 37' trimaran that he raced to Hawaii. He has been designing multihulls professionally since the 1970s when he partnered with the 1960s trimaran pioneer Jim Brown to complete his iconic line of Searunner trimarans. In the 1980s, they developed the revolutionary "Constant Camber" building system patented method that uses a solid "half-clamshell" mold with a compound curve to vacuum bag wood strips into an entire half hull in one operation.

Jim and Rand Coon have prob-

1982: 38' Kamanu, Kurt Hughes' First Charter Boat

However, this account of Schooner Creeks' catamarans wouldn't be complete without a glance back to the to the early 80s when I helped Schooner Creek win its first order for a charter cat. In 1981, do-it-yourself trimarans were still all the rage and there was even a club for them in Portland called the Columbia Multihull Society. I was given the task of finding speakers for the winter meetings.

I invited Kurt Hughes to give a

talk about the new range of designs he was creating. After the talk, he gave me a large catalog of his designs that I happened to have in the car with me when I stopped by the office at Schooner Creek. A Big Island charter boat operator was on a tour of northwest builders. I showed him Kurt's first catalog, and he was sufficiently impressed to give Hughes the commission for a 40' charter cat.

I couldn't resist lending a hand when the door skins for the hull

panels were being glued up and vacuum-bagged, and stopped by occasionally to check on the progress. The whole boat was assembled temporarily, then taken apart and shipped to the Big Island in a 40' container. A lucky few of the builders flew over to Kailua Kona Hawaii to assemble this open-deck design called *Kamanu*. In 1998, I finally sailed on the *Kamanu* and wrote about it in *Northwest Yachting* in my Big Island story in 1998.

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Perseverance is a fine example of the Valiant 42 which evolved from the Valiant 40. She is a one-owner boat that has been meticulously maintained and is "better than new" in many ways. She is cutter rigged and designed to be easily single handed. She is in turnkey condition and ready to valiantly sail the oceans of the world.

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- JUDY NASMITH, SWIFTSURE YACHTS

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Perry Schooner Creek 40 • 99 • \$169,000



Hallberg-Rassy 46 • 2002 • \$549,000



Hallberg-Rassy 36 • 2000 • \$239,000



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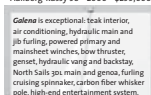
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Hallberg-Rassy 40 • 2008 • \$450,000



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Ocean Alexander 42 • 86 • \$139,000



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34 Hallberg-Rassy 342 • 08 • \$239,500

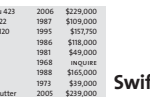


Hallberg-Rassy 43 • 2003 • \$499,000



Hallberg-Rassy
Swiftsure Yachts is the exclusive Hallberg-Rassy distributor in the Pacific Northwest. All models available for 2011 delivery.

74 Aberkink/Rasmus	1968	\$445,000	42 Bonnetau 433	2006	\$239,000
73 Fellows/Stewart	1938	\$299,000	42 Moody 422	1987	\$199,000
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51 IBoats J/60	1989	\$555,000	17 Topana	1986	\$181,000
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46 Hallberg-Rassy	2001	\$499,000	36 Swan	1988	\$165,000
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Continued on next page

Peter Marsh (cont.)

ably built and operated more sailing catamarans than anyone else in the islands, and are currently running six *Trilogys* that seem to be split between Hughes foam-glass

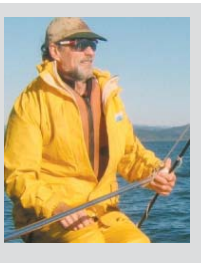
designs and wood Searunner Constant Camber (TM) cats from John Marples. The Coons built the fiberglass versions themselves on the islands, but the Searunners were all built in northwest yards.

If's been 14 years since they built a new boat, so while we were all admiring the *Trilogy II* just after the launch, I asked them why go back to Constant Camber and wood? Their an-

The hulls of the Trilogy were built on this Constant Camber mold using narrow strips of 1/8" marine ply vacuum-bagged with West System epoxy resin. This produces a stiff skin curved in both directions and is a very efficient way to create the bare hulls.



Peter Marsh has been contributing to Northwest Yachting since 1988. He grew up in Greenwich, England, started dinghy sailing in 1963, and was on the docks in Plymouth in 1964 before the second Singlehanded Trans-Atlantic Race start. In 1966 he was on the crew that built the 40' trimaran Toria, the first multihull to win an open offshore race. Since then, he has closely followed the incredible growth of multihulls and professional ocean racing. His own boat is a constantly-changing 22' trimaran. He now makes his home in Astoria, Oregon.



swer was that their old wood boats were still going strong, and it seemed as if their solid timber hulls could better withstand the bumping at the dock and the daily pounding at sea. The hull is laminated from five layers of over-lapped vertical strips of 1/4" marine plywood.

The hull sides are backed by four full-length stringers and ring frames, allowing the 5/8" skin to resist engine stresses, dock impacts and fatigue. A shallow keel runs the full length of each hull, offering protection from abrasion

when beaching, as well as to prevent damage to the propellers and spade rudders, while providing lateral resistance when sailing into the wind.

A year after that memorable hula ceremony, the *Trilogy II* went over the sea wall and into the Columbia with no fanfare. It was the second charter catamaran that Schooner Creek has launched in a year. The boat is 32' wide and is powered by twin 420 HP Yanmars with an optimum (economical) cruising speed of 14 knots and a top speed of 24 knots. A crew of *Trilogy* staff sailed the vessel home to Maalea Bay, Maui, where it runs daily snorkel, whale watching and sunset cruises.

Two Ways to Swing a Cat

Their rigs and length are similar, but that is about all *Trilogy II* and *Alii Nui* have in common. The *Trilogy II* is four feet narrower than the *Alii Nui*, so has a narrower deckhouse that makes clever use of the curved CC panels to give it a surprisingly rounded profile. Something I definitely noticed inside the wooden boats especially before it was painted was that all the structure was visible—the solid wood hull stringers, deck beams, cross beams etc., whereas in the composite hull, the interior is very fair and all the reinforcement is hidden under the fiberglass laminates. The Hughes cats have a short fin keel, the Marples boats have a shallower full-length keel; each is deep enough to protect the fixed spade rudders. Both were weighed for safety purposes by the big mobile crane that lifted them over the seawall, the *Trilogy II* was 48,000 lbs compared to the *Alii Nui*'s 55,000 lbs.

Fortunately, this story doesn't end there. Unlike the private-owned yachts we usually review, both these fine charter boats offer sailing trips everyday of the beautiful island of Maui. In fact, I was told that they were moored on opposite sides of the same dock in Maalea at one time. So if you are lucky enough to be in that area, or planning a trip, you can take a ride on an either boat, check out the performance, and enjoy a great snorkeling trip for a very affordable price!

<http://www.aliniimaui.com/>
<http://www.sailtrilogy.com/>

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Sachelle - Twin 210hp CATs

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Sea Stories

World's Biggest Tugboat Races, Chowder Cook-Off, Survival Suit Races, Boat Building Contest and lots of free family fun set for this May during Seattle Maritime Festival

Don't miss the boat when the world's largest tugboat race thunders along the Downtown Seattle Waterfront! Enjoy the Waterfront Chowder Cook-Off. Check out the survival suit races, a boat building competition, vessel tours, free harbor tours, sea-air rescue demonstration, kid's events, Stories of the Sea, and a container ship full of family fun.

The Downtown Seattle Waterfront is the place to be for the annual Seattle Maritime Festival, sponsored by Seattle Propeller Club with support from the Port of Seattle, from May 12-14.

"The festival is designed to celebrate and showcase our maritime industry and the important role it plays in the Puget Sound region's economy," commented Seattle Propeller Club President Marc Warner, LeGros Buchanan & Paul.

This year's Festival celebrates the Centennial of the Port of Seattle. For details of the Port's Centennial Celebration, including a special interactive timeline, visit <http://www.portseattle.org/about/organiza->

[tion/centennial.shtml](http://www.portseattle.org/about/organiza-).

Capt. Scott Ferguson, commander of Sector Puget Sound, U.S. Coast Guard is the Festival's Honorary Chair and Mark Knudsen, SSA Marine, is serving as the Festival's General Chair.

The Maritime Festival is a unique combination of industry events and free public activities during May. Most of the public activities take place on the Family Fun Day on Saturday, May 14, from 11 a.m. to 5 p.m. at Pier 66/Bell Harbor Marina, on the Downtown Seattle Waterfront. There is no admission charge.

The highlight of the Festival and Family Fun Day is the annual tug races. This year, over 30 tugs and workboats are expected to participate in the 26th Annual Seattle Tugboat Race Championships.

2011 Festival Highlights include (all events subject to change):

Sunday, May 1: Puget Sound Maritime Historical Society Luncheon. The Puget Sound Maritime Historical Society will present its Maritime

Heritage Medal of Merit at a luncheon at the Museum of History & Industry.

www.PugetSoundMaritime.org.

Wednesday, May 4: Transportation Club of Seattle Luncheon. The May luncheon will be held at the Rainer Golf and Country Club.

www.TransportationClubofSeattle.org.

Friday, May 6: Working Waterfront Workshop: The Future of Seattle's Maritime Industrial Sector 1-5 p.m., Maritime Events Center, Pier 66. Join community, business, labor and government agency leaders at an informative Workshop to discuss the economic and industrial future of the maritime sector. During the Workshop, you will learn about current and planned economic initiatives and build new relationships with individuals and organizations engaged in insuring Puget Sound's economic vitality and environmental sustainability. Workshop fee is \$80.

www.SeattlePropellerClub.org.

Monday, May 9: Transportation Club of Tacoma Luncheon. The May lunches features Peter Friedmann, Agriculture Transportation Coalition.

www.TransportationClubofTacoma.org.

Tuesday, May 10: Celebrity Judging for Chowder Cook-Off. 9:30-11:30 a.m., World Trade Center Holland American Dining Room. Waterfront restaurants compete for the trophy in this cook-off. Sponsored by the Seattle Waterfront Neighborhood, www.seattlewaterfront.org, and Metropolitan Improvement District, www.downtownseattle.com.

Wednesday, May 11: 60th Annual Maritime Day Luncheon. Holland America's *Zaandam* at Smith Cove Cruise Terminal, Pier 91. During the luncheon, the Puget Sound Maritime Achievement Award, the Elected Official of the Year Award and Marine Environmental Business of the Year Award will be presented. The luncheon is sponsored by the Seattle Propeller Club, with support from the Port of Seattle. Cost is \$60. Reservations will be available through www.SeattlePropellerClub.org.

Thursday, May 12: 13th Annual Maritime Career Day, Maritime Events Center, Pier 66. If you are looking for a career with great wages, chart your course to the 13th Annual Maritime Career Day from 8:30 a.m. to 2:30 p.m. at the Maritime Event Center, Pier 66, on the Downtown Seattle Waterfront. Admission is free for students, job seekers and the general public.

www.maritimeeventcenter.com.

Thursday, May 12: National Fisherman's Eleventh Annual Stories of the Sea Fisher Poetry Slam, Conor Byrne

The Festival will award cash prizes to the top three finishers in this unique Maritime Poetry Slam. Only 12 spaces are available and registration is on a first-come basis. Presented in cooperation with Pacific Marine Expo. To participate: Pat Dixon, dixonphoto@comcast.net

Saturday, May 14: Family Fun Day, Pier 66 and Bell Harbor Marina

U.S. Oil & Refining Seattle Tugboat Race Championships

The 27th Annual competition is the largest tugboat race in the world. This year, more than 30 boats are



Sea Stories

expected to participate. Racing is from the Grain Terminal, Pier 86, to the finish line at Pier 66.

Fire Boat Display - Noon.

Tugboat Ballet - 12:10 p.m.

Abandon Ship Demonstration - 12:20 p.m.

Coast Guard Sea/Air Helicopter Rescue - 12:50 p.m.

WorkBoat Magazine Workboat Parade - 1:15 p.m.

Class C Limited Tug Race - 2:00 p.m.

Class B Harbor Tug Race - 2:30 p.m.

Fireboat Firefighting Demonstration - 2:45 p.m.

Class A Unlimited Race - 3:00 p.m.

Competitions: Pacific Maritime Magazine Quick & Dirty Boatbuilding Competition presented with TOTE and Jensen Maritime Consultants - 9 a.m. - 5 p.m.

Industry teams compete in building a boat from standard materials at Pier 66, starting at 9 a.m. Judging

at 3 p.m., with racing in the Bell Harbor Marina, Pier 66, scheduled for 4 p.m.

To participate: Denise Phillips, Denise@RHPPublishing.com.

World Invitational Survival Suit Races presented with Compass Courses - This prestigious, exciting and fun event will feature teams of four members. At the starting gun, teams put on their survival suits, jump into the warm waters of Elliott Bay, swim to a life raft and climb aboard. The fastest team wins the competition and the trophy. To participate: Julie Keim, julie@compasscourses.com.

Fifteenth Annual Seattle Waterfront Neighborhood Waterfront Chowder Cook-Off, 11 a.m. - 5 p.m.

Discover the best chowder around! Last year's participants included Anthony's Pier 66, Bell Harbor Conference Center, Elliott's

Oyster House, The Crab Pot, The Fisherman's Restaurant & Bar, Ivar's, Steamer's Seafood Cafe at Pier 56, Seattle Marriott Waterfront and Six Seven at the Edgewater. Special chowder tasting areas will be created inside each restaurant or retail store. Buy your Chowder Passport for only \$5 at all participating restaurants or at the festival information booths. Proceeds benefit maritime community and youth organizations.

Family Activities: Free Harbor Tours (11:30 a.m., 1 p.m., and 2:30 p.m.) presented by the Port of Seattle.

Discover the working water-

front. Board at Bell Harbor Marina/Pier 66 one-half hour prior to each departure. There is a limit of 400 guests for each tour. Stop by the Festival Information Booth at Pier 66 to pick up your ticket. There is a limit of four tickets per adult, 18 years or older.

Vessel Tours - U.S. Coast Guard, tugboats and other workboat are expected to participate.

Kids' Fun - Free Wooden Boat Building for Kids, Kids Activity Center, Free Admission to the Maritime Events Center and other family fun.

For further information, call (206) 787-3163 or visit www.SeattlePropellerClub.org.

Shilshole Bay Marina Annual Open Boat Weekend and Swap Meet runs June 4 - 5

The merchants from Shilshole Bay Marina have banded together to present the Annual Open Boat weekend to introduce boating to the public and to benefit the Leukemia Cup Regatta www.leu-kemicup.org/wa which takes place the following weekend on Saturday, June 11. There will be something for boaters and non-boaters alike. The weekend's attractions include:

Sail for a Cure boat rides

One hour sailboat rides on Puget Sound every half hour all weekend. 30-45 foot yachts, courtesy of Windworks Sailing Center and Seattle Sailing Club. First come, first served. Suggested donation is \$10. For more information, please call Bob Ross at 206-286-1004.

Open Houses

Take a tour to the live-aboard boats at Shilshole Bay Marina and learn about the fun lifestyles of the Washington live-aboard community, visit Corinthian Yacht Club for refreshment and an overview of their junior sailing program, or go visit Seaview Boatyard to check out what services they provide for boaters.

Swap Meet

Bring your nautical gear to swap or come in search of bargains. Pre-registration is highly recommended for swappers due to space con-

straints. Donations are collected onsite. \$5 late fee may apply for showing up onsite without registration. Public swappers: \$10 donation per vehicle.

Business swappers: \$50 donation. To register, contact Brianna Rockenstire the Leukemia & Lymphoma Society at 206-628-0777 ext. 117 or brianna.rockenstire@lls.org.

Boat Show

Over 50 boats for sale will be on display and open for inspection, including new and used sailboats, trawlers, and yachts. Brokers, sailing club and charter boat representatives will also be on hand from

Seattle Yachts, Admiralty Yachts, Sail Northwest, Seattle Sailing Club, and Windworks Sailing Center.

Donate and get a dog

Enjoy a hot dog, a bag of chips and a soft drink while you search for bargains at the swap meet or wait for your boat ride. Donations accepted for the Leukemia & Lymphoma Society.

The event is sponsored by SeattleBoatShow.com and organized by Shilshole Bay Marina Group which includes Sail Northwest, Seattle Sailing Club, Windworks Sailing Center, Seattle

Yachts, Admiralty Yachts, Levy Films, Seaview Boatyard, Corinthian Yacht Club, Washington Live-Aboard Association, the Port of Seattle and the Leukemia & Lymphoma Society.

For more information, call Bob Ross at 206-286-1004.

What: Shilshole Bay Marina Annual Open Boat Weekend & Swap Meet.

When: Saturday June 4 - Sunday June 5, 10:00 am to 4:00 pm.

Where: Shilshole Bay Marina, Ballard.

Title Sponsor: SeattleBoatShow.com

Event Contact: Bob Ross at 206-286-1004

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Sea Stories

The Leukemia Cup

An Open Letter to All Boaters

Let's do something good with our great sport

I'd like to thank you and your boating community for their ongoing support of the Leukemia Cup.



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Several years ago a friend asked me to sit in a meeting of volunteers planning a charity regatta. As a racer I was supposed to give them insight into making the event racier. But once they shared with me what this event can mean to the sailing community and to the service recipients, I wasn't any help at all! I just couldn't push the racing thing. We have plenty of racy races and the Leukemia Cup should be much more than a race and should involve the whole boating community.

In the years since, several of my friends have asked me if I'm involved because of a tragedy and if the Leukemia Society is "my" cause. In my case the impact of blood cancers has been, well, probably

about average, and being respectful and sometimes sorrowful on one hand and having sailor's superstition on the other prevents me from saying more. There are plenty of worthy causes and many top tier charities. In this case, the boating community is lucky to have been working with one of these first class organizations for many years: the Leukemia and Lymphoma Society. By focusing our efforts, they've helped us do something good with our great sport, to make a compassionate expression from our community that's noticeable, appreciated, and fits with our style.

Last year we had over 90 boats and raised about \$150,000 in the name of the Pacific Northwest boating and sailing community. The auction party had over 300 attendees who enjoyed the food, the rum, the band, and winning boating-related auction items. Our community's efforts over the last seventeen years, here and across the country, have raised over twenty-seven million dollars!

Boat owners and crew can participate in many ways, including just by registering and showing up for the casual format sailboat regatta and/or the auction party that evening. This year both the regatta and the party will be at Elliott Bay Marina on June 11 (see www.leukemicup.org/wa). By participating, you make the event

Second Season - Seattle Yacht Club Boating Education Series

The second season of the 2011 Boating Education Series is wrapping up with the last event of the series scheduled for Thursday, May 12. There will be two interesting topics presented by excellent speakers, and between speakers there will be plenty of opportunity to catch up with your friends and discuss all things boating while enjoying complimentary snacks and beverages. These free events are sponsored by the Membership Development Committee with very generous support of the Elliott Bay Marina.

The Boating Education Series topics for May include "Rules of the road and appropriate radio use" and "How to ease the boarder crossing process." This event is scheduled to start at 6 p.m. on May 12 at the Seattle Yacht Club station located at Elliott Bay Marina.

The Boating Education Series is a great way to meet other boaters, learn how to keep your boat in excellent condition, and discover exciting new gear for your boat. Space is limited so please register with the Seattle Yacht Club at 206-325-1000. All boaters are welcome, so come join us!

Diamond Yacht Sales

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36' Island Gypsy '86 \$124,900



36' Monk 1984 \$105,000



32' Nordic Tug 1992 \$126,900



37' Tayana PH 1978
Reduced to \$59,900



33' Kroger 2000 \$389,000



36' Cape Dory 1988 \$99,900

POWER LISTINGS

51' Ocean Alexander '90 \$325,000
48' Tollycraft '78 *Gorgeous BH Avail.* \$249,900
48' Camarque '89 *CPMY* \$219,900
44' Atlantic '71 *US built efficient 8kt cruise.* \$138,500
42' Tara 32 *Smaller Tara trade considered* \$288,500
35' Kroger '00 \$389,000
39' Offshore Trawler '86 \$125,000
37' FBH '94 *Sundeck Trawler* \$84,950
37' North Sea Trawler '79 \$84,500
36' Albin Trawler '79 *Twini Lehman* \$45,000

36' Universal Trawler '82 \$59,900
36' Island Gypsy '86 *Georgius* \$124,500
35' Monk '94 *No Teak decks* \$105,000
32' Grand Banks '88 \$81,000
32' Bayliner MV '81 *Great Buy* \$27,000
31' Tara Open '80 & '89 From \$28,900
25' Ranger Tug, '07 *w/trailer* \$139,900

SAIL LISTINGS

46' Peterson/Furmessa '79 \$105,500
39' Ericson '71 *Recent Survey* \$49,900
39' Westerly C.C. '85 \$88,950

38' Sabre 386 Sale Pending
37' Tayana PH '78 *No Teak decks* \$59,900
36' Cape Dory '88 \$99,900
35' Hunter 35.5 '90 \$59,900
35' Fuji Cutter '75 \$48,900
34' Cal 1978 \$28,900
34' C&C 34-'90 Sale Pending
33' Saturna Offshore '81 \$36,900
30' & 27' Newport From \$8,900
30' Catalina 34 \$43,900
27' Norseca PH '79 \$27,900

Sea Stories

Volunteer sailing instructors needed for idyllic island camp in Montana

Camp Melita Island B.S.A. needs at least ten volunteer sailing instructors due to increased programming and popular demand for the 2011 summer season. Last year sixteen guest instructors provided a highly successful sailing experience for over 300 attendees at the island camp on Montana's Flathead Lake.

Adult Sailing Coordinator Chris Roberts says, "We are again putting out a plea for help to handle increased sign-ups for our boating programs which provide both youth and adults the chance to learn sailing." Returning instructor Burt Sturupp of Maine says, "I took up the camp's offer last year because it was a chance to go sailing for an entire week in a new and relaxed environment while experiencing Montana."

"Even though we have some of last year's instructors returning we need at least ten more spread over a five week period this July and early August. We don't require super skilled professionals but are looking for good natured instructors who are competent enthusiastic sailors and are devoted to good seamanship," Roberts adds.

The popularity of Melita Island's program has again increased demand for a third season in a row. Additional cruising boats have enlarged the fleet in order to offer an



overnight experience. In addition to teaching on a daily basis, select boats and crew will ship out on Flathead Lake for a couple of nights giving participants a unique Montana high adventure scouting experience.

"The camp will house guests in cabin tents, feed you good meals and treat you well. You will have the opportunity to do a lot of sailing and we provide a variety of boats. However transportation to and from Montana is at your own expense," Roberts said. "Due to last year's popularity and the overwhelming response I am encouraging those interested to contact me early in the spring."

Anyone wishing to apply or needing more information is asked to contact Camp Melita Island Adult Sailing Coordinator Chris Roberts by phone at 406-549-3090 or e-mail at croberts@powwowcountry.com. Information about Camp Melita Island can be found at www.melitaisland.org.

bigger and more attractive to corporate sponsors (sailing has a very marketable image) and you also help us reach more potential fundraisers, donors, and volunteers. Please consider getting your boat off the dock and participating. We're also looking for power boaters to help develop a spectator fleet and sponsor offering.

If participants are interested, we'll attempt to match them with pa-

tients and their families so they can have someone in their thoughts if they happen to be raising money and possibly bring as guests on the water, if the patients are able, for a much appreciated get away. I promise skipper and crew will feel something immediate and wonderful just by sharing what they're already doing.

Thanks again, Brian Watkins, brwatksail@live.com.

Washington Sea Grant offers Diesel Engine Troubleshooting Marine Electrical Wiring Workshops in Tacoma

Washington Sea Grant (WSG) and the Foss Waterway Seaport are cosponsoring a two-evening Boat Engine Troubleshooting and Maintenance Workshop in May for commercial fishermen and recreational boaters.

