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DECEMBER 2019 ♦ VOL. 33, NO. 6 ♦ NWYACHTING.COM

GO

YOUR OWN WAY

2019 NORTHWEST YACHTING CHARTERING GUIDE

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Do you want to charter a boat in the Pacific Northwest for an adventure? You'll want to reference our annual charter guide of notable locally based companies that provide their services in our waters and beyond. From luxury to barebones and sail to power, there's something here for every kind of aquatic explorer.



66



Tucked unassumingly in Portland, is Schooner Creek Boat Works, a legendary boatbuilder with a story to tell.

On the Cover



The M/Y *Solaris* graces our cover this month, a 131-foot Princess Yacht launched in 2014. The superyacht works as a luxury charter through Big Blue Charters, listed in our charter guide.



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BOATING RESOLUTIONS 2020

A new decade is upon us, and boaters of all stripes are thinking about their sea salty resolutions. Read on for motivation!



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PORTS OF CALL

Pender Island, British Columbia

Pender Island is the quintessential Gulf Islands cruising town, a must-stop for all seeking a taste of the idyllic Salish Sea lifestyle.



80

ASK THE EXPERTS

Marine Manufacturing & Distributing

Founder and co-owner of PYI Inc., Frederic Laffitte, enlightens us about the ins and outs of marine parts manufacturing and distributing.

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2008 CRUISERS 520 EXPRESS



Twin Volvo 715HP Inboards, KVH satellite TV, generator, inverter, bow thruster, yacht controller, air conditioning/heat, full Ray Marine electronics package, fire suppression system, vacuflush heads, and much more!

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2002 BAYLINER 3988



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Priced at \$149,000. Call Dave Boynton at 206-949-6866

2002 CARVER 57 PILOTHOUSE



Twin Volvo 500 HP, bow and stern thrusters, wireless yacht controller equipped, custom flybridge hardtop with enclosure, full galley, Raymarine electronics, air conditioning/reverse cycle heat, washer/dryer, satellite TV, generator, inverter, dinghy and much more!

Priced at \$419,000. Call Dave Boynton at 206-949-6866

2006 RINKER 320



Twin Volvo 5.0 ltr. with updated outdrives, generator, air conditioning/heating, ice maker, flexiteek cockpit, 2 queen-size berths, full head with shower, dinghy with davit and outboard, bimini top with full enclosure, lots of outside seating! Big swim platform.

Priced at \$75,000.

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2000 MAXUM 41 AFT CABIN



Twin 330 HP Cummins diesels, updated canvas enclosures, updated electronics, TNT hydraulic swim platform davit w/dinghy, two staterooms, two heads with showers, air-conditioning/reverse cycle heating, generator, and much more!

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2004 TIARA 36 SOVRAN



Twin Cummins 450 HP diesels, factory hardtop, Raymarine radar, Sitex autopilot, inverter, generator, dinghy and davit, new canvas, electronic controls, island master berth, anchor windlass with anchor kit.

Priced at \$199,000.

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1953 CUSTOM CLASSIC 62' PH



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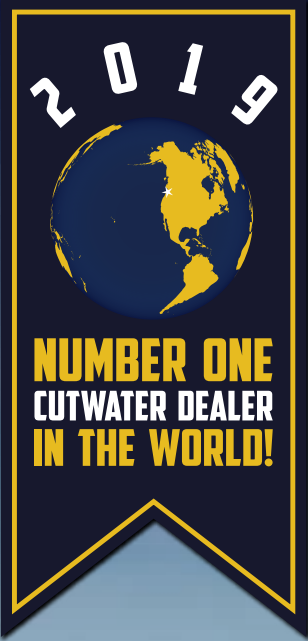
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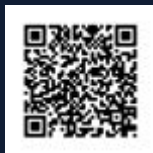
FOR MORE INFORMATION



Waterfront home w/mooring buoy & dock near Roche Harbor! 3 bed/2 bath on 1.3 acres w/227ft of waterfront. MLS #1406228 \$998,000/SAMANTHA BRYNER