The workshop will focus on high impact troubleshooting, including filters, cooling systems, fuel pumps, lubrication and more. The instructor is Larry Blais, an accredited marine surveyor specializing in boat systems and engines.

When: Tuesday, May 10, and Thursday, May 12, 6:30-9:30 p.m.

Where: Foss Waterway Seaport, 705 Dock St., Tacoma
www.fosswaterwayseaport.org

WSG and the Foss Waterway Seaport are also cosponsoring an all-day Boat Marine Electrical Wiring Workshop in May for commercial fisher-

men and recreational boaters.

The workshop is designed for boat owners who want to upgrade their vessels' electrical systems. Topics include American Boat and Yacht Council standards for safest wiring, wire size selection, circuit breaker and fuse ratings, cable routing and labeling, shore power circuits, battery charging circuits, corrosion protection circuits, engine instrument systems and troubleshooting.

When: Saturday, May 21, 9 a.m.-5 p.m.

Where: Foss Waterway Seaport, 705 Dock St., Tacoma.
www.fosswaterwayseaport.org

The fee is each workshop is \$80. Space is limited, so pre-registration is advised. To register or for more information, contact WSG Marine Education Coordinator Sarah Fisksen at (206) 543-1225 or sfisksen@u.washington.edu.

WHAT'S UP, DOCK?

Friday Harbor Waterfront Views By Cap'n Crabby

I'll tell you what's up. Local boat parade participation . . . record setting levels. Last week's Opening Day boat parade and festivities put on by the San Juan Island Yacht Club went smoothly, with the boat parade, docktail party, boat christenings, an engine room exorcism, and all the usual partatious exuberance related to the upcoming cruising season.

The beautiful new No Knot Yacht 44 (built right here in Friday Harbor) led the parade, looking smart under tow by the shiny Towline marine assist boat. The No Knot 44 has been a big hit, with two under construction, and

three more on order. The one in the parade featured the amphib option, and can be towed as an RV with a 5th wheel hitch. Builder Sven Carlsson points out that the innovative non-inclusion of an engine or engine room in the dockyachts saves cost, weight, and fuel. The remaining boats paraded around the harbor under blue skies, with light breeze, and 62 degree temps. This year's somewhat controversial theme, "Pirates of the Salish Sea", resulted, just as some had predicted, in excessive levels of boister, which made some persons uncomfortable.

Notwithstanding the two pirate captains that earned special recognition citations from the Sheriff's

Boat, the parade went well. Ersatz pirate boats circled boisterously around the harbor in a mutually threatening manner, interrupted only when the Washington State ferry, the *M/V Sayooha*, rounded Brown Island, blew five shorts and bisected the boat parade.

No big deal, it happens every year, the parade line just opens up and allows the ferry to pass through. And this year, something special . . . the cremation scattering vessel *Out With A Bang* broke from its position in line, positioned itself ahead of the idling ferry, and fired its bow mounted cannon high across the ferry's bow. The ferry passed majestically through the huge white cloud of cannon smoke, and blew its whistle another five times in return. Cheering passengers lining the upper deck waved and shouted at the *OWAB*, the parade line reformed, and everything was jolly.

The boats continued parading, and soon tied up at the breakwater

for the post parade award ceremony.

While the awards ceremony and party commenced, I did notice that the *OWAB* tied up near the Kenmore seaplane dock, and what appeared to be an extended family disembarked from the *Out With A Bang* and gathered on the dock.

After lots of hugging and kissing and hand shaking, they boarded two Kenmore turbos and lifted off, departing Friday Harbor to the south. Captain Harold attended to polishing the beautiful brass cannon on the bow of the *OWAB*, and then motored back into the marina.

Cap'n Crabby attended to polishing off his beautiful jumbo *Mojito*, and motored on over to the appetizer buffet on the breakwater to observe the boat christenings and the exorcism, the first since Father Patrick had the accident . . .

Sea Stories

South Sound Women's Boating Seminar set for May 21

Whether you are a woman sailor, powerboater or just becoming interested in boating as a way to explore our beautiful Puget Sound, the South Sound Women's Boating Seminar is a great opportunity to gain knowledge and meet like-

minded women.

Experienced women boaters and experts in their fields will lead the discussions at the seminar presented at the Olympia Yacht Clubhouse on Saturday, May 21, from 8:30am to 5:00pm. South Sound Sailing Soci-

ety and the Olympia Yacht Club are sponsors of the full-day event. The \$35 registration fee includes lunch and a chance at exciting door prizes.

Speakers and topics focus on self-sufficiency onboard and include:

Carolyn "Ace" Spragg – Docking techniques that bring your boat in safely, looking like a pro!

Lisa Vizzini – Lines & Knots. Choosing the correct lines for your boat, what to do with them once you've got them, and how to make them last.

Capt. Mary Fitzgerald and Mary Campbell – Maintenance and Repair of Marine Heads. One of the most daunting systems onboard! Learn how to keep yours fully functional—and what to do when it's not.

Capt. Nancy Erley – Captaincy: Leadership Onboard. Captain Erley discusses who's in charge and why, and offers techniques for building captain's skills for your boating safety and pleasure.

Alison Mazon – Romancing the Outboard, Part II. Alison returns with a hands-on version of last year's popular outboard presentation. Learn to make that outboard purr!

Lynne Reister – The Safe Boat. What keeps your boat afloat? Lynne discusses what to look for to ensure safe boating for you and your crew, and suggests safety checklists and schedules to stay on top of critical items.

Lisa Selfridge – Repair and Maintenance of Inflatable Dinghies. Inflatables are one of the most popular dinghy options for boaters of all types and interests. Lisa will show you how to keep yours in tip-top form, always ready for the next adventure!

The seminar promises to be full of learning and fun, as well as a great chance to get together with other women who love to be on the water. For more information and to register, visit www.ssssclub.com/wbs.htm.

American Boating Class in Seattle, May 21

The Seattle Sail and Power Squadron will offer an American Boating Class on Saturday, May 21 from 9 am to 5 pm, at a facility on the east side of Lake Union. Directions will be available upon registration.

Class covers boat handling, docking, anchoring, avoiding and handling emergencies, navigation rules, skipper's responsibilities, tying the 5 knots you will find most useful and boat trailering. Passing the test qualifies you for the WA State boater education card (now mandatory for age 35 and younger). Your graduation helps with insurance, often gaining discounts, and when renting a boat.

Pre-registration and pickup of book and CD ahead of time is required. You can read thru the material beforehand to make your class time much more effective (and make passing the test likely).

Cost is \$40 for the book and a CD (Windows/Macintosh compatible). Family and crewmembers can share that book for \$5 each additional person.

Bring your own brown bag lunch. There will be a working lunch while tying knots. Morning and afternoon break snacks are included.

To register or for more information please contact: Jan Ray, 206-300-8559, janeturay@gmail.com, www.usps.org/seattle.

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More information at www.discoveryyachts.net

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<p>1984 Norseman 447CC \$199,900</p>	<p>1991 Wauqueiz Cent. 42 \$159,000</p>	LISTINGS NEEDED! Your Yacht's Photo could be here!	
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77' Andrews Sloop "Glory"



58' Hatteras Tri-Cabin



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48' Lowland Trawler



45' Chris Craft



44' Ocean Alexander



44' Hinkley Talaria



42' Hi Star



42' Grand Banks



38' Little Harbor



38' San Juan



36' Hinkley



51' Herreshoff Ketch



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40' Jeanneau

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43' Hatteras Convertible '79	\$137,500
42' Grand Banks Europa '97	\$395,000
42' Grand Banks Classic '87	\$350,000
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42' Grand Banks Classic '78	\$109,000
40' Hinkley-Little Harbor '02	\$490,000
40' Ocean Alexander Europa '83	\$129,500
39' Sea Ray '04	\$299,000
38' San Juan '00	\$395,000
38' Little Harbor '01	\$365,000
38' Bayliner '88	\$65,000
37' Fontaine Pajot '05	\$295,000
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36' Maxwell Cat '03	\$249,000
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34' Mainship Pilot '00	\$129,000
33' Bartram Flybridge '87	\$67,500
33' Tiara 3000 '88	\$60,000
33' Sea Ray 330 Sundancer '96	\$59,500
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Sea Stories

Northwest Profiles

Dave Mullens

by Gordon Sanstad

Retired Marine Carpentry instructor Dave Mullens was hosted and toasted recently at a farewell gathering in the college boatshop where he taught for over thirty-five years.

Growing up in Sierra Vista, Arizona (near Tombstone), Dave knew exactly what he wanted to do with his life, leaving home for Seattle the day after high school graduation. He had written letters around the country and found one of the few places a person could learn the craft of boatbuilding in those days: Edison Technical School, then the vocational arm of the Seattle Public Schools.

The school at that time was on the waterfront in Fremont, Seattle, right next door to famous yacht builder the Vic Franck Boat Company. Dave lived on board a houseboat next door to the school, boasting he could get up at five minutes to seven and make it to school by seven o'clock. He went to work at Vic's upon graduation in 1965, then complaining that he had to get up "early", at eight minutes to seven, to make it to work.

Dave spent nearly four years at Vic's, part of a crack team of energetic and skilled young craftsmen constructing many beautiful yachts,



most often to the designs of noted northwest yacht designer Bill Garden, himself a graduate of the Edison Boat Shop. Among these was the 104-foot power yacht Kakki M., an all-yellow-cedar creation that was for many years a prime example of northwest bred and built high-quality wooden boatbuilding.

When the always-feisty Mullens butted heads with a new boss at Vic's he simply picked up his tools and moved himself across the lake to The Boat Yard, Inc., a stiff competitor that had been, until just prior to this time, the Blanchard Boat Company.

Dave stayed with The Boat Yard until 1976, working his way up to



Photo above - Dave with student Roger Fullerton, circa 2003 in school shop on board remains of burnt 36' cruiser GloryBe, which the school completely rebuilt after SYC fire, 2001.

Shipwright's Union #1184 president, and mentoring many apprentices in new construction and repair, among them his future teaching partner Gordon Sanstad.

By this time the Edison Boatshop had been rolled into newly created Seattle Community College, who saw fit to abandon the Fremont waterfront, moving the program up to the Gompers campus, located at 23rd Avenue South and South Lake Street, a city block with its own rich history of vocational education dating back to the 1940s. Renamed Marine Carpentry, the program shared the Gompers location with fellow degree-generating vocational programs Carpentry and Cabinetmaking & Fine Woodworking, a strong and unique combination that exists at the same site to this day.

As senior boatbuilding instructor Earle Wakefield neared retirement, his teaching partner Roy Kobayashi was dispatched down to Lake Union to recruit Dave for the up-coming teaching position. An always-skeptical Mullens reluctantly agreed, telling his work mates

he'd give it a try for a year, fully expecting a quick return to "real work". But Dave was a natural at teaching. His inherent talents blossomed at Gompers, putting the program on the national stage at a time when the manual arts saw a resurgence of interest thus building his enrollment and producing hundreds of beautiful boats. Thus began Dave's thirty-five year tenure as a teacher.

During the Earle/Roy days the program had introduced fiberglass construction into the curriculum, mimicking the trend of the industry they served, and Dave took over the newly constructed Laminates building, teaching moldmaking, repair and new construction as well as flat-panel fiberglass construction, an emerging technique that allowed for one-off mold-less glass boatbuilding. When Roy retired Dave took over the department, covering wood boatbuilding too, and working solo until the school agreed the program's popularity justified a second faculty position once again.

Dave also was nominated and elected by the Gompers instructional team as faculty lead, a position he held until retirement.

Dave's contribution to the Marine Carpentry program was nothing short of vast, continually updating the curriculum with new boat construction and repair techniques encompassing many forms, new and old, including plank-on-frame, cold-molding, traditional lap-strake, wedge seam and glued lap. As the millennium dawned, Dave focused more and more on building to the drawings of northwest designers, with his last new-build a lovely little nine foot carvel tender from L.H. Coolidge, designed for the Schertzer Bros. Boatbuilding company of Seattle, now long gone.

If there was a philosophy to the

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34'	Scoury	88	29,900
36'	Egg Harbor	78	47,500
40'	Hudson DeFever Trawler	78	74,900
41'	Chris Craft Cmdr	73	35,000
45'	Altima Sedan	11	inquire
48'	Urban Houseboat	11	279,000
50'	Albin Europa Trawler	79	165,000
53'	Altima Sedan	11	call
56'	Altima Pilothouse	11	Call
58'	Hatterass	73	319,000
61'	Altima Pilothouse	11	Call
61'	Altima Passagemaker	11	Call



36' Egg Harbor 1978 \$47,500



40' Hudson DeFever 1978 \$74,900

Sea Stories



Photo above - Dave at his retirement party (03-19-'11, in school boat shop) with three ex-students: Peter Proctor & Steve Evatold, managers of Jensen Motor Boat Co. on Lake Union, and at rear, George Riggs.

Dave years, it would have to be "Classic boats to teach contemporary skills," a common theme in his approach to instruction. This was borne out on numerous occasions, especially with the substantial restorations of *Husky II* (former U of W crew chase boat), *Virginia V* (new pilot house, captain's cabin, masts and doors) and especially *GloryBe*, herself a northwest icon. Burnt, sunk, and totaled in a Seattle Yacht Club fire, Dave had the vision to see a future for the old girl, already an eighty-eight year-old Puget Sound survivor. *GloryBe* (36 foot double-ended power cruiser) got many new frames and planks, a stem head, new deck, aft overhang and wheel house, re-built engine, new electrical, steering, fuel and exhaust systems, and much more, all completed to a very high standard by his students. Their enthusiasm for the project under Dave was nothing short of inspirational.

Dave spread this philosophy nation-wide when he was asked to deliver a paper on the current state of boatbuilding education at the Classic Yacht Symposium, held by the Society of Naval Architects & Marine Engineers in April of 2006 at the Herreshoff Marine Museum in Bristol, Rhode Island. Discussing the instructional value of the above-mentioned school projects, Dave set a high standard in marine carpentry education for other boatbuilding programs across the U.S. and Canada.

Over the years Dave toyed with the idea of moving up from his job in the classroom, and put himself through the University of Washington at night, earning a degree in college administration. Armed with the degree, the still-skeptical Mullens eventually shelved the idea, stating quite simply "I'm just having too much fun where I am."

Dave stayed on at The Wood Construction Center (the Compers name was retired in the 1990s) long enough

to spearhead the drive for an entirely new \$22 million campus, now under construction right next door to the 1950s-vintage long-used current main building. It's hoped he'll find his way back to his old haunts for the up-and-coming open house scheduled for early 2012.

Over 150 people turned out at Dave's party, with past students, some themselves now retired, representing four decades of his instructional legacy, a powerful salute to a true champion of boatbuilding education in the greater northwest, if not the whole nation. A common theme among those attending was that to Dave they owed their career, and that he had taught them not only how to work, but also how to get a lot done and have fun at the same time. His strong legacy will live on through the hundreds and hundreds of students he mentored so carefully for so many years.

Dave and Carolyn can now perhaps wind down a little as they have the long-awaited chance to spend more time on board their 30 foot troller-style cruiser exploring around Puget Sound and on up to Northern British Columbia.



Spring 2008 graduating class with Dave at left in white coveralls, the author at right in white coveralls.

Gordon Stanstad grew up in Seattle boating on Lake Washington and in summer on Port Susan. He is a life-long woodworker, and a boatbuilder since the 1960s. He attended Central's Cabinetmaking program in 1968, and served an apprenticeship, as a shipwright, on Lake Union, completing in 1978.

Gordon has worked as a repair manager in a boat yard and had his own marine custom woodworking business for seven years before coming to Wood Construction to teach in 1992. He taught part-time in the Cabinetmaking and Marine Carpentry programs for one year, going full-time in Marine Carpentry in 1993.

During the last eighteen years Gordon has spent most summers

returning to industry, working either in marine joinery or custom residential woodworking, including building wood doors and windows, timber frame structures, furniture and historic restorations.



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Sea Stories

Tom Muir, Rich Smith join Emerald Harbor crew

Emerald Harbor Marine has added sales and service experience to its crew with the arrival of Rich Smith and Tom Muir. "Rich and Tom each bring a great deal of experience and will be good fits for our team," explained Larry Schild-wachter,



General Manager. Rich Smith is Emerald Harbor's new Sales Development Manager. "I'll be attending rendezvous and shows, working with boaters and the marine industry folk," Smith says. "I'll be out there with people

a lot more than behind a desk. Anything to get me out of the office," he quips.

Smith comes to Emerald Harbor after more than 30 years in the marine industry. He had his own charter boat, boating education and rigging operation in Marina del Rey for several years, but has been in the Pacific Northwest for the last 20 years. He is a licensed USCG Ocean Operations Captain and has thousands of offshore miles in his wake.

Tom Muir has joined Emerald Harbor as the newest service team member. He will be tackling a variety of systems including heating, air conditioning and electrical. "When it comes down to it, I really enjoy working on all yacht systems."

Muir started his career building



the seaworthy Westsail boats in Costa Mesa, California, 26 years ago. He has done several offshore deliveries, including taking a Westsail through the Panama Canal to New Orleans. "And I've done just about every race I could," says Muir.

Emerald Harbor Marine, located in Seattle, Washington, focuses on systems sales, installation and repair. The sales and administration is located at Elliott Bay Marina, and the woodworking and electrical shops are at Canal Boatyard. For more information, visit www.emharbor.com.

Famous new face at Elliott Bay Yacht Sales

Elliott Bay Yacht Sales has announce the addition of former sailing great Bob Pistay to their esteemed and highly respected staff.

Bob joins Susan Bartlett, Nancy and Van Draper, and Paul Jenkins at their Elliott Bay Marina location.

Over the last 100 years Bob has been active in all phases of the marine industry, however, he is probably best known for his exceptional sailmaking skills and most recently



he has specialized in putting together complex brokerage packages involving a multiplicity of vessels and their attendant owners. Somehow he always manages to find a way to make things work for all parties involved.

Bob's background adds to his unique ability to share his extensive experience in offshore ocean racing, drifting in Putrid Sound, punishing local one-design fleets and cruising the many oceans of the world. Most recently he has done what so many sailors do and has strayed over to the dark side by trying and then admitting that he actually enjoys power boating more than sailing. Interestingly enough, he has also found that he enjoys the larger power yachts especially when he gets to drive.

So stop by Elliott Bay Marina and drop by Elliott Bay Yacht Sales and welcome Bob to the office. Bob can be reached at 206-285-9563.

Waterfront Center, located in the Port of Everett's Marina District, open for business

The 83,000 square foot facility includes space for retail, office, marine shop space, with Event rentals available in the Blue Heron and Sandpiper rooms. Waterfront Center was created by remodeling the former Marine Spill Response Center concrete tilt-up structure and adding 15,000 square feet for Port and Marina Administration offices and restaurant space.

Waterfront Center is home to the Port of Everett's administrative and marina offices, Scuttlebutt Restaurant and numerous other boat repair shops and marine retail.

Approximately 30,000 square feet is still available for lease. For leasing information, contact Brian Stuchell at Eclipse Real Estate Group at 425-320-1076 or by email at bstuchell@eclipsegrp.net or mailto:bstuchell@eclipsegrp.net.

About Waterfront Center:
www.waterfront-center.com.

Nine tenants for the building: Port Administration & Marina Offices; Scuttlebutt Brewing Company (opened in April); Everett Yacht Service; Jim's L&M Marine; Tom's Electric; B&B Marine; Marine Power Services, CNC Technologies and Port Gardner Yacht Brokerage

Marine service shops open a new state-of-the-art environmentally sound boatyard, haul out and wash down facility — served by 35/75 ton Travelifts

Boatyard expansion is expected to be complete in Spring 2012

Waterfront Center is located adjacent to the largest public marina on the West Coast and within walk-



ing distance to the state's largest boat launch.

For more information, contact Lisa Lefeber, Public Affairs Administrator, 425-388-0617 or by e-mail at lisam@portofeverett.com.

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Waggoner Cruising Guide names new Editor

After 17 years, and hundreds of thousands of miles on the waters of Puget Sound and the Inside Passage, annually covering the area from Olympia, WA to Prince Rupert, BC, Robert Hale has announced his retirement from the helm of the *Waggoner Cruising Guide*. Northwest *Yachting Magazine* columnist, and cruising guide writer and publisher, Mark Bunzel (photo right), will be taking over as Editor and Publisher starting with the 2012 edition of the *Waggoner Cruising Guide*, now in production. According to Hale, this is the right time for this transition. "Marilynn and I will continue to cruise, but now we can stop and stay three days in one place rather than visiting three places in one day." Bob Hale started the *Waggoner Cruising Guide* in 1994. With each edition, the *Waggoner Cruising Guide*

grew in readership and value to Pacific Northwest and B.C. cruisers. Today, it is safe to say almost every cruiser in the Northwest has a *Waggoner Cruising Guide* on their boat.

Going forward, Mark Bunzel and his team will be updating the book and website with the same attention to detail as Bob and Marilyn



Hale. According to Bunzel, "Many regard the *Waggoner Cruising Guide* as the must-have book for cruising in the Northwest and British Columbia. We are looking forward to building on the excellent body of local knowledge Bob and Marilyn have assembled."

Mark is the publisher at Fine Edge Nautical Publishing in Anacortes. Fine Edge will be distributing the *Waggoner Cruising*

Guide along with the 150 other books and planning maps covering all aspects of Pacific Northwest cruising. Mark has written over 125 magazine articles covering the area. He is the co-author of *Cruising the Virgin Islands*, the best selling cruising guide for cruising in the Virgin Islands. Mark holds a USCG Masters License in power and sail and is a frequent speaker at area boat shows and rendezvous.

Sea Stories

Curt Russell new Project Sales Manager at Yacht Masters Northwest

Yacht Masters Northwest welcomes Curt Russell as their Project Sales Manager. He will be their lead in promotion, new business and sales along with expanding into the architectural rigging product line with the land-based building community.



A Northwest native, Curt began his career in the marine industry in the 80's working for such local industries as Sea Freeze, Skippers, Pan Pacific, Birthing, Arica, Premier Pacific, American Seafoods, Elliott Bay Marine Services, Marine Service Center, YachtCare and Maritime Service Corp.

Besides being a NMEA Certified Marine Electrician, Curt also attended O.E.M. Marine Technical Training schools such as Furuno, Simrad, Raymarine, Webasto, Dometic, Mathers/ZF. He is a certified diver with over 250 vessel dives and previously had a 100 ton master license.

Welcome Curt to Yacht Masters by giving him a call at 206-285-3460.



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The Racing Sheet

String Theory takes Overall at Sloop Tavern Yacht Club's Blakely Rock Benefit Race

Sloop Tavern Yacht Club raises \$9000 for Ballard Food Bank

Shilshole Bay, Washington - For 31 years Northwest sailors have been coming together in support of various local charities through the Sloop Tavern Yacht Club's Blakely Rock Benefit (held this year on April 2nd). This year's beneficiary, as in the past few years, was the Ballard Food Bank. Over 70 businesses and individuals donated items, expertise or time to the cause - creating an incredible raffle pool of swag and a long list of silent auction items that bidders had been able to ponder online for over a week before the event. All these items add up to a good time that attracted top sailboat racers, one design fleets, and cruisers for the flying and non-flying jibs classes.

With a forecast 10 to 15 knots out of the southwest switching to 10 to 15 out of the north, the racers gathered at the Sloop Tavern for the now famous blintz breakfast followed by the skippers meeting in the tavern. Once completed, it was off to the marina to rig and get the over 88 boats out to the starting area and begin the long starting sequence to get the 12 classes off the line and headed for the first mark in the course.

The slowest rated boats start first in this version of the Blakely Rock race so it was up to the No Flying Sails boats to pick a way out of the starting area in the dying finicky southerly. Some came off the line and headed straight west in the hopes of getting the first push of the incoming tide. A few stuck to the traditional wisdom of tacking up the breakwater and working towards the West Point shore. The trick was to not choose the tactic that showed the other 10 classes where not to go once it was their turn to start.

Staying in the bay and working up to West Point ended up being the right choice for the early starters, with more than a few over early. They finessed everything they could out of the small puffs and current lanes to get up close to the beach and then push across the sand bar at West Point. Once around



Photo above - The N/M 55 Strider on the wind and smoking towards Blakely Rock in what was probably the most wind of the day.

they came to find that an easterly had developed; it was time to pull the jib leads outboard and tight reach down the Sound towards the rock. Many of the later starters were able to hoist their spinnakers, run west to the now incoming tide, and take advantage of that push to get around West Point into the easterly breeze.

As the current reached the lead boats they began reaching down, pinching up, and chasing the current fingers as best they could to try and stay in front of the boats catching them in the building flood current. Painfully, slowly, the lead boats began rounding the rock in a light dying easterly as a cameraman was setting up his stand on the beach.

And wouldn't you know it, here comes a surge southerly to whisk the boats behind up to the front where the leaders had been patiently waiting for the fleet to catch up and bring in the new breeze to the middle of the Sound. Leap

frog after leap frog - boats pushed their way back north to West Point - riding the edge of the southerly breeze, puff to puff. Painful.

Playing the beach at Magnolia, boats continued leap frogging each other while staying as close as they could to shore to escape the adverse flood current - some staying a bit too close to the beach, finding the bottom but getting quickly free.

Pleasantly - for everyone - a northerly built in and they shifted

gears once again. With the faster rated boats working through the fleet, clear lanes disappeared as boats worked their way up to the final mark at Meadow Point with dreams of setting their spinnakers and easily running into the finish. It was not to be, winds died, puffs came straight down at the water scattering in any direction and boats struggled once again to round the mark and get through the finish line on the most crooked Blakely Rock Benefit Race to date.

In the end the Flying Sails Overall trophy went to the well sailed Olson 40 *String Theory*, starting in one of the latest starts

Photo below - The Yankee 30 Moonshine, sail number 27696, skippered by Kirk Fraser and the resounding winner of Flying Sails Division Four on both elapsed and corrected time, sailing into Blakely Rock, closes in on her larger and faster competitors the Olson 911 Kowloon.



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and completing the 13.5 NM course in just over three and a quarter hours.

Now that's the first story of the Blakely Rock Benefit, and as many of you know, there are other stories to be told. There is the story of the myriad of volunteers that worked diligently to decide upon this year's beneficiary, and solicit donations for the raffle and the silent auction.

These tireless people worked in groups and individually to both bring back the previous year's donors and encourage new donors into the fold. And then the work really started - once the donations were made, the items kept track of, organized, and publicized in a way that both created individual interest for the raffles and silent auctions while at the same time gave recognition to the various donor companies and individuals. A task that was not as easy as it sounds.

This same group then shifted gears into creating momentum in the sailing community to enter the race. Publicity, t-shirts, posters, online promotion - the club raters sure kept busy developing ratings for anyone that needed them. They did their best to make sure everyone was welcome and able to get out there on the course to enjoy the race. Then it was time to shift gears again to race day - blintz breakfast at The Sloop, the Skippers meeting, organized the volunteer race committee and RC boat, got the racers off the starting line and kept track of the finishes. Then shifted gears one last time, pushing us today's sailors into opening our wallets to support their cause at the after party, raffle and silent auction. Wondering how many gears they really had; this group of volunteers is what makes the event a success year after year.

There is also the story of the Beneficiary for this year's race - The Ballard Food Bank. One of many Seattle area resources utilized by our neighbors, co-workers, friends and families to help make ends meet in these tough economic times. The Ballard Food Bank isn't just jelping out the homeless or those stuck on welfare. The Ballard Food Bank delivers food to the elderly and handicapped that are not mobile enough to supply for themselves. The Ballard Food Bank supplements families that just can't make ends meet in our changing economic times. They help your neighbors and friends, even I'm sure, your fellow sailors. Look around you next time you're out on

the race course, in this group of ours there are people needing assistance, and there are people giving assistance.

Bruce Hedrick Weather Briefing

One of our donors for this year's Blakely Rock Benefit Race was Bruce Hedrick, Managing Editor of *Northwest Yachting Magazine*. Bruce once again provided a personalized pre-race weather briefing that was auctioned prior to the race. This year's

winning bidder was Kirk Fraser, a fellow STYC member. An hour prior to the race start Kirk and his *Moonshine* crew huddled around the cockpit with Bruce ready to hear the day's predictions and recommended strategy. Not only did Bruce bring expert knowledge to the boat for that day's race, he was very open about teaching the reasoning behind his guidance and how to collect and decipher weather and tidal data yourself in the future. Two years

in a row now the boat with his weather briefing has won 1st in class . . . coincidence? Maybe, maybe not, but nonetheless the crew loved it, we had a great day on the water and very much appreciate Bruce's expertise and time. - Ben Braden and Kirk Fraser

Photos by Jon Anderson (more photos available on Jan's website, www.flagshipmaritime-training.com).

Vagabond wins Jack Hyde Memorial Navigation Contest

Tacoma, Washington - After having been out of the sport of navigation contests for a few years, Tacoma Yacht Club renewed their participation by hosting the 2011 Jack Hyde Memorial Contest on Saturday, March 26. Contest Chairman Chuck Irwin recruited a contest committee comprised of about 30 Junior ROTC cadets from Curtis High School to help with everything from contest check-in, scoring and observing to actually competing as contestants. All of us veteran contestants were sincerely privileged to witness the well-learned discipline and professional demeanor presented by all of the cadets throughout the entire contest day. What a great way to host a navigation contest. Thanks to Tacoma YC for this inspiring approach.

Eighteen contestant teams entered what turned out to be a three-hour cruise in light rain on calm waters in the Tacoma area. Of the 18 contestants, nine were novices who were enthusiastically welcomed by all veteran contestants of this sport. Quality social time on the docks Friday evening afforded an opportunity for all contestants and crews to become acquainted and begin the story telling. Following log check-in Saturday morning, contestant teams departed the TYC basin and headed for the starting line.

The contest course started at Spring Beach on the southwest side of Vashon, proceeded into Dalco Passage, around the south end of Vashon Island, into the outer portion of Quartermaster Harbor and then back out. Once back into Dalco Passage, the course continued east-bound to Dash Point, turned south to Browns Point, continued south-



Photo above - Overall winning team of Dick and Sylvia Timmerman of Queen City YC being awarded their trophy by one of the Curtis High School Junior ROTC Cadets.

ward to the Tacoma waterfront and, finally turned west to the finish at Pt. Defiance Light. While the calm weather supported the time predictions, the same could not be said for the current estimates with significantly less actual current velocities being seen than were published; in fact, published current info is quite incomplete for the Dalco Passage waters with no ebb current info specified at all.

Following the post-contest log check-in, the awards dinner was held in the TYC clubhouse. Chairman Chuck Irwin announced the final standings and presented awards to the successful contestants.

Capturing First Place Overall was the team of Dick and Sylvia Timmerman of Queen City YC, on *Vagabond*, with the lowest error of 0.6503 percent. Second Place Over-

all went to the novice team of Cadets Gavin Nadong and Chris Foster, on board *Norwester*, with a score of 0.8843 percent; they also won the Novice Award. Rounding out the top three awards in Third Place Overall was the team of Jerry and Shirley Downer of Gig Harbor YC, also on *Norwester*, at 0.8933 percent. Awards were also presented to the top finisher in each of three classes.

Following the awards, a standing ovation was afforded the cadets and their instructor staff for all their special efforts that made the event such a great success. All the veteran skippers and crews look forward to more partnering with the Junior ROTC cadets in future International Power Boat Association navigation contests. - Mike Henry, IPBA-South Sound

The Racing Sheet

Tricky conditions for West Sound Sailing Association's Rich Passage Ramble

Great White takes first-to-finish, first in class and first overall in tactical duel

Port Orchard, Washington - Ramblin' through the passage at the South end of Bainbridge Island 20 boats took part in the 3rd race of the West Sound Sailing Association's racing series, the Rich Passage Ramble. This is a fun, tactically challenging race taking boats out of Sinclair Inlet, through Rich Passage (always a feat in itself) then around Blake Island back through Rich Passage and west to the finish off of Port Orchard.

For those of you that haven't sailed, let alone raced, through Rich Passage let me explain a bit. Imagine sailing along through a nice sized

lake, with its 'shifty and puffy winds, and approaching a narrow river mouth with its three knots of boiling current. Then imagine sailing around a blind corner into the rolling river current and being met by a Washington State ferry blasting along expecting you to get out of the way. Challenging wind shifts with crazy tactical current choices make this area a perfect place to test your skills and knowledge but especially test your crew work through all of the corners and restarts.

The RC work for the Series is done by volunteers and as sailboat racing normally goes the volunteer

is someone that would otherwise be racing. For this race "Bryan Massey, the skipper of *Falcon*, stepped up and ran the race committee so Tom Barrett, of *Emerald Lady*, and also the WSSA chair, was free to race," says Gerry Austin. The volunteer would usually have to use a throwout but Bryan sent *Falcon* out without him aboard - trusting Gerry Austin with the helm in - as Gerry puts it - "one of the most treacherous races of the season."

With light winds and rain in the forecast the three classes left the line in a smooth southeasterly and headed for the Passage. "*Swan* was

the first boat off the line for Division 2 and quickly built a commanding lead," points out Gerry aboard the Cal 9.2 *Falcon* that then "hoisted the spinnaker . . . and were soon second behind *Swan* in the chase down Sinclair Inlet." As boats in Division 2 realized they could hold their spinnakers on the tight reach, they all began hoisting and soon the fleet of 11 in Division 2 had spins pulled then east towards the Passage.

With this observation, Division 1 set up to hoist their spinnakers right at the start and lined up, with the J35 *Great White* leading the way followed closely by the J105 *Dulcinea* and the O30 *Tally Ho*. *Dulcinea* stuck their bow out to weather with their big A-sym pulling them along but *Great White* was able to hold onto their leeward lane and pulled ahead through the middle of the bay, chasing down the previous starters already on the course.

Ahead, the battle for Division 2 was going on between *Falcon*, *Swan* and *Emerald Lady* - Gerry points out that "*Falcon* . . . pulled ahead when *Swan* jibed near Waterman Pier. *Emerald Lady*, unwilling to give *Falcon* any wiggle room, stayed windward of *Falcon*, and overtook them right at the entrance to Rich Passage."

Back in the big boats *Great White's* lead didn't last long, though Dan Wierman chuckles that "As we entered Rich Pass, both *The Boss* (J35) and *Reign Maker* (C&C 37/40 XL) passed us . . . by Pt. Glover, the wind came ahead, the spinnakers came down and the boat started."

Ferries dodged the fleet that was working their way out of Rich Passage and around Orchard Point towards the awaiting turning mark that is Blake Island. With some smooth tactics *Great White* was able to take back their lead on the way out of the pass, but Gerry saw that the "Division 1 boats hit some calm air near Orchard point, which *Falcon* maneuvered around, holding onto a wind seam which put them back in the pack . . . the wind lifted allowing most boats to clear the north shore [of Blake Island] on one

Jabez Aldebaran and Dulcinea win class titles at West Sound Sailing Association's Spring Shakedown

Port Orchard, Wash. - While boats drifted around Puget Sound in an abortive attempt to complete the CYC Seattle Three Tree Point race, the enthusiastic West Sound sailors completed the second race in the West Sound Sailing Association's Race Series, the Spring Shakedown. 19 boats made it out for the race and were greeted with a five knot southerly and rain for the start.

The first leg in this two lap race has boats sailing into the head of

Northwest day.

The J105 *Dulcinea* showed a dominant performance working down the middle of Sinclair Inlet along with the Catalina 30 *Aldebaran* making gains along the left side of the course towards the finish. At the end a unique twist of fate had *Aldebaran* almost finishing "ahead of the faster, larger, division 1 boat, *Tantulus* (Express 37). The previous owner of *Aldebaran* is the current owner of *Tantulus*," chuckles Dan.

Finishing only one lap on the light air day still took the fleet over four hours and in the end had *Jabez* winning division III, the No Flying Sails class, *Aldebaran* slipping into first in the Flying Sails Division II and *Dulcinea*, the 2010 West Sound boat of the year, dominating the Flying Sails Division I. With only two races completed (the first being PMYC's Jim Dupue Memorial) in this seven race series, there is still plenty of

chance for boats to get involved and enjoy these challenging West Sound races.

Take a look at the rest of the series at www.wscyc.net/WSSA. There are races left in Sinclair Inlet, Poulsbo, Brownsville and one through Rich Passage around Blake Island and back. If you're looking for some unique, different and challenging races with some scenery you're not used to looking at, take the time to join in on one of these fabulous West Sound races. - Ben Braden

Photo below - The J-105 *Dulcinea* showing great downwind speed dominated the Flying Sails Division.



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tack." Boats short tacked their way around the south side of Blake Island with some tight port/starboard crossings but once around the southeast corner of Blake Island, it was *Great White* hoisting their spinnaker and leading the fleet back towards Rich Passage.

"Most boats stayed on the Manchester side for current relief," says Gerry, "opting to cross the current river near Point Glover. *Aldebaran* stayed close to the shore for current relief and briefly grounded before being caught by the river and pushed back."

Fighting the current back through Rich Passage the trick became finding the most advantageous back eddy, with the best wind. The current had to be crossed at some point but finding the shortest crossing was the name of the game. "The wind got light near Pt. Glover and *The Boss* and *Reign Maker* sailed up to us," says Dan aboard *Great White*, "The Boss sailed to the end of

the back eddy, struck out for the Bainbridge Island shore and was swept east. *Reign Maker* stayed close to the shore and would not venture out into the flow until we [*Great White*] sailed out towards Bainbridge."

Division 2 had their own battle going on through the narrow confines of Rich Passage - "*Falcon* and *Carpe Diem* chose the Bainbridge shore, opting to struggle against the current further south and finding an easier path to the back eddy near Point White," states Gerry, going on to say that "*Falcon* successfully short tacked the relief near Point White, but struggled on the last tack and was swept back slightly having to then duck *Tally Ho* and *Duke* who were starboard on a cross. After crossing, they [*Falcon*] were lifted and barely cleared the channel marker and began the beat to the East Bremerton Shore. *Duke* ventured too far out into the river and was swept back."

Once the Passage released its hold on the fleet they headed across the bay towards East Bremerton and worked up the shore with the local knowledge plan of "looking for a current lift from the current flowing out of Pt. Washington Narrows," says Dan. The wind built nicely as the boats entered Sinclair Inlet on the final tack to the finish - "with a nice shift near Dyes Inlet lifting the fleet toward Port Orchard," states Gerry with a laugh. "However, as is typical with Sinclair inlet, the wind shifted again near the shore, and most boats required one tack to clear the line."

In the end Dan Wierman's J35 *Great White*, of Division 1, crossed the finish line first, corrected to first in class and 1st overall for this tactically challenging race. Division 2 had Bryan Massey's Cal 9.2 *Falcon*, driven by Gerry Austin, crossing the line first and holding on to first in class after correction and 3rd overall. Division 3, the No Flying

Sails class was won by Sieberts' Ranger 30 *Jabez* with a dominating finish of over an hour in front of his competition.

For the series, after three races, *Jabez* leads the NFS class by one point over *Alcyone*. The Flying Sails Division 2 is being lead by *Falcon* with only a one point lead over the Catalina 27 *Emerald Lady*. Finally the WSSA fast rated boat class, Division 1, is set tight with a tie between series' boat of the year, *Dulcinea*, and the ever popular, always competitive J35 *Great White*. It's turning out to be a fun tactically challenging series, thanks to all the volunteers that make these events such a success. - **Ben Braden**

Full results and information can be found at <http://www.wscyc.net/WSSA/>

Elise Massey's photo's of the day can be found at <https://picasaalbum.google.com/11508339922-7873096827/RichPassageRamble>.



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SLOOP TAVERN YACHT CLUB

Thanks to the generosity of the Ballard businesses listed below who donated items, the Sloop Tavern, and all the incredibly loyal volunteers, friends and racers, the Sloop Tavern Yacht Club's 2011 Blakely Rock Benefit Race raised more than \$9,000.00 for the Ballard Food Bank. Please visit www.styc.org for details, including race results.

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Please be sure to thank the businesses above with your patronage. Through their generosity, the Ballard Food Bank and others in our community are being well supported!

Tim Morgenroth, Commodore
Sloop Tavern Yacht Club

The Racing Sheet

Port Madison Yacht Club Wins Challenge Cup Trophy

Shilshole Bay, Wash. - Port Madison Yacht Club members got together and produced a dominant performance Saturday, March 19, to win back the coveted Challenge Cup trophy from the hands of Shilshole Bay Yacht Club.

Come race day PMYC had put together some of the best boats and sailors from its membership roles that it could find and produced a fleet of eight boats consisting of *More Uff Da*, *Raptor*, and *Solace* in Class B, and *Pteron*, *Karma*, *Kilo*, *Carnamah* and *Sockeye* in Class C.

Eight boats gave PMYC the chance to have five good finishers with three possible blockers to help the team out. SBYC brought out *Sea Trek II* and *Lady Too* in Class B and *USAWI*, *Shoo! The Moon*, *Kowloon*, *Distance* and *Antares* in Class C. Seven boats, but with *Antares* dropping out of the race, it left only six boats to defend the Challenge Cup, tough odds for SBYC.

Unique to this challenge race, boats from both yacht clubs had to contend with racers on the course that where not competing in the challenge but where finishing up the Snowbird Series in Race Five of this well attended winter racing series.

Winds at the start didn't look too promising, four or five knots at the starting area, but up the course, near the Ship Canal, the wind sensed and a huge hole needed to be navigated to get to the windward mark. Due to the light winds and forecast southerly switching to a northerly, the race committee opted to keep the fleet near Shilshole marina and sent them on a twice around course utilizing the South Hamburger buoy and the Meadow Point buoy, through the starting area in the middle - just in case the wind really cracked out.

As the No Flying sails class taxied up to the line in preparation to their start you began hearing conversations between boats such as: "Lets start at the boat end, your boat is faster so I'll set up below and behind you then you drop down a bit after the start to give me a lane."

Team preparations for a start that gets two boats off cleanly; conversa-



SBYC Race Chair, Dennis Palmer, hands off the coveted Challenge Cup to PMYC's Commodore, Pat Mitchell. - Photo by Rubie Sanborn

tions usually not heard out on the keel boat courses. Once the No Flying Sails boats had gotten across the line it was time for Class B to set up on the port tack line. Three boats tackled the left end and wouldn't you know it, *Raptor* lined up near the committee boat, let *More Uff Da* in above and in front of them and PMYC had an almost perfect team start.

Almost perfect only because *Sputnik* barged in between *Raptor* and the RC boat and not wanting to cause a collision, *Raptor* graciously backed off and gave *Sputnik* the room they didn't have.

As the boats in Class B worked their way up the breakwater trying to figure out how they would break through the large hole in front of them, the boats in Class C lined up for a mostly starboard tack start on the port tack line. Paul Faget's *Synergy 1000 Kilo* (sailed double handed) lined up on port tack and crossed closely in front of a starboard boat. But this is a team race and that starboard boat, *Karma*, was on his team. Waved through, *Kilo* continued on while *Karma* held their tack a bit longer before flopping over onto port near the break water. Whole new twist when you're out team racing.

Here is where the fleet lucked

The southwesterly shifted to the south-southwest and soon boats had their poles all the way back heading straight into the building flood towards the leeward mark. Once around the mark it was one tack through the start/finish line and then off on lap two around Shilshole Bay.

Dan Wills' Peterson designed *Shoot the Moon* blew away his competition on lap one and as they began lap two, the PMYC boats from Class C had their work cut out to chase *Shoot the Moon* down and do their best to slow his performance a little. Dan Kasler's *Melges 24 Pteron* made huge gains on this upwind leg and while Class C leaders worked through the front of Class B, the little *Melges 24* did its magic.

Shoot the Moon had just tacked on top of PMYC's *More Uff Da*, gassing them bad on the layline back to the weather mark. Hidden behind *Shoot the Moon*'s huge genoa, Danny's little *Melges 24* came across on port and tacked below the *Moon*'s bow, executing a text book lee bow maneuver. Within moments *Pteron* shot across *Shoot the Moons* bow pointing five degrees higher - forcing *Dan* to drive down to leeward for clear air therefore freeing up the wind for *More Uff Da* that they had been sitting on.

All in all a very solid team effort, not to mention a ton of fun and an entirely new dimension to sailboat racing. - Ben Braden

Photo below - The *Synergy 1000 Kilo* skippered by Paul Faget was part of a very tough Port Madison team.



America's Cup 45' Training Boats Ready to Go

San Francisco, Calif. - The billion-dollar grudge match that was the 33rd America's Cup is history, but the lessons learned that multihulls are fast and wingmasts make them even faster have become the theme of the 34th America's Cup in San Francisco in September 2013. **BMW ORACLE**, the holders, have chosen to race on 72' wingsailed catamarans. These amazing machines will require an entirely new skill set, and **ORACLE** Team founder Larry Ellison, the CEO of Oracle Corp., is determined to give his opponents a speedy introduction.

The cup rules now include a preliminary qualifying regatta series in 45' one design wingsailed cats. The 2011 America's Cup World Series will be a crash course in this new era of racing, and has attracted 15 teams from 12 countries plus **ORACLE** Racing. They will begin their quest for the Cup with stops in August in Cascais, Portugal; followed by Plymouth, England and San Diego, California, with three other ports to be announced.

Racing in these challenging craft will give the teams a foundation to build on as they begin to design and build their high-tech AC72s to compete in the challenge round. In another attempt to level the playing field, a shared design program is being offered to jump-start the design process. "We gave the design and research team a simple brief: give us your best shot at a winning design," said Iain Murray, America's Cup Race Management CEO and Regatta Director.

"This solution is being offered to close the gap on the front-runners, and provide all teams, large and small, the opportunity to be competitive within the time remaining before racing starts in the new AC72 catamarans in 2012," Murray said. The package will consist of a platform designed by multihull design leaders VPLP of France and a wing and sail package designed by the North Technology Group (NTG), headquartered in the USA.

It is very unlikely that many of the geographically diverse teams will actually reach the challenge stage; some have barely begun to look for the funds necessary to challenge. Here is the line up with the most promising syndicates listed first.

ORACLE Racing (USA) James



The new AC 45 catamaran is the fastest one design ever to hit the water, capable of sustained speeds of 30 knots in the right hands. There has already been a capsizé, when one crew missed a tack and started sailing backwards . . .

Spithill - Skipper (Aus.), John Kosteki-tactician (USA).

Artemis Racing (Sweden) Paul Cayard CEO (USA), Terry Hutchinson-helmsman (USA).

Emirates Team New Zealand (New Zealand) Dean Barker (NZ) Glenn Ashby (Aus.)

Energy Team (France) Loïck and Bruno Peyron (France)

Mascalzone Latino (Italy) Gavin Brady, Morgan Larson (USA) Aléph Equipe de France—Skipper/Directeur Sportif - Bertrand Pacé

Venezia Challenge (Italy) Team Australia (Australia) China Team (China) Team Korea

and three undisclosed teams.

One team that does have plenty of experience in big catamarans is Energy Team, since both the Peyron brothers have raced around the world in craft over 100 feet long, and their syndicate will have access to every kind of racing multihull currently in use. The construction of their AC72 multihull will begin at the Multiplast yard in Vannes, Brittany, builder of most of the world's 100' plus racing multihulls, which will also be the construction and technological development base. - **Peter Marsh**

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The Racing Sheet

South Sound Series ends with a whimper

Wind stays home for Gig Harbor Yacht Club's Islands Race

Gig Harbor, Wash. - The South Sound Series ends with a whimper; the final race in the series happened Saturday, March 19th, and happened may be the best way to describe the race. Boats happened to be in the right spot for a puff, boats happened to be in stronger current than someone else, and most importantly the crew happened to be quite relieved when things ended at the shortened course finish line at the north end of Colvos passage.