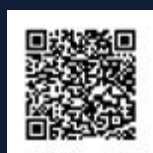
Extraordinary gated West shore estate w/views of Straits to the Olympics. Solar independent 2 bed/2 bath 1-level NW contemp. Guest house, garage w/studio, stairs to beach. MLS #1512155 \$1,795,000 GREG KING & SYBIL MAGER



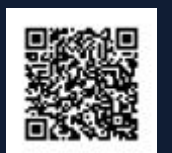
Classic shore-front A-frame on coveted Waldron Island's Mail Bay w/views of President's Channel, Orcas, Mt Baker. Private dock. 20+ acres in 3 tax parcels. MLS #1447439 \$1,610,250 GREG KING & SYBIL MAGER



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DOUBLE DOWN*
214' Codecasa 2010 / 2016



DREAM WEAVER
112' Westport 2006



92 PARAGON COCKPIT
92' 3" Paragon 2015



GOLDEN ROSE
92' Ortona Navi 1989



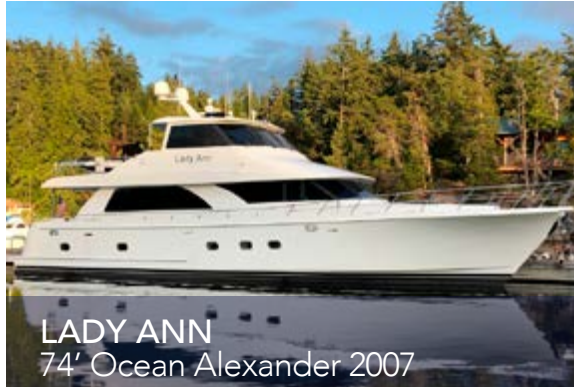
AQUA LIFE
91' 6" Horizon 2015



MARGARITA
78' Ocean Alexander 2010



BLUE EYES
76' Alaskan 2008



LADY ANN
74' Ocean Alexander 2007



SAPPHIRE
70' Knight & Carver 2002 / 2016



GALILEA
65' Pacific Mariner 2006



M&M'S
54' Sabre 2009



TIARA Q44
44' Tiara 2016

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The New Twenties



Norris Comer

The theme of decade has been strong of late, with even the month December having relevant connotations. Odd tradition, that name. December is the leftover name from the early Roman calendar denoting it as the tenth month of the year. Should we consider a rename to the proper Latin prefix for twelve? Duodecember? Doesn't quite roll off the tongue, does it? On a personal level, I've racked up my third decade and turned 30. My reward? To receive my first "old man" jokes from my pals. The real question is, if your pals don't make fun of you, are they really your pals?

On the global scale, we all stand on the diving board of the 2020s. Will this decade be shorthanded to simply "the Twenties," replacing distant memories of Prohibition, economic roaring, and *The Great Gatsby*? Will our Twenties roar, whimper, or make some other kind of animalistic keen? Perhaps the 21st Century will finally age into its own distinct time period, no longer a blur with the 1980s and 1990s, but holding its own story arc.

Alas, I, a regional boating magazine editor, have no special insight. What I know is what I feel, and it is hope for our

Pacific Northwest life aquatic. Boaters ranging from our staff to well-met strangers regularly talk to me, shiny-eyed, of this or that regatta they are going to compete in or destination they are finally going to cruise to. I hear of the big ones the anglers are going to land and the dollars being saved for landmark purchases aboard, be it for that overdue electrical system rewire, sexy wood trim, or fancy piece of tech.

I feel fortunate to be in a nexus of these contagious aspirations, even if I'm just a passerby with a pen. We would all do well to remember the positivity that the "I'm going for it" mentality can bring, not just to ourselves, but to those we interact with. For 2020, I endeavor to feed the adventurer in those around me as much as possible, in addition to embracing my own. Boat on, Cascadia!

Speaking of aspirations, the Northwest Marine Champion Awards deadline is this month on December 10. We're accepting nominations for six different awards this year: Industry Education, Marina Manager, Energized Yacht Club, Boatyard Professional, New Yacht Brokerage, and Environmental Leadership. Please take a moment to reflect on the folks in your boating life who are a good fit and nominate them in an email to editorial@nwyachting.com.