Garry Greth aboard the SC70 *Neptunes Car* describes the race tactics as "current lanes; getting in 'em, staying in 'em, keeping the boat moving in next to no wind at all, smooth roll tacking, keeping any eye on tiny lifts and headers."

A trying day on the eyes and on everyone's patience. With spotty puffs and crazy current lanes people had to keep an eye on the logs, not to avoid them, but to see the edges of the current lanes and judge speed and angle of the next elevator ride.

Stephanie Schwenk aboard the SC27 *Giant Slayer* points out that "You had to keep looking forward and transitioning into the next thing coming. Boats that had a hard time with transitions kept dropping back." Which may help explain why there look to be two groups of fin-

ish times for the racers, a group way out in front and others grouping up in the rear.

Schwenk goes on to describe their entire day from launch to home plate - "Our Islands Race started at the Tacoma Yacht Club hoist, joining *Dos*, *Sidewinder*, *Nefarious*, *Gardylou* and others for a sunny one mile delivery to the start. We had the two knot spare motor, one knot of breeze, and three knots of current, but an hour to get there with sunshine, tides and a fresh bottle of ULLR.

"We arrived at the start line just as the big boats were starting. Cruisers [which started first] had made about 100 yards in 30 minutes. Boats started in a northeasterly and it paid to start at the committee boat, but with current pushing you over the line and no way (at least with the little boats) to sail against it, anything but over early was going to be a pretty



Photo above - Light air was the order of the day for the Gig Harbor Islands Race which the committee wisely shortened at Blake Island.

good start. The *Car* started first at the pin, and while they were momentarily buried - a 70 foot boat has the mast height and momentum to push through. All the boats kept a safe distance from the line, and I don't believe that any boats had to restart.

"Our plan was to have a conservative start and chase down puffs in the middle of Colvos. We were determined to not get suckered into the corners. The plan went away right off the bat when we thought we had over five minutes to our start and saw that the boats in our fleet really looked like they were setting up for a start... Didn't the Olsons start? Isn't that a T-bird on the line?... Luckily the line was close and we were able to get a pretty good second row start at the boat with Gary S on *Sugar Magnolia*. The T-bird escaped with a first row boat end start and went straight out into the current and breeze (bye!). The rest of us were together - a more conservative start than we planned! But still in the game.

"Our sail up Colvos featured more current than wind most of the time. You really needed to take advantage of both. Fortunately the current was always with us and the wind never completely shut off (others may disagree). There were rivers where you could get a much bigger elevator ride, and puffs

where you could jump forward in your fleet. The rivers were pretty easy to see with big logs marking the edges in many places. So, you really wanted the uphill ride, but if you took it too far you'd sail out of the wind or (worse) get suckered into a shore breeze that would leave you stranded. Sometimes you felt like a genius, and other times you wanted to kick yourself. I think I remember a couple of attitude-adjustment beers...

"By the end of Colvos, we saw the *Car* motoring back to Gig Harbor in the double digits all put away for the day. Hooray! The end was in sight, and we wouldn't have to fight our way back down Colvos. We hung toward the Vashon ferry rather than heading to the lee of Blake Island, but it seems like both choices worked out equally well. As we rounded the corner at Blake Island, we hoisted for a ten minute kite run to the finish. One gybe later we had a great run home to Des Moines. Sunshine, T-shirts and a nap in the sun on the foredeck... we had the boat put away on the trailer before dark. Another excellent day on the water! Even if we never made it to the Tides..."

The preliminary results had *Snake Eyes*, the Beneteau 40.7, taking the overall again by only 9 seconds in front of the Davidson 29 *Madame*

First Annual Three Buoy Fiasco set for May 14

Shilshole Bay, Wash. - The First Annual Three Buoy Fiasco is right around the corner and there is still time to sign up. The Sloop Tavern YC and the Port Madison YC are collaborating to make this an event to remember. Starting off Shilshole, there will be three marks (Halverson Buoy, West Point Buoy, & Point Jefferson Buoy). The start line may be crossed in either direction. Each boat may choose which order and direction to round each mark, plus the finish line may even be crossed in either direction.

Racers will start based on their PHRF rating in a pursuit style format. A cruising boat class has been added for those not currently hold-

ing a PHRF rating (a provisional rating will be provided and can even factor in those extra pounds of gear).

In addition to awards within each class, a friendly East vs. West competition has been created. Boats from each side of the Puget Sound will be competing against each other for additional bragging rights and new perpetual trophy. PMYC is helping recruit west side boats, so a good turn out is expected.

A party will be held immediately after racing at Ballard Sails next to the Shilshole West Marine. Burgers and beer will be provided, plus you're encouraged to bring a side dish to share. Go to www.styc.org for more information or to register.

The Racing Sheet

Pele, but after the preliminary results where corrected, Dan Randolph's Farr 30 *Nefarious* won the day, finishing 12 seconds in front of *Snake Eyes*. No matter what - everyone that finished this race had to make some tough choices that had drivers and tacticians second guessing themselves and pulling their hair out at various moments in the race.

What started with a bang at the Winter Vashon Race four months ago has ended with a slight spring whimper with the Gig Harbor Yacht Club's Islands Race. Once the preliminary results were re-corrected and boats where placed in the right class the organizers scored *Snake Eye's* as the "Best in Fleet" winner with 28 overall points, just two points in front of the little Sierra 26 'Dos'. The "Team" contest - the best three scores from entered yacht clubs - was easily won by Tacoma Yacht Club followed by STYC, SSSS-1, CYCT, GHYC, CYCS, TTPYC, Westsound, SSSS-2,

OCYC. Always fun to represent your club or group - great work everyone.

As for the final Class Standings for the series: Division A, the Mullis's, was won by Jim Thompson's Corsair F-27 *Danger Zone* finishing two points in front of Rod Tharp's F-32 *Pax the Space Spider*.

Shaun Breeze's Farr 39 *Tachyon* won the tie breaker to take first in Division B over Dave Lynch's Cookson 12m *White Cloud*, each with nine points after the four races - tight racing in Division B.

Division C was plowed under by John Hoag's Beneteau 40.7 *Snake Eye's* taking 1st by four points over the amazing Riptide 35 *Terremoto*, owned by Scott and Susan Burbank. The one-ton *Absolutely*, owned by Charlie Macaulay, rolled through Division D - beating Stuart Burnell's well sailed J109 *Tantivy* by 2 points.

Port Madison Yacht Club was represented well by Brad Butler's Sierra 26 'Dos'. 'Dos' sailed away

from it's competition in Division E, taking first over Rafe Beswick's Rondar 21 *Dragonfly* by three points for the series.

Proving that "Fast is Still Fun", Mike and Brad Jones's Olson 30 *Sidewinder* took first in Division F by 3 points over Graeme Esarey's Farr 1220 *Kotuku*.

Ian Andrew's Davidson 29 *Madame Pele* gave Division G a clinic, taking first for the series over J. Rosenbach's Beneteau 35.5 *Bodacious* by four points while another clinic was being run in Division H by Pat Stewarts Cal 33 *Cherokee* who handily won the series by 5 points over Rob Zaragoza's Carter 32 *Carpe Diem*.

Division I had Kyle Reese-Casal's Olson 25 *Showtime* winning the tie breaker for the series over Gary Davis' Thunderbird 26 *Swann*, both tied at four points.

The largest most well attended classes for the South Sound Series, the Cruising classes, had some great

racers of their own with 18 boats participating in both the Flying and Non-Flying sails cruising classes.

The Non-Flying Sails class was absolutely dominated by Dave Knowlton's Pearson 36-1 *Koosah* taking first over the Ericson 38 *Balder*.

The Flying Sails Cruising Class was equally dominated by Kellis Jangard's Cal 40-1 *Rival*, taking 1st by 4 points over Skip Broadhead's Dufour 44 *Integrity*.

This was the amazing part of the South Sound Series; The Series got the participation of boats that weren't stripped out racers and proved that such boats could come out and have fun racing against like boats, at a very competitive level, without the high price of a true "racing" program. So next year grab your friends, leave the dodger up, leave the anchor on the bow and keep all the stuff in the galley for lunch and join in on the Cruising Classes in the South Sound Series. See you all next year! - Ben Braden



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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	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG		
POWER																						
14	Stabcraft	10	08	29,500	FridayHarborY98		25	ChrisCraft	04	G	68,800	AdvanceMarine121		30	Willard FF	77	D	27,500	ElliotBay	83		
	Duffy Elect	10	27,094	Admiralty	84		25	Cobalt 253	00	G	19,900	WaterLine	73		30	Willard Pilot	01	D	149,900	WaterLine	73	
	ChrisCraft	52	G	31,500	Irwin	58		25	CustomSedan	90	G	19,000	Tradewind	97		31	Bertram	62	GT	99,000	ElliotBay	83
	Duffy Elect	10	32,798	Admiralty	84		25	Ranger Tugs	09	D	139,937	RangerTugs	31		31	Bounty Marine	07	DT	177,500	NHarborY	103	
	Trophy	06	08	23,000	NWYachtmet	102		25	Ragal	07	G	69,000	NHarborY	103		31	Camano	05	D	169,800	WaterlineSeattle	77
	Bayliner	99	G	5,500	RangerTugs	31		25	SeaRay/Sun	85	SG	9,950	OregonY	28		31	Camano 31	02	D	159,000	WaterLine	73
	Bayliner	04	G	13,000	Bristol	40		26	Bayliner	90	GT	49,950	Irwin	58		31	Camano 31	06	D	149,000	WaterLine	73
	Sea Ray 200	06	G	23,995	WaterLine	73		26	Boathouse	90	N	5,995	VanitasMarina	43		31	Camano Gnome	03	D	129,000	WaterLine	73
	Stabcraft	05	08	39,500	ElliotBay	83		26	Cobalt	01	G	49,900	NWYachtmet	102		31	Camano Troll	99	D	184,500	WaterLine	73
	Trophy	05	08	36,900	NWYachtmet	102		26	DeVlin/Twin	87	D	49,750	LaConnerY	101		31	Celebrity	94	GT	23,500	Admiralty	84
	Duffy Elec	07	D	24,900	FridayHarborY98			26	Four Wins	06	G	49,900	Admiralty	84		31	EagleCraft	10	D	199,900	WestYachts	99
	Duffy Elect	07	D	32,000	Admiralty	84		26	Nordic Tug	83	D	84,500	MarineService	67		31	Larson	07	GT	99,950	NWYachtmet	102
	Duffy Elect	09	N	38,990	Admiralty	84		26	Sea Ray 260	05	G	57,975	WaterLine	73		31	Pursuit	04	GT	127,499	Irwin	58
	Ranger Tugs	01	D	24,937	RangerTugs	31		26	SeaRay 260	05	G	68,000	VanitasMarina	43		31	Sea Ray	92	GT	38,950	Irwin	58
	Sea Ray 205	07	G	30,995	WaterLine	73		26	SeaRay Exp	79	D	25,500	LaConnerY	101		31	SeaRay	94	GT	47,500	LaConnerY	101
	Teknicraft	21	01	59,500	WaterLine	73		26	Tollycraft	74	G	12,500	OregonY	28		31	SeaRay	97	G	36,800	NHarborY	103
	Chaparral	06	G	25,950	Bristol	40		26	Tollycraft	74	G	12,500	OregonY	28		31	Tara	90	GT	34,900	OceanYachts	103
	Duffy Elect	09	N	37,990	Admiralty	84		26	Baja	96	G	25,900	NWYachtmet	102		31	Tara	90	GT	69,950	WestportY	9
	Glacier Bay	08	08	74,500	FridayHarborY98			26	Bayliner 275	05	G	49,900	VanitasMarina	43		31	Tara	98	GT	79,500	FridayHarborY98	
	Sea Sport	89	G	24,500	FridayHarbor	98		26	Carver/Montego	93	GT	39,500	OregonY	28		31	Tara Open	29	GT	102,500	CompassPoint	17
	Sea Sport	97	G	23,500	FridayHarborY98			26	Cobalt 272	06	G	69,000	WaterLine	73		31	Aerohed	07	D	199,900	NWYachtmet	102
	Seaswift	02	SG	42,995	OregonY	28		27	Cobalt 272	07	G	81,000	WaterLine	73		31	Bayliner	06	GT	44,500	ElliotBay	83
	Seaswift T	07	09	51,000	AAK/Yachts	123		27	Sea Ray	97	G	27,800	Irwin	58		31	Bayliner 3055	99	GT	54,900	NordicNW	122
	Bayliner	03	G	28,900	LaConnerY	101		27	Sea Ray	97	G	27,800	Irwin	58		31	Bayliner 3055	99	GT	54,900	NordicNW	122
	Bayliner 242	04	G	39,995	WaterLine	73		27	Sea Sport	03	D	97,500	Discovery	82		31	Bayliner 3058	93	GT	44,500	OregonY	28
	Bayliner 242S	92	G	14,500	LaConnerY	101		27	Sea Sport	89	GT	49,500	FridayHarborY98			31	Fino	75	GT	199,000	CrownWest	12
	Centurion Enc	06	G	45,000	WaterLine	73		27	SeaRay	81	GT	14,900	Irwin	58		31	Maniship	05	D	139,000	SeawardY	96
	Edgewater	06	G	79,000	OceanAlex	2		27	SeaRay	85	GT	12,500	Irwin	58		31	Norstar	04	D	162,500	Bristol	40
	SeaRay	04	G	43,500	Tradewind	97		27	Bayliner	77	GT	7,150	Bristol	40		31	Sea Ray	88	GT	49,995	SeawardY	96
	SeaRay	07	G	43,500	Tradewind	97		27	Bayliner	93	GT	26,000	NWYachtmet	102		31	Seasport	04	D	159,000	SeasleSeattle	27
	Seafly	07	G	47,900	NWYachtmet	102		27	Bayliner	99	GT	39,900	NWYachtmet	102		31	Seaswift	06	G	139,995	OregonY	28
	Zodiac Neale	99	09	50,000	Admiralty	84		27	Bayliner 2855	03	G	42,000	LaConnerY	101		31	Tollycraft	80	GT	26,500	FridayHarborY98	
	8AMF	10	D	99,900	NHarborY	103		27	Bayliner 2855	91	G	24,900	LaConnerY	101		31	Tollycraft	73	GT	29,900	LaConnerY	101
	Bayliner 2590	88	G	16,900	LaConnerY	101		27	Bayliner 2859	96	G	34,900	LaConnerY	101		31	Tollycraft	78	GT	37,500	OregonY	28
	Bertram	63	GT	15,500	Bristol	40		27	Bayliner 2902	02	D	67,500	Tradewind	97		31	Tollycraft	85	GT	41,500	NHarborY	103
	C-Dory	07	GT	8,000	WestYachts	99		27	Bayliner 2855	98	G	27,900	LaConnerY	101		31	Tollycraft	87	GT	52,500	NHarborY	103
	Chaparral	06	G	59,000	Northwest	87		27	Carver Voy	89	GT	18,900	LaConnerY	101		31	Tollycraft	88	GT	47,000	NHarborY	103
	Chris Craft	06	G	47,800	Irwin	58		27	Chris Craft	05	GT	78,800	AdvanceMarine121			31	Tollycraft	89	GT	45,000	ElliotBay	83
								27	Chris Craft	07	GT	78,800	AdvanceMarine121			31	Tollycraft SC	85	GT	35,000	WaterLine	73

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47	Bayliner	01	TD	280,000	Bristol	40
47	Bayliner	94	TD	249,500	CrowsNest	12
47	Bayliner	94	TD	239,000	NWYachtnet	102
47	Bayliner	95	TD	225,000	Bristol	40
47	Bayliner	97	TD	249,800	NiHarborYS	102
47	Bayliner	98	TD	239,000	ChuckHovey	24
47	Bayliner 4788	00	TD	329,000	CompassPoint 17	
47	Bayliner 4788	99	TD	255,000	VanIsleMarina 43	
47	CHB Trn-Cabin	84	TD	160,000	WaterLine 73	
47	Cresalco	84	TD	249,000	OregonYS 28	
47	Diesel Duck	06	D	998,000	AAAYachts 123	
47	G Banks Europa	06	TD	799,000	NWExplor 21	
47	Northavn	03	D	895,000	AAAYachts 123	
47	NORDHAVN	03	D	795,000	Nordhavn 15	
47	Northavn	04	D	799,000	AAAYachts 123	
47	Northavn	04	D	869,000	AAAYachts 123	
47	NORDHAVN	04	D	1,595M	Nordhavn 15	
47	NORDHAVN	04	D	845,000	Nordhavn 15	
47	Northavn	06	D	995,000	Nordhavn 15	
47	Riviera	06	TD	699,000	EmeraldPac 18	
47	Rocema	00	D	699,000	AAAYachts 123	
47	Sandrine	88	D	379,000	SeleneSeattle 27	
47	Selene	02	D	699,000	SeleneSeattle 27	
47	Selene	04	TD	599,000	EmeraldPac 18	
47	Selene	06	D	699,000	SeleneSeattle 27	
48	Chris Craft	85	TD	199,500	GrandBanksNW11	
48	Chricscraft	85	TD	175,000	MarineServctr 67	
48	Formula Cruis	01	TD	499,000	EmeraldPac 18	
48	Fontain	04	D	349,000	NWYachtnet 102	
48	Grand Banks	73	TD	148,900	LaComerYS 101	
48	Hucklins	46	TD	125,000	ChuckHovey 24	
48	Lowland Travl	85	D	325,000	ElitocYacht 83	
48	Meridian Pilo	74	TD	175,000	WaterLine 73	
48	Offshore	86	TD	169,000	EmeraldPac 18	
48	Offshore	91	TD	249,000	Swiftsure 75	
48	Offshore	93	TD	359,000	ChuckHovey 24	
48	Offshore	98	TD	449,000	ChuckHovey 24	
48	Ponderosa Coc	84	TD	179,500	WaterLine 73	
48	SeaRaySedB	00	TD	429,000	OregonYS 28	
48	Selene	06	D	749,000	SeleneSeattle 27	
48	Silverton	04	TD	749,000	EmeraldPac 18	
48	Tolly	79	D	249,000	Nordhavn 15	
48	Tollycraft	84	D	175,000	SeleneSeattle 27	
48	Urban Houseb1	10	08	279,000	Admiralty 84	
49	Defever	90	D	287,000	OceanAlex 2	
49	GRP Trawler Y	78	TD	398,000	WaterLine 73	
49	Meridian	04	TD	349,500	NWYachtnet 102	
49	meridian	05	D	318,000	AdvanceMarine121	
49	Meridian	05	TD	319,800	NiHarborYS 102	
49	Meridian	05	TD	317,000	NWYachtnet 102	
49	Meridian PH	04	TD	348,321	AcacYtsShip 101	
49	Sanford	02	D	449,500	Discovery 82	
50	albin europa	79	TD	165,000	Admiralty 84	
50	Alum BH	85	N	140,000	VanIsleMarina 43	
50	Arcturos	05	TD	1,595M	CrowsNest 12	
50	Burlington	85	D	360,000	ChuckHovey 24	
50	Delta	77	TD	499,950	Irwin 58	
50	Grand Banks	70	TD	169,500	GrandBanksNW11	
50	GrandBanks	74	SD	235,000	Hebert 7	
50	Harbor Travle	69	D	89,750	Irwin 58	
50	Northavn	01	D	699,000	AAAYachts 123	
50	Northavn	96	D	699,000	AAAYachts 123	
50	Northavn	99	D	575,000	Nordhavn 15	
50	Ocean Alexand	89	TD	285,000	EmeraldPac 18	
50	Sea Ray	91	TD	179,900	Irwin 58	
50	Silverton	07	D	699,000	OceanAlex 2	
51	Angel	86	TD	169,500	NWYachtnet 102	
51	Bluewater	86	TD	118,000	ChuckHovey 24	
51	BluewaterYts	87	TD	122,400	ChuckHovey 24	
51	Navigator	08	TD	599,000	AAAYachts 123	
52	Amer Tug 525	11	D	998,500	MarineServctr 67	
52	Bayliner	01	D	459,000	OceanAlex 2	
52	Carver	01	D	488,000	AdvanceMarine121	
52	G Banks Europa	03	TD	925,000	NWExplor 21	
52	Grand Banks	98	TD	875,000	GrandBanksNW11	
52	Maritimo Demo	09	TD	1,350M	CompassPoint 17	
52	Maritimo FB	08	TD	1,359M	CompassPoint 17	
52	N. Pacific PH	09	D	599,000	WestYachts 99	
52	Nordic Tug	07	D	895,000	OceanAlex 2	
52	Nordic Yachts	90	TD	359,000	AAAYachts 123	
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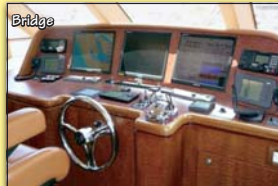
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52	Ocean	Alexand	90	TD	395,000	EmeraldPac	18	53	Canoe	Cove	83	TD	269,000	AAAYachts	123	53	Navigator	00	TD	599,000	Irwin	58	54	Ocean	Alex	07	TD	788,800	AdvanceMarine121	
52	Ocean	Alexand	91	TD	385,000	EmeraldPac	18	53	Carver		00	D	355,000	OceanAlex	2	53	Navigator	00	TD	354,000	VanIsleMarina	43	54	Ocean	Alexand	96	TD	200,000	EmeraldPac	18
52	Ocean	Alex	91	D	385,000	OceanAlex	2	53	Carver		98	TD	389,000	CrownNest	12	53	Passagemk	65	TD	165,000	TradeWind	97	54	Ocean	Alexand	96	TD	619,000	EmeraldPac	18
52	Ocean	Alex	91	D	499,900	OceanAlex	2	53	Cover	00	00	D	399,000	OceanAlex	2	53	Selene	04	D	875,000	SeleneSeattle	27	54	Ocean	Alexand	98	TD	599,000	EmeraldPac	18
52	Offshore	02	TD	579,000	EmeraldPac	18	53	Eagle	02	TD	498,800	AdvanceMarine121	53	Symbol	Sedan	90	TD	199,990	CompassPoint	17	54	Ocean	Alexand	98	TD	389,000	OregonYS	28		
52	Tiara	Express	00	TD	479,000	CompassPoint	17	53	Grand Banks	11	TD	New	GrandBanksNW11	53	Vantare	88	TD	149,000	WaterLine	73	54	Ocean	Alexand	92	TD	399,000	CrownWest	12		
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53	Alaskan	04	D	685,000	OceanAlex	2	53	Jefferson	01	TD	549,000	SeleneSeattle	27	54	Bracewell	54	TD	1,150M	WaterLine	73	54	Offshore	02	TD	825,000	WestportYS	9			
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17	Nomad	17	04 E	10,000	MarineServr	67	30	Baba	81 D	58,000	Admiralty	84	32	Columbia 9.6	79 D	22,900	Admiralty	84	34	North Sea	81 D	99,000	WaterLine	73	34	Hunter 18	11 N	11,841	MarineServr	67	30	Banetbau	87 D	37,500	Admiralty	84	32	Gull 32 PH	89 D	58,500	MarineServr	67	34	2009 Bay 34	20,900	MarineServr	67										
20	Laser SB3	08	N	37,900	MarineServr	67	30	C&C	80 D	28,500	SeattleYachts	51	32	Hunter 320	00 D	62,900	MarineServr	67	34	Sabre	83	D	50,000	Bristol	40	30	Ultimate	20	00	08	23,000	MarineServr	67	30	Cape Dory	85	D	59,500	ElliotBay	83	32	Islander	78	D	29,000	MarineServr	67	34	San Juan 34	82	D	29,500	MarineServr	67			
22	Catalina	11	08	New	Admiralty	84	30	Catalina	87 D	36,900	Admiralty	84	32	Morgan	84 D	29,500	SeattleYachts	51	34	Tartan	81 D	35,000	Admiralty	84	34	Hunter 22	11	N	24,983	MarineServr	67	30	Catalina	87 D	37,500	Admiralty	84	33	Alajuela	79 D	59,995	WaterLine	73	34	Yorkart	83	GT	59,000	SeawardYS	96							
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27	Hunter 27elec	11	E	89,786	MarineServr	67	30	LucyCraft	85	TTG	45,000	LaComerYS	101	33	Wauqueiz	84 D	Call	Discovery	82	35	Hunter	90 D	63,900	Discovery	82	30	Canver	89	GT	22,000	LaComerYS	101	30	Lacycraft	87	D	45,000	LaComerYS	101	34	C&C	81 D	New	Admiralty	84	34	C&C	81 D	91,500	FridayHarborY598	35	HunterLegend	88	D	55,500	MarineServr	67
28	Columbia	70	G	12,500	Admiralty	84	31	Catalina 309	11 D	New	Admiralty	84	34	California	84	C&C	81 D	91,500	FridayHarborY598	35	JeannaeS036	06 D	134,500	MarineServr	67	28	Shannon	80	D	59,900	FridayHarborY598	35	31	Pacific Searc	90 D	90,000	WaterLine	73	34	California	79 TD	48,000	LaComerYS	101	35	Max-Miser	35	83	49,900	MarineServr	67						
29	C&C	83	D	27,500	Admiralty	84	31	Southern Cross	76 D	29,000	Admiralty	84	34	California	81 TD	52,500	LaComerYS	101	35	Max-Miser	35	83	49,900	MarineServr	67	29	Eric Jr.	79	D	19,500	Bristol	40	32	C&C	81 D	34,950	Discovery	82	34	Catalina	86 D	47,900	Admiralty	84	35	ReginaPH	11 D	New	Discovery	82							
29	Eric Jr.	79	D	19,500	Bristol	40	32	C&C	81 D	34,950	Discovery	82	34	Catalina	86 D	47,900	Admiralty	84	35	ReginaPH	11 D	New	Discovery	82	29	Ericson	76	D	12,995	MarineServr	67	32	camper nichol	68 D	29,500	SeattleYachts	51	34	Chinook	64 G	12,900	Admiralty	84	35	Schuck	86 D	35,000	Admiralty	84								
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42' CATALINA, '92, in great condition. A three cabin layout with 2 heads and a Webasto heating unit. Purchase price includes a new dodger of your design. Asking **\$116,800.** Contact me at member1279@gmail.com or call 206.406.0013 and ask for Mike. **S159-5**



40' GOZZARD BAYFIELD OFF-SHORE KETCH. Details goto <http://www.hawcomarine.com>. Illness/old age force sale of this Canadian built vessel at **\$125,000 Cdn OBO.** Ideal live aboard Location Vancouver B.C. **S160-11**



43' HUNTER LEGEND, '92. Tall rig, deep draft, new sails, self bagging main cover, Harken jib roller furler, 2 strms, 2 berth nav/bunk room, 2 heads w/showers, freezer & ridge, Raymarine electronics & radar, immaculate inside w/oversized windows & hatches providing lots of light. Yanmar 4 cylinder diesel, new dodger. Summer ready! Boat is in amazing shape, and always professionally maintained. Live aboard or sail away! Everything is ready. Best price on the west coast! **\$119,000.** (360)584-6850. bobwold@msn.com **S165-9**



36' CUSTOM CASCADE. We have sailed her from California to Maine, she is fully Cruise equipped: SSB, modem, heavy ground tackle, 7 sails, recent re-power, recent Awlgrip on deck. **Reduced to \$37,000.** For full specs and pics, contact john@littleyachtsales.com. Lying Galveston, TX. **S167-9**



C&C 37/40 NINA, '89. Meticulously cared for by original owner since new. Nine sails, aluminum RIB dinghy, 8hp Yanmar OB, anchor windlass, 1600hrs on 35hp Yanmar dsl, new Autohelm, Espar, dodger, bimini, beautiful interior sleeps 7. Location RVYC Vancouver. Complete package - ready to cruise or race with countless extras. **\$110,000 USD.** (604)266-7407 or e-mail rpusette@shaw.ca for photo gallery, full inventory list. **S168-8**



36' PEARSON PILOTHOUSE, '82. 46hp Westerbeke, 76 gal. fuel, 156 H₂O, radar, autopilot, refer, shower stall, 4'6" draft, roller furler, propane stove, 9' skiff. **\$59,000 OBO.** Oak Harbor. (503) 842-2334. norrik@gmail.com. **S170-9**



43' TASWELL 43CC, '95. Pristine, center cockpit full enclosure, leisure furl main, electric winch, RF genset, low hrs main and 5KW genset, watermaker, chart plotter, radar, espar heat, much more. Eagle Harbor, Bainbridge is **\$330,000 USD (206) 235-1024.** ntuesday1995@hotmail.com, <http://nxtues.wordpress.com>. **S175-6**

CLASSIFIED



44' HUNTER DS, '07. Hull #229. In-mast furling main, radar, color chart plotter at helm, GPS, inverter, 35hrs on engine. Lightly used and professionally maintained. Immaculate! Located Elliott Bay Marina, Seattle. (760) 567-5623 or email dnvireas@aol.com. **\$219,500. \$173-9**



41' ERICSON CLASSIC. Custom cabinetry, hot/cold water, refrigeration, two-speed ST winches, radar, roller furled jib, power windless w/wash down, Dutchman mainsail, great condition, many extras. **\$62,000. \$176-4**



CATALINA MORGAN 440 DS, '07. Full cockpit bimini, Raymarine C120 Chartplotter, 4kW Radar, Autopilot, ST60 Tridata, VHF Radio at nav and helm, true deck salon - bright, light open, great views large windows from settee and galley, blue ultra-leather, 3 zone Hydronic heating, salon TV, electric heads, 2000 Inverter, 7hp bow thruster, power winches, leisure furl in boom, full battens main sail, Schaffer furler, spinnaker, 7hp Yanmar with 400 hours. Lightly used and professionally maintained. **\$347,500.** Call (800) 247-6162 for full specs Trades for Trawler or R. E. considered. Will deliver West Coast. **\$178-5**



35' COLUMBIA 10.7 has timeless style, comfort & performance. Beautiful condition, lake moored. Well equipped-upgrades, hard top dodger, Westerbeke 30. Sleeps 6 in stretched out comfort. **\$35,900. \$179-6**



42' MAPLE LEAF, '94. *Thistle* down II, launched 1994, this centre cockpit yacht is ready for her new offshore adventurers, immaculate workmanship, top equipment and rigging. Offered at **\$169,000.** For full details: www.steeleaweigh.com. Bill Steele, (360) 306-5687. **\$180-7**



TARTAN 4100 '96. *Pacific Flyer*, royal blue topsides, sand colored decks, teak interior, MICRON 66 bottom, professionally maintained and in excellent condition. Large and complete galley, reverse heat air, Westerbeke diesel, autopilot, knotlog, depthsounder, wind instruments, repeater, GPS chartplotter, electric windlass, dodger, bimini, sun awning, new in 2008 standing/running rigging, lifelines, Doyle Stackpak main, 100% jib on Harken furler, 135% genoa North, BBQ, RBQ dinghy and outboard. Great live aboard or go cruising. Located in Alameda, CA asking **\$224,500.** Call 510-501-6414 or email seattor77@aol.com. **\$181-7**



35' ENDURANCE PILOTHOUSE, '88. Fiberglass, 48hp Isuzu, 260hr, 3/4 keel, hydraulic steering, driplless, AP, chartplotter, radar, AGMs, new charger, roller furling, Espar, refer, windlass, more! www.richardsepestein.com/boat **\$105,000** (360) 661-7370. **\$182-8**



33' TRUANT, '81. William Garden design. A perfect Northwest boat with inside/outside wheel, to sail and cruise in comfort. 30hp Yanmar PWC. Many new upgrades. Located in Nanaimo, BC. Van Isle. **\$55,000.** For more information, call (250) 468-5761. Ask for Tom. **\$183-8**



34' C&C 34 PLUS, '91. Fantastic racer/cruiser performance. Yanmar diesel, three new sails in 2009, twin staterooms, head with shower, Teak interior, light use, never raced. Located in Friday Harbor WA. Call (360) 317-4774. **\$92,500. \$185-8**



36' CRUISING CUTTER. Built for a Vancouver Doctor in 1969... "*Clairie D' Lune*" was sailed around the world and continues to bring great sailing to its current owners (back in the family!). Designed by William Atkin, registered/documentated vessel, large cabin, teak decks, bronze ports, oak frames, Faryman diesel engine with Morse engine control, "Lofoton" Dickenson stove, 4 - large berths, head (new), heavy duty manual windlass, 9000lb lead ballast, 2" cedar on oak hull w/bronze fasteners, main sail (NEW) 2009, sheets (lines) 2008, all SS rigging and life lines (2008), mast refinished (2008), Survey from 2004. A truly must see vessel this is a DRY BOAT & solid sailer with great accommodations. **\$34,000 OFFERS!** Call (250) 755-5687 or Specs. & photos at charlesdavidyachts.com. **\$186-9**



41' CHEOY LEE OFFSHORE, '77. Westerbeke 4-108 diesel, Schauttauer full cover. Appointments only! Don (206) 399-9723. **\$72,000.** Shilshire Bay. **\$187-9**



TARTAN 4400, '03. Dark green hull, cherry interior, loaded w/options, real performance sailing with inside steering/comfort/visibility, see at YouTube.com, search Tartan 4400. Call Owner John for details (530) 318-0730 **\$439,000. \$188-9**



41' NAUTOR SWAN, '74. A beautiful teak decked Sparkman & Stephens design in Bristol condition. A superb, classic ocean-going luxury racer/cruiser yacht. Extensively upgraded. High-gloss teak interior. Complete specs & photos available. The Mercedes-Benz of sailboats. Rare! They don't make them like this anymore. Offers considered. Asking **\$175,000.** Ready to go! john.garritt@whitewaterwest.com. Phone: (604) 760-7021. **\$189-9**



27' HUNTER EDGE, '09. This clearance model is BLOWOUT PRICED at **\$37,500** with galvanized trailer & 7.5hp Evrnunder. **SAVE OVER \$20,000.** Please contact Signature Yachts at info@signature-yachts.com or call (206) 284-9004. **\$190-9**



39' ERICSON 39A, '73. Bruce King design for NW and beyond. Great liveboard cruiser. Proven Transpac competitor w/ PHRF 117. NEW BetaMarine superb propulsion! 38hp diesel engine w/less than 100hrs! **\$49,950.** cassarole54@yahoo.com. **\$191-10**



37' DELPHIA SAILBOAT, '06. Shilshole. Excellent condition, Volvo D-55 saildrive, Raymarine ST60 w/DK, 6001 AP, New Garmin chartplotter & HD radar. Elect windlass. Fore & aft cabins, enclosed cockpit. www.sailboatlistings.com/view/22051. (206) 659-0286 or delphia37.2006@gmail.com. **\$192-10**



56' FORMOSA, '81. ONE OF A KIND! Rhodes yawl, Perkins diesel, Schaeffer furling winch/North 150% genoa, Garmin 3010 GPS, Vacu-flush head, Webasco diesel air/water heater. With free slip on Orcas island for this summer. Contact Robert 858 353-7783, rtloftin@gmail.com. **\$194-5**

39' SPARKMAN & STEPHANS, '61. Classic S&S sloop, built by Driscoll Yachts in San Diego, Ca. Honduras mahogany/White oak frames/Bronze floors. Great bluewater racer/cruiser. Must sell. **\$12,000.** Phone: (250) 287-3487, Email: efrutt@gmail.com. **\$194-5**

40' CHEOY LEE OFFSHORE YAWL, '66. Rhodes yawl, Perkins diesel, Schaeffer furling winch/North 150% genoa, Garmin 3010 GPS, Vacu-flush head, Webasco diesel air/water heater. With free slip on Orcas island for this summer. Contact Robert 858 353-7783, rtloftin@gmail.com. **\$195-10**



24' SKIPJACK, '85. Clean, well kept sportfisher, Chevy I/O, 10hp kicker, cuddy (sleeps 2), downriggers, VHF, fath, fish-finder, full canvas, turnkey, loc. Victoria. **\$10,000** (250) 881-4812. **\$125-5**

Power

CLASSIFIED



39' SEAQUEST EUROPA TRAWLER. Recent complete restoration, 2.5 gal @ 8 knots, 2 cabins, fireplace, fiberglass molded boat, teak interior, boat house kept very fresh, ready to cruise. **\$89,000. (360) 790-6577** or frankjonesr@msn.com for spec sheet and photos. **P137-8**



PRICED TO SELL!

53' FLEMING, 1989. Pristine, boathouse (fresh water) kept with constant upgrades. *This is a WOW bOaT - \$499,000*, will consider a trade, looking for a fast boat with fishing cockpit. **Website: www.flemingforsale.com. Call: (503) 780-4375. P191-3**



42' UNIFLITE DC, '71. Excellent shape, boathouse kept entire life. Professionally maintained with all records. This boat shows new and offers excellent original Gel coat finish. Pre blister/no blisters. T/300hp Cummins diesel w/1600 original hours. Engines serviced and run perfect 12-17 knots. 8KW Northern Lights gen, updated hydraulic controls, Trace inverter, Glendining synchronizer, depth sounder, Raytheon VHF, Raytheon Loran/GPS/radar, Furuno. Priced to sell at **\$97,500. (206) 465-1975** or (425) 313-3106. **P197-5**



42' PONDEROSA SUNDECK 1987. 1500hrs on single Lehman diesel. New bridge and sundeck enclosures. New bow thruster and Norcold refrigerator. Bottom paint in April '09. 400 gal fuel; 250 gal water; radar; GPS; Espar; Westerbeke genset; 11' Boston Whaler; LectraSan sanitation system. Great live aboard or cruiser. **\$129,000 (253)-312-1643. P242-7**



SOLD!

1978 37' TOLLYCRAFT CUSTOM BUILT. This beautiful Alaska veteran is equipped with economical and reliable N/A 210 hp CATs. Equipment includes 1 yr old genset, Autopilot, radar, GPS, 2 VHF radios, CB and Sirius AM/FM CD player. Cabin includes new upholstery, new Corian countertops, newer carpets, leather couch and chairs. There is a diesel heater in the salon. This boat is well equipped and has been expertly maintained. It is boathouse kept. I would be willing consider partial trade of an 17'-18' fishing boat. **P277-6**



SOLD (From this Ad)!

1961 55' CHRIS CRAFT CONSTELLATION REDUCED PRICE \$109,500. Twin diesel 671's, over 900's, three staterooms, two heads, shower, Westabo heat, 20KW genset. Fresh bottom and topside paint and varnish. 11' Boston Whaler. Two refrigerator/freezers, Jennair, dishwasher, washer dryer, Walvac. New VHF and forward looking depth sounder, radar. This well maintained boat has been our home for 15 years on Lake Union. A lot of boat for the money. **P279-12**



1989 40' TOLLYCRAFT (Sport Fisher) Excellent condition. Twin diesels 500hp Detroit, 1600 hours. Many upgrades, new electronics 2002. Speed 18 knots. Full NEW canvas. Drydock in July, 2010. Located Astoria Marina, OR. **\$155,000 (503) 861-0807. P300-6**



SOLD (From this Ad)!

1972 50' GRAND BANKS. T/210 CATs, 3 strms, 2 heads, watermaker, Kabola heat, excellent electronics, 9KW genset, 3KW inverter, Vac flush, "EnergyStar" house appliances, BOSCH frt load W/D, 11' Zodiac w/15hp Merc, Force 10 propane stove, BBQ, huge master strm w/ walkaround queen, ensuite regular size tub & shower, large closets, new house batteries (965AH). The BEST of the live-aboards. Located in Ballard. Live aboard situation very possible. **P309-2**



SOLD!

2006 EASTERN 20 CENTER COACH. Downeast style fg hull w/90 hp Yamaha 4-stroke (125 hrs), padded leaning post, Garmin GPS plotter/sounder, Icom VHF, compass, nav lights, cover, safety gear, and galv trailer. Used mainly in fresh water, all in excellent condition. **P342-3**



2002 BAYLINER 3488. Economical 4 cyl diesel engines with under 350 hours, always kept in freshwater, genset, reverse heat/AC - 2 units, optional lower steering station, Raymarine radar, chart/GPS, VHF & depth finder - both up & down. Many upgrades & extras. Best condition of any 3488 available! **\$118,500.** Call (530) 477-0151 for full details & photos. **P361-6**



42' CARVER AFT CABIN, '90. T/CAT 3208 diesels, 7KW genset, two staterooms and heads, Galley and dinette down. Large salon, aft deck and flybridge enclosed with new canvas. VHF, DF, Radar, GPS, Chart plotter. Excellent condition. Out of State Owner must sell. A steal @ **\$124,900.** Call Don at Brookhaven Yacht Sales 360-951-5900 for Seattle showing or for details. **P383-7**



42 OCEAN ALEXANDER SEDAN 1991. 3208T CATs, Westerbeke, Trace 2500, Espar, Furuno, lowrance, Masterflush, 2 Norcold, u-line, l/p range, electric radar arch, boat house kept, bottom paint + zincs 12/09. Too much new to list, SUPER CLEAN **\$235,000.** Seattle 206 241-5304. **P389-6**



MERIDIAN 411, '05. Cummins 330s, 280hrs, two staterooms, two heads, thrusters, 9KW generator, lower helm with dual electronics including autopilot and more! Always serviced and immaculate. **\$279,900. (206) 370-0728. P394-7**



55'6" VERY ROOMY CONVERTED SEINER. Wheelhouse, galley & lounge are incorporated and yet separable. Staterooms below decks need final finishing. All plumbing, electrical, etc is done and new. Price reduced from **\$195,000 to \$145,000.** Viewing only by appointment with Broker. Please contact Harry Mose Cell: (250) 927-1545 at Pacific Boat Brokers Inc. for details. **P400-7**



OCEAN ALEXANDER MARK I. Mark 1 1981 55 ft extended. "Nordic Sun" Boathouse kept Great Condition. 2 stateroom model, washer/dryer, 270 Cummins diesels less hours, watermaker, autopilot, espar hot water, furnaces, upgraded galley, trash compactor, Corian countertops, new refrigerator, new gas oven, new convection oven, New anchor chain and windlass, 12.5KW generator just gone thru, New furniture, Fully equipped and ready to cruise. 253 853 3169 or 253 307 6611. **\$355,000.** Boathouse available Port Orchard Yacht Club. **P406-8**



SOLD!

1997 BAYLINER AVANTI EXPRESS 3488. 250hp Cummins turbo diesels, new Novaco Kool fridge, Wacoa freezer, propane stove, Garmin GPS/depthsounder, SeaWise davit, 2004 Caribe RIB, 15HP outboard, 5KW Genset, 1500W inverter. Loaded. **P407-8**



SOLD!

39' TRAWLER, 1976. Sea Quest Europa, Ed Monk, Jr. design. Boathouse kept, re-powered in 1996, 275hp Perkins covered back/side decks, full walk around, two staterooms, Alaska vet, priced to sell. Located in Bellingham. **P413-10**

Reminder!

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

CLASSIFIED



46' MERIDIAN 411. Pristine 2003! 2 state-rooms, 2 heads/showers. Sleeps 6 adults. New interior (07), Cummins 370s w/ZF Muthers electronic controls, both helms all electronics/floor monitors, Onan 9k, new Proline 3000 50 amp power/Glenninding Cable Master. 4 zone heat/air, enlarged Barrett bridge enclosure. RossKelley Olson davit w/Novarania center console tender/25hp Yamaha. MUST SEE! BEST BUY! \$295,500. (206) 295-6553. P414-3



NORDBHAVN 40/11'05. Absolutely loaded with options. Built and commissioned to safely cruise anywhere in the world. Redundant features throughout. Luger 1066T main w/1150 hrs. Luger wing engine. 9kW genset. Bow thruster. 600 gal. p/d watermaker. Active fin stabilizers. Ultra leather, granite, teak floors throughout. Viking range. 2 Furuno navnet radar/chart plotters. KVH sat TV. 2 lrg screen HD TV's etc. Exceptional condition. Email for complete specs. mikepink@bbxmail.net \$569,000 (360) 271-7628. P442-10



48' TOLLYCRAFT, '84. T/6-71 Detroit's 310 hp, Glenninding synchro, trolling valve, 12.5kW Westerbeke genset, 11' AVON RIB w/20hp Honda 4-stroke, 2800W Outback inverter/charger, new AC/DC panel and wiring 2006, Webasto furnace for cabin, flybridge enclosure w/Espar heater, radar arch, Furuno Navnet plotter/GPS/sounder, autopilot, bottom paint 2009, updated galley appliances, freezer, 6 person DBC liferaft, fresh water moorage since new, fresh water covered slip available, located Seattle. \$260,000 (206) 283-6260. P456-5



48' TOLLYCRAFT COCKPIT MOTOR-YACHT, FLYBRIDGE, TRICABIN '1979. Twin 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 2006. Full size refrigerator/freezer, new in 2006. 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 resonable offer. (206) 285-4199. P471-10



SOLD!

58' COOPER YACHTS PILOTHOUSE, 1991. Offsite sale in Vancouver B.C. - Completely Refurbished no expense spared! All new electronics, twin Detroit Diesels, generator, flybridge. BEAUTIFUL YACHT! P416-8



SOLD!

34' AMERICAN TUG, '03. One Owner, BoatHouse kept, Cummins 370 diesel, bow thruster, Onan genset, Village water-maker, full Raymarine electronics, dinghy, motor/davit system. \$292,500. P448-9



50' GRAND BANKS. Hi! I'm the *Wooden's* hoo, 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 to just anybody. I am very fussy about who my new owners will be. If you are interested, call (503) 260-8806. P461-10



64' GRAND ALASKAN MID-SHIP MASTER LAYOUT. Exquisite comfortable cruising w/raised pilothouse and impressive liveboard amenities. hydronic diesel heat plus reverse-cycle heat/air, Wesmar stabilizers and complete navigation electronics. T/800hp CATs, bow thruster, 12-16 knots. Galley w/granite counters, large salon w/3 bath, 3 staterooms: king mid-ship master (for privacy), queen guest stn & over/under bunk beds in 3rd stn, 2 generous heads/showers. Dec. 2010 survey! Surveyed items being addressed. Charter eligible to defer expenses. Excellent vessel for multi-ownership. \$995,000. San Juan Yachting -Bellingham, WA (800) 670-8089. P473-10



SOLD!

34' NORTH PACIFIC 34' SEDAN, '06. Well maintained, under warranty & ready to cruise; Yanmar 160, bow thruster, hydronic heat, 3000W inverter, Raymarine, dinghy, davit & much more. P426-8



42' UNIFLITE SPORTFISHER, '83. a Northwest Legend! Exceptionally clean with T/Cummins 320hp diesels. Radar, ICOM-M125, dual station, 2 freezers, deluxe factory installed cabinets, Vacu-Flush heads, Northern Lights 8kW gen, new bottom paint - zincs. \$139,900. (425) 985-8600. P451-4



PRICE REDUCED!