— From our helm to yours,
Norris Comer

Publisher

Michelle Zeasman-Gibbon
michelle@nwyachting.com

Managing Editor

Norris Comer
norris@nwyachting.com

Creative Director

Alex Kwanten
alexk@nwyachting.com

Assistant Editor

Evin Moore
evin@nwyachting.com

Marketing Director

Schelleen Rathkopf
schelleen@nwyachting.com

Advertising Sales:

Michelle Zeasman-Gibbon
Alaska

Katherine Kjaer

Canada
katherine@nwyachting.com

Karen Higginson

Marine
karen@nwyachting.com

Molly Mills

Lifestyle / Marine
molly@nwyachting.com

Copy Editor

Seanna Browder

Associate Designer

Adrian Sanders, Jr.

Facilities

Maurice McPherson

Official Mascots

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Contributing Writers

Bridget Charters	Peter Marsh
Jeff Cote	Peter Schrappen
Melissa Gervais	Bill Shaw
Doug Hansen	Greg Van Belle
Kevin Klein	Randy Woods

Contributing Artists & Photographers

Jan Anderson
Jack Riley
Chris Tucker

This Month's Feature Contributors



Peter Marsh grew up in Greenwich, England, started dinghy sailing in 1963, and was on the dockside in Plymouth in 1964 before the second Singlehanded Trans-Atlantic Race start. He has been fascinated by nautical design and performance ever since! He emigrated to the US in 1972 and in 1981 designed and built the small trailerable trimaran that he still sails. He continues to follow ocean racing in Europe, returning to France in 2012 to see the end of the Vendee Globe and again in 2013 to watch the start of the Mini Transat and Transat J.V. He lives in Astoria, Oregon, and also writes PR materials for boat builders and related businesses.



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Grand Banks 38 Eastbay EX 1998



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34' Mainship Pilot Express 2003



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Community

Suva Season Delayed by Repairs

The Iconic PNW Schooner Faces Daunting Repair Bills

By Evin Moore

Most visitors to the idyllic Whidbey Island town of Coupeville will notice a wooden tallship docked at the century-old wharf in Penn Cove. The historic vessel intended to call Coupeville homeport, but now the ship is in jeopardy. The *Suva*, a 68' staysail rigged schooner, was built for a Coupeville resident nearly 100 years ago, and after switching owners a few times and touring much of Puget Sound, returned to her original home a few years ago. She was preparing for her first season as an educational ship with a routine haulout when it was determined that the ship's horn timber was not strong enough and needed to be replaced before she was fit to sail again.

Now the Coupeville Maritime Heritage Foundation (CMHF), which owns the *Suva*, is hoping sailors and maritime history buffs will pitch in with donations and spread the word to get this classic schooner with strong ties to Whidbey Island and the Pacific Northwest back out on the water.

The *Suva* was commissioned by Frank Pratt Jr., a wealthy attorney and town figurehead who once owned most of the land overlooking Ebey's Landing on the central part of Whidbey Island. The schooner was designed by Ted Geary, a key figure in Northwest boatbuilding history, who turned the *Suva* plans over to Quan Lee of Hong Kong, who built the *Suva* out of old-growth Burmese teak, some pieces possibly over 1,000 years old. The *Suva* was originally delivered via Victoria, B.C., and has been in local waters ever since.

Pratt sailed on her for 15 years before selling her to his longtime financial manager Dietrich Schmidt for one dollar. Pratt died that same year, but the Schmidt family cared for the *Suva* for many years before selling her to Bill Brandt of Olympia, who enjoyed sailing on her for about 25 years. The *Suva* was then briefly owned by Scott Flickinger, before being purchased by Lloyd Baldwin. That's where she remained until a few years

ago, when Mark Saia, a Coupeville resident, started hunting for a boat to replace his charter company's 44' Catalina Morgan sailboat. Saia worked as a charter captain on Penn Cove, introducing visitors to the charms of Whidbey Island and Puget Sound.

When it came time to find a replacement for the Catalina, he knew he wanted a classic wood boat that would reflect Coupeville's maritime pedigree as a town that was founded by sea captains in the 1850's, while adding old-world charm to the Coupeville Wharf.

Saia came across the *Suva* online, and after hearing about her history and connection with Whidbey Island and Coupeville, knew she was the boat he was looking for. "The first time I saw the pilothouse it reminded me of my grandfather's boat, who was a fisherman in the San Francisco Bay," said Saia. On a mission to bring *Suva* home, Saia gathered several local historians and sailors to form the CMHF, a not-for-profit organization dedicated to using the *Suva* to teach students and locals about the history of Whidbey Island and building a connection with the natural world. "Education was a goal right from the start," said Saia. He and the CMHF gathered the funds to purchase *Suva* from Baldwin, who joined the board of the foundation, and brought *Suva* back to her original home.

For several years, the *Suva* was used for day charters where passengers spent their time onboard getting to know the waters around Whidbey, learning the basics of

Continued on Page 18



The *Suva* was undergoing a routine haulout when it was determined that her horn timber was not in good enough condition for another season of cruising.

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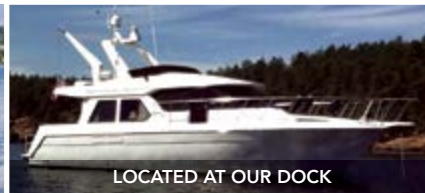
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46' NAVIGATOR CLASSIC 1997
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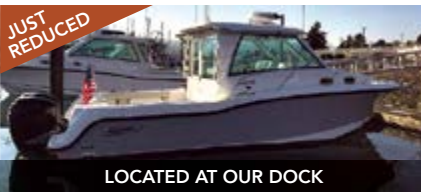


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Nautical News



Education

Students Thrive In Maritime

By Schelleen Rathkopf

Twenty years ago, Norm Manly of the Foss Maritime Company based in Seattle, Washington, identified a problem within the marine industry: workers were retiring and there was a need to bring the younger generation on board. So Manly, along with other local businesses, formed the Youth Maritime Training Association (YMTA). Seattle Public Schools caught on and collaborated with the YMTA to develop the Ballard Maritime Academy, a Career Technology (CT) Vocational Education program anchored on the Ballard High School campus in a neighborhood known for its maritime traditions.

At the helm is John Foster, a U.S. Navy man turned school-teacher. Foster developed the Maritime 1 and 2 program and later collaborated with biology teacher, Noam Gundle, to expand the program with an oceanography class to set the groundwork for kids interested in exploring careers in the marine industry.

The program teaches a wide range of maritime and seamanship skills. These include maritime history, marine science and research, navigation, bathymetry, meteorology, engine and electronics basics, survival skills, knots, and man overboard drills just to name a few. The students also earn their Washington Boater Education card during the course. Additionally, with the oceanography component added to the program, students learn the science behind the oceans, climate change and ecosystem biodiver-

sity with concentrations in ocean chemistry, plate tectonics, and marine sediment.

Classroom work is combined with an active field trip component that takes students out in the field to experience marine industry professions first-hand. Fan favorites include a visit to the National Oceanic and Atmospheric Administration (NOAA) at Magnuson Park, an outing to Lake Union to explore the Virginia Vengine room, and the trip to the Northwest Maritime Center in Port Townsend to see restoration efforts on the *Western Flyer*, the famous fishing boat used by John Steinbeck and Ed Ricketts, who told their story in the 1951 book *The Log from the Sea of Cortez*.

Another popular field trip is the three-day adventure onboard the *Zodiac* sailing schooner tall-ship in the San Juan Islands. The piece de resistance, however, is the 10-day trip to Maui offered to students every other year. Due to its emphasis in areas of ecology and biology, students earn a half

credit in science towards high school graduation in Hawaii due to the vigorous schedule that includes volcano studies, cultural immersion activities, and community service projects.

The impact of the Ballard Maritime Academy is far reaching. Parents have raved that the program was the only class their child ever talked about at home. And consequently, some of these same parents still serve on the Steering Committee long after their child



Continued on Page 22



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Nautical News

Ballard Maritime Academy students aboard Zodiac in 2014.

Students Thrive in Maritime

Continued from Page 20

has graduated. Some students have gone on to the Seattle Maritime Academy and many of those interested in earning a license have attended the California Maritime Academy in Vallejo, California. Graduates have also attended other maritime schools around the country, including the U.S. Naval Academy at Annapolis, Merchant Marine Academy in Kings Point, and the Maine Maritime Academy. And still others have earned a license by working their way "up the hawsepipe."