SEA RAY 420 EXPRESS CRUISER, '91. Twin 1.4L 454CI Westerbeke 9KW generator, air conditioning and heat, covered moorage, very clean. Lots of options. Call (206) 979-0353 for details! \$125,000 NOW \$100,000! Auto trades are welcome! P463-10



45' BAYLINER PH, '86. Mint condition; twin diesel 220 Hns; 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) 240-8671. P480-6



56' OSBORN/MONK FLUSHDECK MY, '68. W/WO boathouse, 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 strms, 2 heads, Vacu-Flush, tub 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 boathouse \$325,000. Bellingham. (360) 738-0657. P433-10



SOLD!

1974 SLICKCRAFT 255 SEDAN w/ BRIDGE. With 1986 ex load galvanized trailer. Boat has 4000 original hours, never bottom painted, garage kept on trailer. 9'2" beam, single big block and drive removed. Have replacement engine and drive. This is a very high quality boat with timeless design and excellent sea manners. Cuddy cabin with head, dinette, galley and up/down controls. Nice cockpit with large sunpad, large teak trunk step and numerous teak accents throughout. Boat and trailer \$3500. 496 HO MAG with Bravo 1X drive (almost new). Boat, trailer and motor/drive. P454-10



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. P468-10

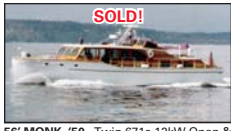


SOLD!

38' BAYLINER 3870 MOTORYACHT, '86. Twin 175hp Hino Diesels 1900 hrs. Radar, VHF, Diesel heat, Digital Tach, icemaker, rosskelleyolson davit, electric heads, custom mattress. P483-11



32' FIBERFORM, '72 (w/Boathouse). Runs good. Located in Everett Harbor. BOAT-HOUSE - 42' long, (360) 659-7833 or (360) 659-0200. \$29,995 OBO. P437-8



SOLD!

56' MONK, '50. Twin 671s, 12kW Onan & inverter, full bridge, sleeps 6 in two cabins, two heads, shower, Furuno radar & GPS, two refer/freezer plus 9cft freezer. Galley up, 5 burner stove/oven + microwave. P490-11

CLASSIFIED



SOLD!

GRADY-WHITE 19' TOURNAMENT, '88. c/w 150hp Yamaha Saltwater Series outboard. Very nice shape. Newer canvas including bow cover and anchor cover. Excellent seaworthy boat. Tandem axle trailer is available but not included in price. **P491-11**



SOLD!

53' MONK-MQ QUEEN MOTORYACHT, '68. Cummins 903 diesels, Wabasto hot water heating, standup engine room, Master and Guest staterooms, Vacuflush heads, new carpets. Needs exterior cosmetic work. Picture is several years old. **\$17,500. P493-5**



34' SEA RAY 340 SUNDANCER SB, '07. Mercruiser, 8.1, twins, 370 HP V. Drives inboards, 270 hours, 5KW Kohler genset, bow thruster, 225 gal fuel tanks, 40 gal water, 28 gal holding tank, under counter fridge/freezer, two burner electric stove, microwave, corian counter tops, water heater, Raymarine GPS/chart plotter/depth finder, two AM/FM/CD radios, Smartcraft engine monitoring system, anchor windless, trim tabs, cabin heat & AC, cockpit fridge & wet bar, fire suppression system, spotlight, transom shower, VHF marine radio, cherry interior, vacflush head with shower, two flat screen TVs, Full canvas, under water lights, built in vac system, always moored in covered moorage. **\$145,000. (206) 362-0873. (206) 930-4869. P494-10**



24' GRADY WHITE '92. Twin Yamaha 150s, Salt Water Series, 2 cycle/2002, 120 hrs. each, GPS, Radar, Sounder, Radio, Hailer. New bottom paint. Aluminum trailer. All offers considered. **P508-12**

51' BLUEWATER COASTAL CRUISER '87. Twin 350hp gas Crusader engines. Motors with under 800hrs on each. Fully equipped for cruising and fantastic live-aboard. 3 staterooms 2 heads. KW west-erbeke genset. Galley has new fridge and microwave. Also icemaker and garbage compactor. All new furniture. Newly upholstered dinette. Garmin chartplotter/gps. KW satellite 4 flat screen TVs and receivers. Fully equipped flybridge with wicker furniture. Kenwood/Rockford Fosgate integrated stereo system. 2006 11' Advanced Cat inflatable. 2006 15hp Honda 4 stroke outboard. Additional info and pictures (360) 598-6144. Major Price Reduction: **\$139,900. Olympia, WA. P496-11**



1986 30' SEA RAY SUNDANCER SUN-DANCER. 11' beam, twin 350 Mercruiser inboard/outboard, new Bravo outdrives in 2003, engines rebuilt in 2003, 140 gal fuel tanks, re-upholstered dinette, bed, and cockpit cushions, new Simrad radar, new 2000' Ray Marine fishfinder, wireless SS anchor w/ 100' chain, 10' Garmin GPS, 2 VHF marine radios, 2 radios w/ CD players, 15" flatscreen TV, Roskelley/Olson powered transom davit system (without dinghy), upgraded galley w/ Corian countertop, SS sink, propane stove/tp, 4 1/2 cubic ft refrigerator w/ freezer compartment, vacuum flush toilet, 20 gal holding tank, 65 gal fresh water tank, 2000 watt inverter battery charger, 80 house battery. Cruises at 25 MPH (3200 RPM) at 17 gal per hr. Has always been under covered moorage. 35' covered moorage on Lake Union is available at \$350 per month including electricity and parking. **\$23,900.** Call John (206) 362-0873, (206) 930-4869. **P498-5**



1975/2005 CANOE COVE 41' TRI-CABIN. This West Coast classic vessel underwent a \$180,000 refit in 2005. She is the ultimate cruising/liveaboard vessel. Robust safety, power, and heating systems. 400 hours use since refit. Boathouse kept since 1975; immaculate condition. Boat and upgraded boathouse in Ladysmith, B.C. harbor. Asking **\$260,000** for both but will sell separately. E-mail covquest@shaw.ca or call 250-246-5388 for details. **P504-6**



SOLD

26' TOLLYCRAFT, '78. The best one on the market. Upgrades thru out. 185hrs on New Vortec Kodiak. Enclosed cockpit. Shower, inverter, teak/holly, color electronics. **\$35,000** illness forces sale (503) 667-2893. **P511-12**



DREAM FOR SALE! Custom 46' aluminum pilothouse 2001 dream boat. Featured in the Oct. 2001 Passagemaker 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. **P513-6**



BAYLINER 4788, '00. 370 Cummins 900 hrs, 11.5 genset, 600 hrs, 3 reverse cycle air, Garmin electronics 2 12" screens, 404 radar, Novarania with 25hp Yamaha, watermaker, satellite TV, located Umatilla, OR. **\$240,000** (208) 890-9604. **P514-9**



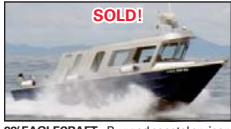
SOLD

32' CARVER AFT CABIN, '95. T/Crusader 350XL, low hours (295), full galley, AC/DC refrigerator, 10 gallon hot water, microwave, propane stove/oven, radar, auto helm, windlass, Kohler 6.5 generator. **P517-12**



SOLD

36' GRAND BANKS, 72 WOODIE SEDAN. Twin Ford Leimans, Genset, Inverter, Auto Pilot, 2 VHF radios, radar, GPS, depth sounder. **\$59,000.** Boat House available. **P518-12**



SOLD!

28' EAGLECRAFT. Rugged coastal cruiser, built 2002. Volvo KAD 44 (1250hrs) abd DPH leg (new 10/06). Raymarine 10" GPS/radar/plotter, 5" depth/fishfinder, and autopilot. Yamaha 9.9 kicker. **P520-12**



26' TOLLYCRAFT, '78. The best one on the market. Upgrades thru out. 185hrs on New Vortec Kodiak. Enclosed cockpit. Shower, inverter, teak/holly, color electronics. **\$35,000** illness forces sale (503) 667-2893. **P511-12**



SOLD

MERIDIAN 490, '07. Immaculate 2007 Meridian 490 twin Cummins 380 QSB, 13.5Kw Onan, 3 zone AIR, Raymarine Radar, E120+2E80's separate 10inch Lawrence plotter. Dock on command, Bow and Stern thrusters. Apex RIB, Just fully serviced. Top enclosure, Vancouver WA. ~~\$429,900~~ Price slashed to **\$389,000.** Phone 360-695-3490 Chris. **P525-12**



19' GRADY WHITE 192, '91. With '99 Evinrude 150 fuel injection, bimini top. **\$14,995.** (360) 698-5946. **P529-5**



18' GRADY WHITE 185, '99. With '99 Yamaha 100hp 4-stroke, galvanized trailer, nice center console. **\$17,995.** (360) 692-9312. **P532-5**



25' RANGER TUG, '09. Thinking of buying a new Ranger Tug? Instead, consider the value of "Patriot." In addition to the standard bells and whistles, this semi-planing, trailable cruiser also has many additional upgrades. She is one year NEW (40 engine hours) and ready to go cruising. Only 2009 on the market in the Pacific NW. Save \$5555 compared to a 2010 model with same upgrades! Located in Blaine, WA. For complete info go to: www.rangertug25patriot.com Contact info: (360) 371-0213. email: rangertug25@yahoo.com. Reduced to **\$132,500. P536-8**



46' GRAND BANKS CLASSIC, '87. Two staterooms/heads/showers. Twin Cummins 6BT5.9. Wesmar stabilizers and bow thruster. 4KW and 8KW Onan gensets. 11' Novarania RIB w/30hp Honda. Nicely equipped and meticulously maintained. **\$295,000.** Call (360) 293-0712 or email kellys breezby@gmail.com. **P537-5**



32' SEA RAY SUNDANCER '04. Blue hull. Moored in Lake Union covered moorage and shows new. Fully equipped. Twin FWC Merc Mag MPI 300hp engines, 2000 hrs. 5KW Gen - heat & air. New Garmin 4200 GPS, Raymarine GPS/Radar, VHF, Lofrans windlass, new chain Vacuflush head, 8' hard bottom w/8hp Yamaha, custom camper canvas and much more. Local boat \$18,600. BEST on market! (360) 378-3173 or (206) 794-1945. **P540-9**

CLASSIFIED



SOLD!

58' HATTERAS YACHT FISHERMAN. Incredible Must See Hatteras! Great condition, well maintained classic. Beautiful woodwork & interior layout. twin 871-TI Detroit Diesels, low hours, economical cruise 10gph at 10mph. New electronics and many more upgrades. **\$325,000. P544-2**



SOLD!

22' C-DORY CRUISER, '93. Excellent, well-maintained (all maintenance records) 70hp (615 hrs) and 15hp Evinrudes, VHF and GPS. Harstine Island. **\$20,000. P546-2**



57' CARVER, '02. A beautiful yacht powered by twin 635hp Cummins diesels. Cruise 19 - 23 knots. This luxurious island cruiser has 3 staterooms, Vacuflush heads, beautiful open galley with granite countertops, Jenn-Air grill on the fully enclosed flybridge, diesel hydronic cabin heat, full instrumentation, with duplicate instruments on flybridge, Rear view and engine room cameras, Twin Disc electronic controls, Bow thruster, Onan 17kW genset, Aqua Air reverse cycle air conditioning, Zodiac tender w/25hp Yamaha. Much more. Recent survey. **\$550,000** - San Juan Yachting - Bellingham, WA. (800) 677-7245. **P549-9**



17' GLASSPAR SEAFAIR SEDAN, '60. This classic Northwest Cruiser includes low hours, 90hp Honda w/controls, Vanson boat trailer, and marine band radio. **\$7,500.** Gary (541) 756-1019. **P552-9**



48' NORDIC PH, '90. Twin engine, 2 staterooms, 2 bath/showers, enclosed flybridge, 3 operating stations, extensive electronics. Boat house kept in freshwater. **REDUCED PRICE: \$199,000.** (360) 578-2452. **P554-8**



39' MAINSHIP 390, '99. Twin helm, excellent condition. Located on beautiful Lake Coeur d'Alene in Idaho. Can transport anywhere. **\$129,000.** Call Paul @ (208) 659-8752. **P555-2**



PRICE REDUCTION!

32' SEA RAY 320DA, '06. 210 hours on this stunning boat house kept vessel. "Navy Blue" hull, upgraded Tubular (Sea Ray upgrade) twin 350 MPI's, Kohler 5.0 genset, AC/HEAT, Raymarine Chartplotter and Radar interface, NEW \$5000 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 charlesdavidyachts.com or 250-755-5887. \$429,900 \$124,000 CND. P557-3**



PRICE REDUCTION!

37' "GRAND MARINER" KRAWLER, '79. A must see boat house kept vessel *MV she Will, Will she* shows beautiful with traditional lines, proven ability and economical. In 2008 she was professionally painted with "Endura" 3-coat process at the cost of \$23K+. All fiberglass areas have a new durable non-slip "fiber pebble coating," single diesel Lehman 120hp, ESPAR heat, chartplotter, radar, dinghy package, thick FRP built hull, roof-deck and house, lots of storage and Clean!, Clean!, Clean!... Ready to view. Rare boat house available at desirable Secret Cove Marina. **FULL PHOTOS AND SPECIFICATIONS AT charlesdavidyachts.com or 250-755-5887. \$699,000 \$79,000 CND. P558-8**



42' HISTR SEDAN, '88. Twin CATs, 7.5kW genset, Espar heater, full flybridge enclosure, 2 staterooms, lower helm, AB tender w/20hp Honda, 50' slip available. **\$149,500.** Canadian registered. Full specs and photos @ Histr4sale.com. **P561-9**



40' FASTLANE 40, '89. F0: s=LE Or Tra DE! Twin Mercruiser 502s (400 hrs.) genset, windlass, electric head, showers, triple axle trailer excellent condition. **\$62,000.** CALL 1-406-439-9827. **P565-9**



36' TIARA SEDAN, '88. In very nice condition. Twin 454-30hp Crusaders. 8.5kW Westerbeke genset, 2 stateroom model, updated electronics, reddecorated interior, new canvas. Great boat for cruising or fishing. **Asking \$89,000.** Call (604) 649-7248. **P577-10**

42' EX TROLLER. 1969 671 Jimmy, 400 gal. fuel, New gear - 4 blade & shaft, winch, new aft cabin - yellow cedar. Aft cabin interior unfinished. Located Nanaimo, British Columbia. **\$55,000.** rcampall@hotmail.com (250) 756-3256. **P582-5**



30' TOLLYCRAFT, 1985. Very well maintained. Stored under cover in Winter. Enclosed Fly Bridge, Twin 270 Crusaders, V-Drive, Windlass with Bridge control, newer electronics. **Price \$49,500.** Call Tim (503) 804-4173. **P583-5**



42' MOTORYACHT. Designed Bob Worman/Camano Marine, BC, 1985 twin Volvo 200hp. Many recent upgrades, inside and out. Great live-aboard. **\$115,000.** For specifications and photos, please contact wright8983@msn.com. Located in Portland. **P584-5**



40' ECLIPSE SPORTFISH YACHT. Eclipse Yachts built by Northwest mega boat builder Northcoast Yachts, designed for boating in Northwest waters from Seattle to Alaska. Fully loaded with custom additions, refrigeration, freezers, bow thrusters, inverter system, twin Cummins, Northern Lights genset, all molded fiberglass. **\$270,000.** (425) 417-5047. **P585-5**



21' PARKER, 2007 SPORTCABIN. Rare 2nd station for crabbing and fishing. Yamaha 150hp, 45 hours, only fresh water. GPS, chart plotter, VHF, fishfinder. Replacement over 50k, asking **\$42,500.** (206) 860-2465. **P586-5**



SOLD (From this Ad)!

TROPHY 2802, '00. The best kept and maintained 2802 that you will find. The boat is located in Everett and always covered. This is a true "Must See!" Too much to list! **\$58,000. P590-6**



63' CAPE HORN LONG RANGE STEEL TRAWLER. Ice Capable! Robert Johnston NA states "she is the best of the best Cape Horn of the 63' series." 1999 Custom built, true world cruiser, Atlantic proven. Three luxurious staterooms, two full heads, spectacular raised pilothouse with pilot berth. Full standup engine room aft with Thrustmaster 360 azimuthing hydraulic drive, Volvo power, 5000 gallons fuel (5000nm range), 525 gallons water, watermaker, reverse cycle Heat/AC/ furnace, 2 Northern Lights gensets, Bow Thruster. Much, Much MORE! **Third Price Reduction-NOW \$895,000.** East Coast Sistership sold last year at \$1.95million, and another sistership recently surveyed at \$1.6million. **GREAT OPPORTUNITY/OWNER ANXIOUS.** Please visit at www.yachtminder.com, e-mail listing broker steve@yachtminder.com. Call to discuss/showing. (253) 549-2010. **P587-5**



78' LONG RANGE CLASSIC FANTAIL MOTOR YACHT MV CREOLITE. 1930 Custom Yacht built with high 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 GPAX 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, 250kg 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 resumé. **P588-5**

CLASSIFIED



42' NORTH PACIFIC TRAWLER, '04. 370 Cummins, 5kW generator, 2 staterooms, bow thruster, dinghy with 9.9 Honda, Espar diesel heat, Vacuflush toilet, propane stove. **\$309,000.** (360) 271-2152. **P593-6**



32' GRAND BANKS (Fiberglass), '76. Inverter, heat exchanger + Webasto heaters, bow-thruster, Vetus non-skid decking, custom watertight aft hatch, electric oil-change system and more. **\$89,000.** Port Orchard (360) 981-3758. **P591-6**



55' CLASSIC GREBE, '64. Elegante is in a class by herself, this splendid custom built cruising yacht is more satisfying for extended cruising and daily use than many a more pretentious craft. With twin diesel power, her wide pleasant decks and spacious interiors there is no sense of crowding, no flimsy construction she is ready to cruise to your heart's content. Transferable Lake Union covered LIVEABOARD moorage available. Attractively priced **\$168,500** (425) 260-4607 or email mvelegante@gmail.com for more info. **P592-6**



40' BAYLINER MY 4087, '99. Cummins 270s, 425hrs, 220 fuel, 500mi. range, three staterooms, two heads, three showers, TV/DVD, CD/stereos, Bimini, aft enclosure, radar, GPS, VHF's, docking light, remote windlass, ZBQ, 4kW genset, diesel/hydraulic heat, Bodo w/8hp, davits, clean throughout, boathouse available. **Offers welcomed.** 360.675.9794. **P593-6**



30' WILLARD VEGA NOMAD, '74. Fully equipped for safe, comfortable cruising for two. Fuel efficient Perkins 4-107 diesel. Full instrumentation. Extensive upgrades. Friday Harbor, **\$49,800.** **P594-5**



41' ROUGHWATER, '92. Beautifully restored 41' trawler. Kept undercover in Gig Harbor. Single screw Perkins. New bottom paint & zincs. Varnish & topside paint 2009. CA & Alaska Veteran. **\$80,000** or trade. (253) 549-3326. **P595-6**



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 \$449,000.** **P596-6**



SUNCHASER 490. The most beautiful yacht ever designed and built in the NW! Cummins C-series engines w/Arneson surface drives make it perform efficiently. 2 staterooms w/heads, loaded with electronics, call Bob at (360) 201-9141 for more details and pictures. **\$239,000** includes new yacht tender. **P597-6**



45' BAYLINER 4588, '87. NV interior & flybridge seats, cushions, canvas and MasterFlush heads, 12.5 genset, AC/reverse heat, 12' Achilles Sport dinghy with 40hp, Alaska veteran, never chartered. Second boat; must sell! Lake Washington. **REDUCED TO \$124,000.** (425) 466-3223, owner. **P598-6**



19' CLASSIC CENTURY RESORT-ER. Wood in excellent condition but bottom needs work. 383 Buick power, interior and chrome exc., includes EZ Loader trailer. **\$14,950obo.** Call (208) 890-2673 or (208) 761-6423. Boise. **P599-6**



36' LEIF PEDERSEN EX TROLLER. Excellent Northwest cruiser. 3-71 GMC diesel. Cruises 7.5 knots at 1.7gph radar, DS, AP, VHF, 300 fuel, 150 water in SS tanks. Excellent condition. **\$29,500.** (206) 979-1198 or swauk10@aol.com. **P604-6**



32' FAIRLINE, '95. Repowered T/Volvos (gas) 5.0 litres. Professionally maintained. New 'fridge, new separate freezer. Hot water on demand. Espar furnace. Hard bottom inflatable w/8hp outboard on Sea-Wise davit. At Sidney. **Asking \$5,500.** For more details: jackfred@shaw.ca. Phone (250) 477-5645. **P607-7**



65' ROMSDAL, '62. Norwegian built, transocean proven, two main engines w/single screw. Range 3000nm, two gensets, well maintained, classic small ship. Lying Victoria BC. **\$279,000.** 250 656 4437. tpstockdill@shaw.ca. **P608-7**



48' CHRIS CRAFT CONSTELLATION, '66. MUST SELL \$35,000. Twin 671 diesels. 1100 original hours. Great live-aboard. Flat screen TVs, Tempered bed, leather chairs, granite counters, gas range, micro, warm and cozy. All highly varnished mahogany and pine. Teak deck furniture and storage chests, full shower, two heads, 3 state rooms. Lease option available at higher price. Very negotiable. Call (206) 650-0250 or dennis@fathershelphotline.com. **P607-7**



36' LINDELL SPORTFISHER CONVERTIBLE, '99. \$225,000 OR TRADE FOR BOAT OR RV. US built T/Yanmar 350hp turbodiesels, 860 hours/ea. Auto-pilot, chart plotter, VHF, radar, sat-phone, convection oven/microwave, refer, freezer, propane stove, owner's stateroom, Northern Lights genset, flybridge, 3 steering stations, 2 flat screen TVs, watermaker, twin-disk trolling valves & more. Owner financing available, OAC. Contact at dialpro@aol.com or (360) 301-1807. **P609-7**



57' CUSTOM BAYLINER '97/'09. Not your ordinary yacht, over \$750K in upgrades. There is no yacht comparable ANYWHERE! Moorage. **\$539,000.** Full Details at www.steeleaweigh.com, Bill Steele: (360) 306-5687. **P610-7**



CRUISERS 5000, '00. Immaculate condition, Volvo 480s-755 hours, Contemporary, three staterooms and very Sea-Worthy, Assumable Moorage. **\$380,000.** Full Details at www.steeleaweigh.com, Bill Steele: (360) 306-5687. **P611-7**



MERIDIAN 411, '05. One owner yacht with the optional Cummins 450s, 288hrs, custom bridge enclosure with SeaView. **\$299,000.** Full Details at www.steeleaweigh.com, Bill Steele: (360) 306-5687. **P612-7**



CRUISERS 5000 SEDAN SPORT MOTOR-YACHT, '01. This meticulously cared for motoryacht has three double staterooms, two heads w/showers. A raised pilot station and settee gives excellent visibility to both the helmsman and guests. Spacious flybridge for cruising or relaxing, top of the line electronics, T/Volvo diesel engines and B/Thrusters. (206) 817-5315. **Asking \$350,000.** **P613-7**



38' BAYLINER 3888, '89. Twin 175 diesels (2000hrs), upgraded interior, 12' AB tender w/15hp Yamaha OB, 8kW gen. **Asking \$79,000.** (253) 857-9337, desert1304@comcast.net. **P615-7**



34' SKOOKUM PH TRAWLER, '75. This strong, safe, comfortable NW cruiser has been our liveaboard 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@1.9gph, 180gals diesel, 200gals water, propane stove, 12gal. WH(AC/engine), Vacu-flush w/30g. holding tank. Radar, GPS, DS, Com-Nav AP, THREE new 8-D batteries w/smart charger, new VHF&antenna, two anchors. **\$40,000.** (541) 961-1383. **P614-7**

CLASSIFIED



42' CHB EUROPA SEDAN, '84. Twin Ford Lehman 120s diesel (low hours), 4.5kW generator, diesel heater, island style v-berth in master stateroom. Ideal live aboard. Always undercover. **Estate Sale asking \$123,000.** Contact Tim for more details: (425) 891-3874. **P616-7**



43' BAYLINER 4387 MY, '92. Excellent condition, freshwater kept. Brand new interior and many new upgrades. The 4387 is said to feel like a 50' yacht with their 14ft 3in beam. This is the Best in Show! Seattle location. **Asking \$139,500.** Call anytime (206) 370-2796 or gp4387@gmail.com. **NO BROKERS PLEASE. P617-7**



56' NAVIGATOR CLASSIC. 50 percent interest partnership. 60th LOA. Many new upgrades. 3 staterooms, 2 heads, cherry wood interior, enclosed fly bridge, Volvo 370's, new electronics. Fully outfitted and ready for cruising. Email trzeznka@msn.com for full specs and pics. Moored in Portland, OR. **\$250,000. P618-9**



85' DUTCH NORTH SEA TRAWLER 1959. Economic charter/ocean cruiser lying Vancouver, BC area. DOT passenger CSI Cert. For specs/pics see www.duewestcharter.ca/NorthSeaTrawler.htm. Tel: (604) 524-9805 Price: **\$500,000CDN OBO. P619-9**



30' MAINSHIP PILOT, '02. Hardtop model, upgraded with 315 Yanmar diesel, Furuno radar/chartplotter, trolling option. Great boat for sailors turning to the dark side. Thruster, refer, stove. Enclosed head with hot water shower. (206) 919-1431. robbykeystone@gmail.com. **\$89,000. P620-8**



44' CARVER COCKPIT M/Y, '02. Like new, low hours, freshwater vessel. 300 Volvo Diesels, 11.5 Onan, 2 Garmin touchscreens (g2 Vision Charts), 4kw Radar, 1KW sonar, A/Pilot, electronic controls, bow thruster, KVH Sat, 5 A/Cs, 10' RIB, hydraulic Seawise, life raft, EPIRB, etc. **Ask. \$279,000.** Partial trade-ins considered. Duke's Yachts. dukem@uniserve.com. (604) 273-2054. **P621-8**



32' HALVORSEN GOURMET CRUISER, '02. Cummins 330hp (300 original hrs). Webasto furnace, 2400W inverter, new dinghy and motor, bow thruster, gps, radar, autopilot. New batteries and bottom paint. Walk-around queen berth, flatscreen TV/DVD, stereo. **\$189,500.(509) 899-4440. P622-8**



26' REVENGE 25 HARDTOP BOSTON WHALER '89 WITH NEW POWER. Mercury Verado and Prokicker 9.9 under warranty. Radar, GPS, VHF, Trailer. Great NW boat. **(360) 752-1747** or email deromje@comcast.net. Trades. **P623-3**



38' PEARSON TRUE NORTH, '02. Distinctive Hardtop Express w/Alaska Bulkhead. Innovative design & high tech, quality construction. Boothouse kept Since NEW! Superb economical performance from the 420hp Yanmar diesel. Opportunity presents itself at **\$249,000US.** (250) 656-8771. **P624-8**



32' 1992 BAYLINER 3288, '92. Great NW Cruiser! A Northwest favorite! Great accommodations, very economical. Twin Hino 150 diesel w/2600 hrs, new interior/exterior upholstery in 2007 (Black/Gold). King master berth, double v-berth and dinette sleeps 5-6. Fresh water moored in low dry storage Anacortes. **\$49,950. P626-8**



28' BARBARY COVE CTR CONSOLE, '10. New Steve Pollard design. Aluminum skiff or fishing boat. Single 225hp Suzuki and Tuff Trailer. Console with T-Top, Windshield, and toilet compartment. Electrical system, hydraulic steering, 80 gallon fuel tank. **\$92,500. (425) 301-6016. P627-8**



23' BARBARY COVE SPORTFISH, 2010. New Steve Pollard design. Aluminum fishing boat with walkaround pilothouse. Single Suzuki 225hp and Tuff Trailer. Three fuel tanks, 190 gallon capacity. Complete with electrical system, twin Bentley helm seats, Alaskan bulkhead, painted hull, house, and bottom. **\$109,000. (425) 301-6016. P628-8**



23' BARBARY COVE LANDING CRAFT, '09. New Steve Pollard design. Pilothouse is 3 sided, insulated, and has Bentley helm seat and Diamond Sea Glaze windows. Hydraulic steering, 78 gallon fuel tank, electrical system, radar arch, handrails, bottom paint, and tie downs. Available with Tuff Trailer and your choice of power. **\$79,500.** Phone (425) 301.6016. **P629-8**



38' TOLLYCRAFT '66. Twin 318 Chrysler, 200 hours, depth sounder, plotter, radar, 2 heads, shower, oil stove, elctrasan, holding tank, new batteries, new curtains. **\$25,000.** Contact (360) 770-2410. **P630-8**



28' RESTORED CARVER WOODY, '73. Diesel re-powered Cruiser with new teak decks, stern thruster, trim tabs, upholstery and canvas top, Wallas diesel stove/heater, microwave and much more. **\$22,500.** CONTACT: (206) 217-5709, (206) 423-9032. **P631-8**



33' BAYLINER 3388 MY, '00. Moored in Kenmore, this yacht is in excellent condition. Powered by twin turbo diesels with low hours. Generator, GPS, bow stop and much more. **Asking \$92,500.** Call Gary: (425) 445-3888. **P632-8**



48' SEA RAY 480 SEDAN, '02. Twin 3196 CATS w/420 hours, all of the "Sea Ray upgrades" were ordered, TNT swimgrid lift w/hardbottom tender package, beautiful "Hampton Cove" interior, full electronics including KVH SAT, 3 staterooms, 2 heads, B/H 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. **P633-9**



50' NAVY BUILT, HISTORIC UNIVERSITY (UW) RESEARCH VESSEL, '37. FULLY equipped/operational/proven. Extended charter/kayak mothership/liveaboard. Sleeps 10. Extremely economical/rateable/seaworthy. 30 year owner retiring. **PRICE REDUCED TO \$110,000.** Ph (Juneau, Alaska) (907) 789-0539, email frontierqueen@hotmail.com. **P634-9**



24' ALUMINUM ARMSTRONG. A boat, you can bet your life on! Diesel dual prop KAD 43P/DP, Yamaha 9.9 ELST, dual steering, com-nav, auto helm, Furuno radar, Simrad World DGPS with depth, nav and auto helm tie in. Lots of gear from electric downriggers to spare props. Call for list and photos. **\$119,000.** Bruce (360) 733 4097. **P635-9**



101' HARGRAVE SKY LOUNGE, '10. Have you ever wanted to cruise Alaska? With luxurious interiors and equipped for seas in colder climates seaVenture was designed to take you there. 4 staterooms plus crew, all weather bridge, hot tub, 6 areas for entertaining, (2) CAT C-32 with 1,675 hp, and (2) Northern Lights generators. miked@hargrave.org or (854) 448-6281 www.hargraveyachtsales.com. **P636-9**

CLASSIFIED



36' ISLAND GYPSY '83. TD Lehman 135s with 2200 hours. Quad cabin layout, two heads/showers, propane stove, long range equipped trawler style. Livingston dinghy, radar, electronics. Kept undercover, located Edmonds, Wash. Additions specs available; contact at taylor@tgbarchitects.com **\$98,950.** (425) 876-8219. **P637-9**



48' TOLLYCRAFT, '91. Cummins 300hp, Glendinning synco, twin disk, 8k Westerbeke, Furuno radar & counder, GPS, epoxy hull barrier, diesel & electric heat. 1700hrs young! **\$229,000.** (425) 778-6502. **P640-9**



35' SEAVER 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)281-7445. **P647-10**



53' MATTHEWS FLUSH DECK, '67. A special much admired classic beauty! 6 year owner has completely refurbished; updated with remodeled designer interior including custom skylight; mechanical upgrades and more. An amazing value at **\$159,000.** Option for liveaboard in Ladner BC. Photos available upon request at rfl@fieldmarten.com. **P651-10**



33' BERTRAM, '91. Excellent condition, twin 454s, 900 hours, runs like new, 6.5kW genset, lower helm, trolls at 1.8 mph, autopilot, air/heat, **\$70,000.** Call 206-898-0573. **P639-9**



66' PACEMAKER LAKE UNION LIVE-ABOARD. 1,130sf of living space, remodeled extensively updated. A sound yacht with a modern touch. Very large main salon, a separate dining room that seats 8 nicely, 3 staterooms and 3 heads. 100 gal. jetted tub. The engine room is very fresh, everything rebuilt or replaced new! Recent market survey. **\$325,000 Make offers.** Bill (206) 355-2167. **P641-9**



32' BAYLINER 3218 MY, '87. Beautiful flybridge with twin 110 Hino diesel engines. The engines are all original with only 300 hours and have been immaculately maintained from day one! This vessel is ready to go boating with all the amenities for comfort & fun! This boat shines for only \$43,900! Call Ken at (360) 708-6204 for details. Located in La Conner, WA. **P648-10**



41' PRESIDENT '85. Tri cabin, very spacious and comfortable boat, 2 heads. Successful partnership since new. Twin Perkins diesels. Excellent mechanical condition. Seattle, 1/3 partnership share. **\$26,500 OBO.** 425-649-9588. **P652-10**



4600 SCB MAXUM, '99. Meticulously maintained by her original owners and loaded with options and several personal touches making her one of the best values in her class. Big 480hp twin Volvo diesel power with dripless shaft seals and 4 bladed Niral props deliver impressive performance. Side-power 8hp bow thruster, 12.5kW Westerbeke genset in enclosure, New beautiful bridge enclosure with wipers, 2700W Magnum inverter and Cruise-Air reverse cycle heat and air conditioning keeps her spacious well-appointed interior and flybridge comfortable for cruising in any climate year around. Windlass power winch, 11" Zodiac tender with 30hp Honda outboard on davits with custom cover. **ASKING \$190,000.** Please contact: Edmonds Yacht Sales (425) 774-8878. **P638-9**



20' GRADY WHITE ADVENTURE 208. Cuddy cabin, 440 original hours. 225hp Saltwater series. **Priced to sell!** **\$18,995.** CELL: (206) 310-5830 EMAIL: billm@krfg.com. **P643-9**



37' NORDIC TUG, '27. Hull #178 commissioned Oct., '07. Flybridge, steelhead WD-800 crane w/p/wruff, Raymarine E120/E80/AP/wind, Freedom 20 ltv/CGR, AGM batteries, Cummins electronic 380 (400hrs), Onan 5kW (200hrs), Avon RIB w/15hp Yamaha & trailer. Anacortes. **\$460,000.** zannegar@gmail.com. (425) 327-1728. **P649-10**



33' BAYLINER 3388 MY, '98. Updated version of the popular 3288 Bayliner. Twin Cummins 250 hp diesel engines. Full electronics both helms. 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 250k spent in last two years on upgrades and major maintenance. **\$109,000.** Mike @ (360) 600-1721. **P653-10**



26' SEA RAY SUNDANCER, '87. Comes w/covered 32' slip, Kingston galv. trailer, 8' dinghy, 4hp motor, new stern drive, 350 Chev, GPS, VHS, CB, newer canvas, hot water, alcohol, electric stove, more extras! (360) 297-7093. **\$19,000.** **P639-9**



42' NAVIGATOR SEDAN, '98. Great two S/R two head arrangement, Pilothouse, Twin 318 hp FWC diesels, generator, air/heat, inverter, full/bridge enclosure, dinghy & davit. VERY VERY CLEAN **Motivated Seller: Offered \$189,000.** Jim @ Chuck Hovey Yachts (619) 784-9002. **P645-9**



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 full 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. **P650-10**



39' NORDIC TUG. 210 Cummins, propane stove, refrig, microwave, inverter, espar heat, electro/san sanitation, radar, 2 VHF, 2 depth sounders, 2 GPS, sonar, Yeoman plotter, nav computer, gen, dinghy, outboard, davit, autopilot. **\$128,000.** (253) 882-4853 QR email ilsankey@earthlink.net. **P654-10**

39' C&L SEA RANGER, '80. Europa model. Two staterooms, stall shower, new refrigerator, new autopilot, Nobeltac, freezer, 4kW generator, Lectra San, propane stove/oven, twin Volvos. (360) 790-2002. Pictures/details: <http://site.google.com/sites/searanger39/>. **P655-10**

CLASSIFIED

31' ALBIN 31 TE, '00. It's a HUMMINGBIRD! Beautifully maintained and upgraded, this Tournament Express has T/diesels, 500 hours, genset, heat/air. Comfortable, fast and stable with large cockpit. Perfect for fishing or couple cruising. (510) 912-5800 for details. **\$169,000. P656-10**



45' x 14 1/2' LONG RANGE CRUISER. Cyl Gardner diesel, 1/gph, 600 gal. fuel. Sleeps 6 (in double beds), shower, stabilizer. Total remodel inside! MUST SELL! Reduced to **\$38,500.** Shelton. (360) 229-0399. **P657-10**



21'SHAMROCK. Direct inboard 305hp Ford with 70 hours. New top, new upholstery, electronics, new outboard bracket for 5hp Honda. 2 tanks, 2900rpm at 26mph. **\$8,950.** Shelton (360) 229-0399. **P658-10**



30' COMMANDER, '96. Twin Volvo diesels with 1200 hours, 2 Scotty downriggers, electric dinghy, windless (300' roll), with electronics (Nobeltec and computer). Professionally maintained with Lake Washington moorage. Illness forces sale! **P659-10**



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, Raytheon 24 mile radar, Onan 75kW, custom aft stateroom. Nicely varnished, painted bottom, topsides and house (2010). Shed kept entire life top notch capable vessel. Serious inquiries only! Covered slip possible at Stimson Marina. (206) 356-4207. **\$74,500. P660-10**

Boat Equipment

NEW SWIM PLATFORM. Fits a Meridian 411 Sedan. Part number: 1778255. **\$2,500.** (206) 295-6553. **BE4-8**

Boat Houses



75' x 28' BOATHOUSE - D/T VANCOUVER, BC (NORTH) Rare! - prime location close to all amenities, fully loaded w/work benches, h/w, 3 years new, w/lupper mezzanine, storage/office. **BH6-9**

58' x 19' DAY ISLAND YACHT HARBOR. 50 amp power. Located on desirable "A" dock. Close to parking and ramp. Nice wide fairway. **HUGE PRICE REDUCTION, Now \$59,000!** 2000 50' Symbol PH also available. Steve, 253.576.8951. **BH17-10M**



85' x 29' BOATHOUSE FOR SALE - INCLUDES PREPAID MOORAGE UNTIL OCT 2017 - NO INCREASES. 2.5 years old, with custom roof hip for 30' clearance for the bigger antenna arches of today! Rare Genoa Bay Marina on Vancouver Island, minutes to Maple Bay haulout marine amenities with floatplane service to Vancouver International and D/T Vancouver. Protected "full service" marina in the heart of the Gulf Islands with great access to San Juans. Fully engineered 50 amp power, power remote door, full beam upper mezzanine with stairs, insulated roof, work bench, custom storage. Call or email for full Specs & Photos at www.charlesdavidyachts.com or (250) 755-5887. **\$335,000 US. BH20-10**

MOOR IN BEAUTIFUL B.C.!



NEW & NEAR NEW BOATHOUSES IN VANCOUVER, BC. Fully engineered with moorage contracts in prime locations. **Current inventory:** 55 x 22 - Crescent Beach (White Rock) \$118,500, 60 x 24 - Downtown Vancouver \$25,900, 70 x 24 - Downtown Vancouver \$135,000, 70 x 24 - Close to Vancouver International Airport \$114,600, 60 x 24 - Close to Vancouver International Airport \$106,000, 90 x 28 - Vancouver Island - "FOR RENT" April 1st - 1975 Neg., 95 x 30 - Downtown Vancouver - Call for details. Call or email for more information or a tour. charlesdavidyachts.com or (250) 755-5887. **BH23-8**

COVERED 40' SLIP IN METAL BOATHOUSE. Squilicum Harbor, Bellingham. PFE-12 main dock, new anti bird protective liner. **\$49,000** (terms possible) or **\$495** rent/month + elec. Contact Bob (360) 201-5566. **BH24-6**

Boat Storage

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



COVERED AND UNCOVERED BOAT STORAGE. BIRCHARD & AGEE DRY STACK. Covered dry stack storage 10' to 32'. Uncovered dry storage 10' to 40'. Boat and trailer storage 10'-40'. Locked and gated facility in Ballard w/24hr access. Joining and owner work available. Please call Jent or Buck at (206) 213-9999. **BS1-4**

Business Opportunities

BUSINESS OPPORTUNITY FOR ALL MARINE related fields at established marina in LeContor, 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**

MARINAS AND MARINE BUSINESSES. Specializing in marinas and marine businesses. Complete marine analysis and presale consultations available. Visit my website at www.nwmarinas.com or call for a confidential meeting. Jim Toroni, Windermere Real Estate/West Sound Inc. (360) 692-6102 or (360) 536-1250. **B2-5**



MARINA FOR SALE. Home Port Marina at Westside Harbor is located on the west side of Hood Canal, off of Hwy 101 near Brinnon, WA. There are 100 slips with power and water. It is an annual fee marina with 95% occupancy. Home Port Marina also has a small lounge with showers, restrooms, laundry, and ice machine. Also available is caretaker's home with guest quarters and private dock. **Price for marina is \$1,500,000. Care taker's home \$500,000.** For more info go to www.homeportmarina.info. Or contact Leon at (360) 880-6778 or lvoetberg@gmail.com. **B3-8**

LUCRATIVE MARINE BUSINESS FOR SALE. Well established, very profitable marine business for sale. In business for over 15 years. Comes complete with equipment, special tools and equipment, large parts inventory, loyal customer base. Both inboard and outboard repair. Owner retiring. Visit my website at www.nwmarinas.com or call Jim Toroni, Windermere Real Estate/West Sound Inc. (360) 692-6102 or (360) 536-1250. **B4-7**

MARINE REPAIR AND SERVICE BUSINESS FOR SALE. 20+ years in business, \$1M+ annual sales, solid reputation, talented technical staff, seeking new owner. Owner financing available. Skagit County, Terry Welsh, Bridgeview Brokers, (425) 204-5518, terry@bridgeview.biz. **B5-5**

Books/Reference

SAILOR IN PARADISE. An adventure and romance novel by Robert Hein. Review: "The best sea passages I have ever read." Available at www.sailorinparadise.com and www.amazon.com. Call (541) 999-1091. **BI-CM**

Charters



57' NAVIGATOR RIVAL. Brand new available for charter. San Juan Islands to Alaska available beginning July '07. 3 berths 2 heads & showers. Beautiful yacht - 18 to 20 knots. To book or info call (503) 663-1994 or call (503) 789-8824.



"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 style with second helm and protected walk-around decks. Large pilothouse w/dinette, warm room 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 kW, 3000W inverter, 1000 diesel, 300 water, 13'AB at RIB w/30 hp, dc RKO hoist. (800) 233-3004; (206) 617-8744; www.quartermaster yacht.com. **C17-4 (11)**



2005 NORTH PACIFIC TRAWLER, 42', pilothouse with flybridge, two staterooms, sleeps 7, 380 Cummins OSB engine, bow & stern thrusters, 10' Bulldog with 9.9 HP Honda, generator, surround sound stereo, Anacortes, www.northpacificcharters.net. 206-715-3666 **C9-4**

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M/V MARINER - 43' DELTA MARINE Cruise Seattle, Puget Sound, San Juans, or Gulf Islands aboard a super clean 16kn Sportfisher. T/Turbo 300hp Cummins, Sleeps 4 in 2 staterooms, 1 head w/shower, full electronics, 1000 diesel, 150 water, diesel stove/oven. Prime Season: \$1,650/wk, Off-Season: \$1,250/wk. Departing from our dock at Fishermen's Terminal in Seattle. Call today to book your reservation! **SEA QUEST CHARTERS, LLC, (206) 478-9845** or email at sequestcharters@comcast.net. C14-5



CHARTER THE BEST! The *Lady Barbara* is an Alaskan veteran that will take you safely on the adventure of a lifetime. Check her out at www.myladybarbara.com. For more information call 1.800.233.3004 or 509.220.7911. C22-7



SE ALASKA/INSIDE PASSAGE. *Grocny boy* is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fishermen 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**



TRY BEFORE YOU BUY, PLAY BEFORE YOU PAY! The Waypoint Boating Club is the simple and cost effective alternative for boaters. Members do not have normal expenses associated with boat ownership such as large down payments and long-term financial commitments, insurance, moorage, storage, cleaning or maintenance. Flexible off-season memberships available. www.waypointboatingclub.com or (206) 284-0200. Ballard Locks, Seattle. C23-2



MERIDIAN 490. Pilothouse with twin 330hp Cummins engines, 3kW generator, 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: morhome@gmail.com. C24-5



BAREBOAT & SKIPPER CHARTERS, ONE DAY OR ALL WEEK! Leisure Yacht Charters. Pristine inside and out with fabulous views from the raised salon or the fully covered cockpit, this Catalina Morgan 440 has it all. Explore the beautiful San Juans in comfort and style... skipped 1-7 day charters or bareboat rental available for qualified sailors. **ANDIAMO** sails from Whidbey Island in Puget Sound, WA. www.leisureyachtcharters.net. C26-9

Club Notices

PUGET SOUND YACHT CLUB welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for boat owners or \$90 per person or \$180 per family for social members (aspiring boat owners.) The Club is located on Lake Union between Gasworks and Wava, 2321 North Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, March 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat show brunch on January 30th. Ice Breaker Cruise in Feb. which unofficially begins the boating season for our hardy group. Contact: Judy Quick, (425) 466 7906, judyq@qwest.net. C11-6



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 Ganges 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@queencity.org



NEW MEMBER STIMULUS! ** NEW MEMBERSHIP BONUS FOR KINGSTON PORT DISTRICT RESIDENTS AND PORT OF KINGSTON MARINA TENANTS: Join KNYC between now & June 30th to receive \$500.00 KNYC cash coupon per member. \$300.00 for family members. Bonus is good if KNYC cash coupon and bar tab orders are used for activities.

Telephone Inquiries:
(360) 437-9239 Tom Pickens
CN2-NCLBH

Captain for Hire

LICENSED 100 TON w/extensive experience and knowledge Puget Sound to Alaska plus all ship systems. Personable, self-motivated, educated, successful and fun. Summers or long term. sunvalleyent@msn.com (206) 940-2308. CFH1-CM

LOOKING TO HAVE YOUR BOAT DELIVERED TO SE ALASKA? Tug Captain (1600 Ton Ocean Master) with 25 years inside passage. Looking for delivery early July 2011 interested? Please call Joe (907) 617-1641. CFH2-5

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. panamajakmzt@yahoo.com, (425) 387-9181. CFH2-9

Dry Stack

FOSS LANDING MARINA. Put your boat away dry and warm for the winter in Puget Sound's only heated dry stack facility. Call for rates. (253) 627-4344. www.fossilanding.com. D52-10

Dinghies



12' RENDOVA RIB. Excellent condition 2011 with 40hp Yamaha 4-stroke. Shorelander trailer, VHF, depth-sounder, tachometer, fuel gauge, etc. Great dinghy, or play boat for someone who wants to bet. (253) 278-0553 - Email: injmiltor@comcast.net. D12-7

BULLFROG 10' UTILITY w/15HP HONDA ELEC START/TILT. '07, Gray, epoxy bottom, handrails, battery, 12V fishfinder, bilge pump, oars, spares including prop. Delivery possible. Mtge to Port Hardy. First \$5000 cash. jsjsoail@gmail.com, (206) 979-9835. D13-6

Dry Stack

FOSS LANDING MARINA. Put your boat away dry and warm for the winter in Puget Sound's only heated dry stack facility. Call for rates. (253) 627-4344. www.fossilanding.com. D52-4

Engines



A PAIR OF 350hp CRUSADER ENGINES. These engines have fresh water cooling. The gears are Borg Warner velvet drives with 2:1 gear ratio. These engines have low hours and are ready to be installed. \$7500.00 for the pair. (604) 948-5420. EN2-8

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. 4300 11th Ave NW Seattle WA 98107, phone (206) 784-3703 or fax (206) 784-8823 darger@coastalmarineengine.com. E6-MZNC

SALES POSITION. Local Yacht Brokerage, located on Prime Lake Union Sales facility! Moorage available for boats 35' - 70'. Over 20 slips available for your prime listings! Also have plenty of parking. We offer a team oriented approach to sales of both new and used power boats. New engine Trawler- the wave of the future. Are you ready to make a change? Call (206) 890-7410. E7-6

Marine Surveyor

LICENSED MARINE SURVEYOR OF POWER & SAIL VESSELS. Licensed by Lloyd's of London. Licensed by U.S. Coast Guard 100 tons since 1980. Telephone (541) 999-1091. Visit www.marineblue.com or email bianca@biancabeim.com. MS1-CM

MARINE SURVEYOR. Latham Meehan & Assoc. Marine Surveys "SAMS," Marine Consulting, and Vessel Deliveries. Puget Sound to Alaska. Call (360) 638-1282 or 360-477-5041. marinesurveyorsnorthwest.com. MS2-CM

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

ANACOTES MARINA. Rental slips available now. 32' to 80' open and covered. Annual leases with security gates, full service boat yard, fuel dock, mini storage & pump out. Move to Anacotes and save time & fuel. (360) 293-4543. www.anacotesmarina.com. M80-CM

Get the BEST Moorage at **MARINA MART MOORINGS**. In Southwest Lake Union, Marina Mart is conveniently located across Westlake Ave. N from the new WEST MARINE store. **Currently available:** Covered slips 17ft to 65ft; Uncovered moorage includes slips up to 33ft long and several large uncovered slips for vessels 55ft - 96ft. **Amenities include:** Sprinklered docks; Locked Gates; Lighted Walkways; Showers; Guest Dock w/ Pump-out; plus Water/Power/Phone at most slips. Our sheltered location is equally convenient for Lk. Washington or Puget Sound boating. Call **Patela Hale** at (206) 447-5575 or visit us at www.marinamart.com. M87-CM

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GET GREAT MOORAGE AT MARINA MART IN SOUTH LAKE UNION. On Westlake Ave. N. across from the new West Marine; 5 min from Downtown. Covered slips at 25', 56' & 65 ft. **Uncovered to 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. **M68-CM**

SOLD! COVERED 50' ANACORTES SLIP. Condo moorage in Fidalgo Marina. The best-managed marina in the Northwest. Includes WiFi, cable TV, clubhouse access, a private storage unit, and a secured parking place. Full-time manager on-site. **M101-CM**

PLEASANT HARBOR MARINA. Permanent and temporary moorage available. Protected Harbor, gasoline, diesel, pump out, on site security, 30/50amp power, 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.** 800-547-3473.

SOLD! OPEN 50' SINGLE SLIP IN ANACORTES MARINA. Beautifully maintained marina. Easy walk to stores, shops. Services available: Boat yard, fuel dock, pump out, 30 amp power, restrooms, showers, laundry, helpful staff. **M112-CM**

ELLIOTT BAY MARINA. Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call (206) 285-4817 or visit us at elliottbaymarina.net today. **M104-NCLBH**

WINTER MOORAGE. Foss Landing Marina - Tacoma, WA. \$7.50 per foot w/30 amp power included. Available Nov. 1 - 2010 April 30, 2011. (253) 627-4344. **M119-10**

ANACORTES-ANCHOR COVE MARINA. 45' Covered Moorage in secure, updated Anchor Cove Marina. Save fuel and be in the San Juans in a fraction of the time. **\$140,000.** Call 425-453-1593. **M120-CM**

DELIN DOCK MARINA - TACOMA, WA. Built in 2005, Delin Docks is located on the Thea Foss Waterway. 36', 44' and 50' slips are available for parking to month moorage. Slips provide full service electric, water and free cable TV. Laundry facilities, showers and tenant community room are located at the head of the docks. Slip side pumpouts available on request. Onsite security provides peace of mind for you and your yacht. 253.572.2524. **M125-6**

DOCK STREET MARINA - TACOMA, WA. 2009 National Marina of the Year Winner. 36', 45', 56' & 65' end tie slips are available month to month, secured slips have 30 and 50 amp power service, dock boxes, water and free cable TV, slip side pumpouts available on request, laundry and shower facilities on site. Located steps away from museums, restaurants and shopping. 253.572.2524 or www.dockstreetmarina.com. **M126-6**

PORT WASHINGTON MARINA. Bremerton Envirostar 4-star marina. Our beautiful and friendly marina currently has a few slips available at **\$5.95 a foot.** We offer metered power, showers, laundry, pump-out, phone/jacks, cable TV & ample secure parking. Look us up at portwashingtonmarina.com or contact Harbormasters Bob & Stephanie Stanbery at (360) 479-3037 or e-mails us at portwashingtonmarina@comcast.net. **M129-6**

45' COVERED SLIP. Maximum measured length allowed 51'4". Anchor Cove, **\$625/month.** (360) 202-8892. Available 2/15/2011. **M127-CM**

MOORAGE AVAILABLE IN DOWNTOWN KIRKLAND! Enjoy the security of a gated marina, with new floats and breakwater! Conveniently located near downtown shops and restaurants! Moorage is available from 30' to 80'. Call for details. (425) 941-6000. **M132-5**

MOORAGE-PALMS MARINA, NA-NAIMO. 42' slip in new marina, WiFi, security cam, parking, near ferry. **Annual moorage contract \$4,500 (HST INCL).** Available April!(206) 701-7633. myssasyboat@yahoo.ca. **M133-4**

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**

SEMIAMHOOD 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 Chandyler with coffee bar and gift shop. (360) 371-0400 www.semiamhooodmarina.com. **M135-6**

PRIVATE 38' DEEDED SLIP-SKYLINE MARINA. 38' x 16'6" in SMOA#17, Slip C17, refurbished docks, showers, bathrooms, laundry, beach club/cabana membership included, on premises dockmaster, keyed entry to parking/docks, wind blows boat into slip. **\$115,000.** Call Norm (206) 484-4309. **M136-6**

ANACORTES COVERED MOORAGE. 45' covered slip (will accept 51') Anchor Cove Marina. **\$625/mo.** Available May 1. Call Mark (360) 202-0801. **M137-6**

46' SHILSHOLE LIVEBOARD SUBLEASE. June 1st-October 30, end of E D'Fock (E-87), sailboats preferred. Contact Lyndon C. Lee (206) 979-5633 or lyndon@cleinc.com. **M138-6**

Office Space

MARINA MART BUILDING. Great Exposure in Street Level office (685sf) 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. **O57-CM**

Partnerships & Timeshares

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



TRY BEFORE YOU BUY, PLAY BEFORE YOU PAY! The Waypoint Boating Club is the simple and cost effective alternative for boaters. Members do not have normal expenses associated with boat ownership such as long term financial commitments, insurance, moorage, storage, cleaning or maintenance. Flexible off-season memberships available. www.waypointboatingclub.com or (206) 284-0200. Ballard Locks, Seattle. **PT-1**



YACHT SHARE. Share a beautiful well maintained 44' Ocean Alexander. Equipped for year round cruising. 5% share (\$3K), insurance deposit (\$2K), monthly usage fee (\$400/500) for (14/21days). Training, shore support included. Only 2 of 4 Shares remain. Contact rtcooper@comcast.net for details. **PT8-9**



38' GRAND BANKS EASTBAY - 1/2 INTEREST FOR SALE. \$134,000 for 1/2 interest. Covered moorage Des Moines. 1999 with 375 CATs, 1000hr service complete. Cruise 12/24kts. Genesis RIB w/8hp and SeaWise. N/A/VNET2, diesel furnace in helm/below, AC, freezer, new batteries and windows, genset. Great sea boat for all seasons! Contact: Dave Hoover (206) 953-8472. **PT10-9**

34' SAIL YACHT! Time share forming for well-equipped, newer cruising sail yacht operating out of Elliott Bay Marina. Limited shares, reasonable rates, experienced shoreside support. Express interest to 000000000 or call Alan Knapp (425) 451-1449. **PT10-5**

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Real Estate Section



HOME - DOCK - TIDELANDS. 50 foot dock and private tidelands in Skyline Marina in Anacortes, WA. Dock can be extended to 100 feet.

Request details and photos from anacortesrealtor@comcast.net or Tom at (360) 293-8927. MLS#6E3992. **RE66-CM**



TOP FLOOR CORNER 2 BED/2 BATH +DEN w/yacht like feel, private study, vaulted ceilings, blond beams and oak floors w/granite & stainless kitchen. Master w/spa like bath and a private deck. Stunning views. MLS #29017770 WRE NW Inc. \$739,900. Gunnar Hadley 206.409.5846. **RE78-1**



ANACORTES, WA - Zoned maritime commercial, exceptional waterfront building. Ground floor offices 3,600sqft, two 60' slips, private elevator to 2BR/2BA 1,780 sq ft condo. Photos info at www.maritimebdg.info. \$1,699,000. American Dream 360-588-1515 Leslie 360-661-2136. **RE116-CM**



WATERFRONT HOME - ORCAS ISLAND. DeepPoint-Waterfront. Info \$1,475,000 NWMLS#292151032. Windermere Real Estate/Orcas Island. Call Reba MacLeod or Rusty Post 800 842-5770. **RE167-6**

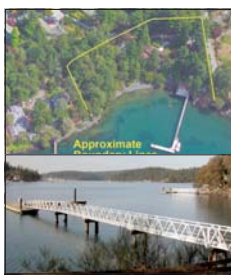


MAJOR PRICE REDUCTION!

WATERFRONT AT IT'S BEST! 60 feet of walkout no-bank beachfront in Mariners Cove! Perfect go-to-the-beach getaway. Have or want a boat? Community low-cost year round moorage for your yacht! One level, 2 BR, 2 BA, 2+ oversized garage, 200sf shop, 3 FP, View whales, sound, mtns, boats and Camano. Community boat ramp & tennis. **\$585,000.** Call Joe Marvin 206 605 1436 Windermere/BoatCommunities.com. **RE163-7**



OUTSTANDING BOATERS DREAM! Mariners Cove boating community on beautiful Whidbey Island! Two connected canal front lots with a total of 120 feet of waterfront with new private year-round dock for your yacht. Installed 3 BR septic, all utilities including natural gas and cable. Water share paid. Ready to build. Bring your plans and boat. Come and see. Close to Oak Harbor shopping, restaurants and activities. Community beach access, tennis, boat ramp, and great crabbing! **\$475,000.** Joseph Michael Marvin, 206 605 1436 or joemarvin@BoatCommunities.com Windermere RE Whidbey Island. **RE194-4**



WATERFRONT WITH DOCK - SAN JUAN ISLAND. 1.2a acres, west facing, with a main house, guest house, studio, 434' waterfront, and protected deep-water dock with boat house storage building. #28095838. **\$3,195,000.** www.SamBook.com, Coldwell Banker/SJI, 360-317-6277. **RE38-1**



HARD TO FIND LOT AT SANDY POINT in Ferndale, WA, with approx. 259' of deep water dock space and approx. 150' of waterfront. Call Bruce Longstreth at the Muljat Group (360) 319-6881. **\$319,000. RE241-CM**



MANCHESTER VIEW HOME. Amazing panoramic views of Seattle city lights, Blake Island, Cascade Mountains and Mt. Rainier. This exceptional view home has stunning sophistication, with spacious master on the main. Three additional oversized bedrooms on lower level with large family room. 61' x 14' workshop with outside entrance. Quality details throughout home, including beautiful southern plantation shutters, crown moldings, and hardwoods. An abundance of windows and viewing deck make this the perfect place to enjoy the views of Puget Sound's vibrant natural and nautical life. **\$575,000.** Call Cindy Hemphill, Keller Williams Realty, (253) 222-6123 or go online to www.manchesterviewhome.com. **RE240-1**



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 5 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. **RE246-CM**



PORT LUDLOW. Unobstructed views of shipping lanes from every room, oak floors thru-out, lodge-like wood-burning fireplace, spacious main level master, 2 BD/ 2.5BA + den 2.740sqft **\$348,900** MLS #186606. Karen Best - 360-437-2278. Coldwell Banker Best Homes. **RE252-4**



PORT LUDLOW RAMBLER WITH BAY, MOUNTAIN & SOUND VIEWS. Great room, LP fireplace, tiled kitchen, under counter lighting, hardwood floors. 2 ensembles/2.5 BA, 2,190sf **\$395,000** MLS #180858. See more at www.karenbest.com Coldwell Banker, Town & Country. **RE253-4**



GREAT BEACH GETAWAY. Easy-to-care-for cottage, eat-in kitchen, wood burning fireplace, large deck, stairs to sandy walking beach, 1 bd + upper level master retreat. **\$395,000** MLS #188008. Karen Best - (360) 437-2278, Coldwell Banker Best Homes. **RE254-5**



LOFTS ON LAWRENCE IN UPTOWN PORT TOWNSEND, new condos, panoramic city, water & mtn views. Slab granite, Red Oak flooring & cherry cabinets. 2 BD/1.75 BA 1,200 sf from **\$399,000.** MLS #29112752. See more at www.karenbest.com. **RE255-5**



DEEP WATER DOCK BAINBRIDGE ISLAND - \$1,390,000! Arrow Point Loop Bainbridge Island. No-bank waterfront with a 220' pier and 50' deep water dock with power and water hook-up. Northwest Contemporary home designed by Hal Moltstad in 1991. 3880sf, 3 bedrooms each with it's own bath. Over one acre with a shop/art studio. Imported Frazer River stone fireplace and large picture windows to enjoy panoramic marine views from every room in the home. Vaulted ceilings and plentiful built-in cabinets. 25k generator. Bring your boat and enjoy this waterfront lifestyle on Manzanita Bay! Call Mary Ann Smith at (206) 445-8268 or Marilyn Allen at (206) 276-1685; Coldwell Banker. **RE256-5**



PORT LUDLOW. Walk to beach from this waterfront view rambler, vaulted ceilings, wood-burning stove, eating bar, pantry, deck w/ hot tub, fenced back yard, community beach club. 3 BD/ 2BA, 1,232sqft **\$269,000.** MLS #190184. Karen Best (360) 437-2278. Coldwell Banker Best Homes. **RE257-4**



PORT LUDLOW. Fabulous buy, hardwood floors, gas fireplace, spacious master, bonus room, like-new generator, partially finished basement, HOA takes care of the lawn. 3BD/2.5 BA, 2,064 finished SF **\$199,800.** MLS #195095. See more at www.karenbest.com, Coldwell Banker Town & Country. **RE258-5**



BOATER'S DREAM! New listing on the East Bay of Sandy Point Canal. This meticulously cared for 3 bedroom 3 bath contemporary is a boater's DREAM! Walk out the front door of this waterfront home to your own 50' dock and in minutes be cruising the San Juan Islands. The gourmet kitchen opens to the living and dining rooms, perfect for entertaining! Tons of natural light. Great opportunity! Ferndale, WA schools. Offered at **\$75,000.** Contact Jim Thompson, (360) 318-8971, morephotos@jimthompsonrealtor.com. **RE259-5**



WHERE TO FIND NORTHWEST YACHTING

WASHINGTON

SEATTLE
BOAT STREET
 Bob Picot
EASTLAKE/FOREVIEW
 Chandler's Cove
 Chuck Hewes Yachts
 Center For Wooden Boats
 Crown's West Yacht Sales
 Emerald Pacific Yachts
 Lake Union Sea Ray
 Marine Northwest
 Northwest Yacht Brokers, Aso
 Ocean Alexander
 Peck's Grocery
BELLEVUE/EASTSIDE
 Bellevue Financial
 Eastside Marine Brokerage
 Harbor Village Marine
 Kenmore Air Harbor
 Kirkland Yacht Club
 Maysden-Bauer Bay Yacht Club
 Newport Yacht Club
 Redmond Sea Ray
 West Marine
 Yarrow Bay Marina
NORTHLAKE
 Donato's
 Fisheries Supply
 Gallery Marine
 Gas Works Park Marina
 High Seas Technology
 Inland Yacht Sales
 Marine Stationery
 Mariner's General Insurance
 Northwest Marine Trade Ass.
 North Falls
 Pacific Boatworks
 Seacraft Yacht Sales
SHILSHOLE/BALLARD
 Admiralty Sailboats
 Alaska Marine
 Ballard Mailbox
 Ballard Marina
 Canal Boat Yard
 Shilshole Marina Boating
 Coastal Marine Engine
 Corinthian Yacht Club
 Pacific Yacht Sales
 Port of Seattle
 Salt Northwest
 Seattle Sail Loft
 Seaview East/West Boat Yrds
 Seaworthy Yachts
 Sun's Marine
 Viking Bank
 Westwind Boating Club
 West Marine
 Windtreks
ASTORIA
 ABC Yacht Sales
 Advance Marina Group
 Anchor Marine Insurance
 Anselm Sailor
 Boat Electric
 Dick Sproul Yachts
 Discovery Yachts
 Executive Yachts
 Hebert Yachts
 Island Yacht Brokers
 Kenmore Air
 Marine Servicenter
 Scan Marine
 Seacoast Marine Finance
 Seale's Seattle
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 Sport Boat NW
 Suncoast Yacht Center
 SunWright Yacht Sales
 West Coast Yachts
 West Marine
NICKERSON
 All Aboard Upholstery
 M&S Equipment
 Pacific Marine Engines
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FISHERMAN'S TERMINAL COMMODORE WAY
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 Marine Yacht Services
 Pacific Rim Yachts
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 Emerald Harbor Marine
 Nordhavn Yachts

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 Cap Santa Boatyard
 Captain's Nautical Supply
 Cascade Engine Center
 Cuty Sark
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 Cap Santa Boatyard
 Granite Boatworks
 Marine Servicenter
 Marine Supply & Hardware
 Nordic NW Yachts
 North Harbor Diesel
 NW Career Academy
 Northwest Yachts
 Pacific Marine Center
 Pacific Harbor Charters
 Skyline Deli
 Skyline Marina Office
 Tom N. Jarrys
 Twin Bridges Marina
 West Coast Yacht Sales
 West Yachts
BAINBRIDGE ISLAND
 Dockside at the Wharfside
 Eagle Harbor Boats
 Eagle Harbor Marina
 EagleHarb Mornings
 Malibu Boatworks
 Winslow Wharf Marina Office
 Wharf Yachtery
BELLINGHAM
 67' and 70' Ferry Terminal
 Bellhaven Marina
 Bellingham Yacht Club
 Bellingham Yacht Sales
 Bellweather Boat Launch
 Colony Wharf Boat Yard
 Squilicum Harbor Office
 Marina Gate 12
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 Seaview Boatyard
 Work Locker Deli
 West Yacht Sales
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 Des Moines Library
 Des Moines Marina
 Des Moines Yacht Club
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 Edmonds Yacht Sales
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 Dan's on the Dock
 Everett Boatworks
 Everett Park & Ride
 Everett Yachts
 Everett Yacht Club
 Everett's Donuts
 Harbor Marine
 Midtown Sailing Club
 One Stop Deli
 PK's Yacht Sales - North
 PK's General Store - South
 Popovers
 Port Gardner Yachts
 Port Office - South
 Port Office - North
 Tolson Drive-In
 Westside Donuts
FEDERAL WAY
 Quartersmarina Marina

FIFF
 City Marina Office
FREELAND
 GIG HARBOR
 Arabella's Landing
 Emerald Bay Yachts
 Gig Harbor Yacht Sales
 Gig Harbor Boat Works
 Gig Harbor Sailing Club
 Harbor Homes Design
 Harborview Marina
 Lightbourne Marina
 Outdoor Display
 Murphy's Landing
 Ship to Shore Marine Supply
 Sunart Yachts
 Tales Tavern
 West Marine
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 Willow Grove Marina
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 67' and 70' Ferry Terminal
 Asenby Wood Design
 Bothell Handi Mart
 Martha Lake Foods
 Mill Creek Post Office
 Mountain View Super Deli
 Silver Horse Sport Supply
 Ted's Sport Center
 The Foot Locker
 Jimmy's Wine Express
 NW Map & Travel
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 4th Street Market
 Boatland USA
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OAK HARBOR
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 Point Roberts Marina Resort
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POULSBRO
 Liberty Bay Marina
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 Gig Harbor Yachts of Poulsbo
 Tradewind Yachts
PORT ANGELES
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KISPEO MARINA
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 Port Orchard Marine Railway
 Port Orchard Yacht Sales
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 Solinters Boat Works
 Signal Yachts
 Sinclair Inter Boat
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 Beard Boat
 Blue Moon Cafe
 Columbus Crossing
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 Pizza Factory
 Point Hoston Marina Office
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 Port Townsend Rigging
 SEA Marine
 Shipwright's Co-op
 Shoreline Marine Diesel
 Soundline Marina
 Townsend Bay Marina
 West Coast Yachts
 Wooden Boat Foundation
SAN JUAN ISLANDS
 Cascan Bay Cafe
 Deer Harbor Boat Works
 Deer Harbor Marina
 Freddy Harbor Yachts
 Island Marine Center
 Jensen Marine
 Kingsport Fuel Dock
 Orcas Store
 Port of Friday Harbor
 Roche Harbor Store
 Shipyard Cove Marina
 Tanker's Marina
 The Toy Box
 West Sound Marina
SEQUIUM
 John Wayne Marina
SHELTON
 Shelton's Cove Marina
 Northwest Powerworks
 Shelton Marina
SPOKANE
 Harborside Yachts (Nine Mile Falls)
 Jimmy's Wine Express
 NW Map & Travel
 West Marine
TACOMA
 Westport Yacht Sales
 Breakwater Yachts
 Chinook Landing
 Crown's Nest Marina
 Day Island Boat Works
 Day Island Marina
 Day Island Yacht Club
 Delien Docks
 Dock Street Marina
 Foss Waterway Marina Store
 Hyatt's Harbor Services
 Hylobes Marina
 J & G Marine Supply
 Modtech Marine
 Narrows Marina
 NorthwestBoatlet.com
 Ole's & Charles Marina
 Point Defiance Boatouse
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UNION
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ANCHORAGE
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 Ketchikan Yacht Club
JUNEAU
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 Royal City Yacht Club
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 Sailboats Of Oregon
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 Tyes Yacht Club
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SAPPOOSE
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VANCOUVER
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 Quick Ray Sailing Club
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VICTORIA
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 Victoria Marine Electric
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 Advance Yacht Sales
 Crown Cove Yacht Sales
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 Canoe Cove Marina Cafe
 Deep Cove Store
 Jensen Marine Supply
 Royal Victoria Yacht Club
 Sherwood Marina Centre
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 AAA Yachtfinders
 All Bay Marina
 Capital City Yacht Club
 Compost Rose
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 UK Sailmakers Northwest
 Van Isle Marina
 Waypoint Marina
DUNCAN
 Conchian Bay Marina
NANAIMO
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 Petro Can
 High City Yacht Sales
 Palms Harborside Marina
 Nanaimo Shipyards
 Nanaimo Yacht Club
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 Orange Coast Yachts
 West Marine
OXNARD
 Channel Islands Harbor Marina
 Charlotte Schmitt Yacht Sales
 Village Marina
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 All The Kings Flags
 Crown's West Yachts
 Downwest Marine
 Frasier Yachts
 Mail Stop
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 Seabrae Ltd
 Sunshine Coast Yachts
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 San Pedro
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