Others take what they learned into their recreational lives, which was the case for former students Ian Andrews and Colin Dunphy who met in the Maritime class at BHS and later formed MAD Dog Racing and went on to win the Race to Alaska (R2AK) in 2016 on a 32' catamaran.

"They planned every aspect of the trip," shared Ballard Maritime Academy's John Foster with pride, "and hit all the tide turns just right. I'd like to say I taught them all they knew, but it would be a lie. They were sailors already, but I could not have been prouder."

At its height, Foster was able to create a curriculum for the program that spanned a student's

high school career from their freshman to senior year. But due to budget cuts, space constraints, graduation requirements, and other challenges facing Seattle Public Schools, the Ballard Maritime Academy program is now down to just two semesters. "In previous years, I was able to get the seniors to the point of preparing for US Coast Guard exams." Adds Foster, "I would love to see us return to a minimum four-semester curriculum."

With an annual fundraising goal of \$20,000, funding for the Ballard Maritime Academy comes primarily from corporate donors in the marine industry. These funds, combined with an annual BHS fundraising event, keep the out-of-pocket expenses at a minimum for all class participants.

The vocation training that students receive through the Ballard Maritime Academy is immeasurable and sets the right trajectory to inspire kids to think about careers in the maritime industry. "There are tens of thousands of jobs out there in maritime," explains Steering Committee Member and professional fisherman Jerri Harden, "and this program is just the first step to get students engaged and connected to what's out there."

Currently, there are 19 kids participating in Ballard High School's Maritime Academy for the 2019-2020 academic school year. Of this class, four of the students are girls and 18 have already earned their Washington Boater Education card. For more information about the program or to make a donation through the Ballard High School PTSA fund, please visit ballardhs.seattleschools.org/academics/maritime_academy.



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Potion of the Ocean

Festivus Gin Cocktail

By Bridget Charters

This Festivus Gin Cocktail is a homespun version of the Seabreeze, and we have a lot of wind right now with all those storms rolling in off the Pacific. Utilize your time indoors and the abundance of cranberries by making your own cranberry juice, but in this case, I have you lightly cooking cranberries with water and your choice and amount of sweetener. The sweetener in this drink can be a bit of honey, some white sugar, stevia, or none.

Once the cranberries are cooked for a few minutes, puree them in a blender with some sweetener, then add an ounce of Campari and a splash of orange liquor such as Grand Marnier. Some of the puree is added to a glass of ice and gin then topped with club soda and garnished with a few cranberries and a wedge of mandarin. Happy Holidays!



Festivus Gin Cocktail

Festivus Gin Cocktail

- 2 ounces of a nice gin (I like Hendricks)
- 1 ounce cranberry puree, see below
- 3-4 ounces of club soda
- 1 mandarin, cut into quarters
- 3-5 cranberries for garnish

Directions: Fill a rocks glass full of ice and add gin. Once the gin settles, add the cranberry puree and top the glass with club soda. Garnish with a wedge of mandarin orange and a few cranberries. If you would prefer a sweeter drink, float some Grand Marnier on top!

Cranberry Puree

- ½ cup fresh cranberries
- ½ cup of water
- 1 tablespoon sugar or honey, or other sweetener
- ¼ cup Campari
- Splash of Grand Marnier

Directions: In a small pot, heat the water and cranberries and cook for two minutes or until the cranberries start to split. Cool, add to a blender and puree until smooth, then add the Campari and Grand Marnier. Cool the mixture and store in an airtight container until ready to use.

Education

America's Boating Course Offered

By Norris Comer

America's Boating Club of Snohomish County (aka the Everett Sail and Power Squadron) will be offering a six-week America's Boating Course on boating fundamentals. The course is designed to familiarize boaters with the basics of safe operation and the law. Upon successful completion of the final test, students will qualify for the Washington State

Boater Education card which is required before operating watercraft in our state.

Classes will be held at the Corporate and Continuing Education Center of Everett Community College, 2333 Seaway Blvd., Everett, from 1830 to 2030 hours (Mondays starting on January 13 and March 23). Cost is \$120. To register, go to EverettCC.ed/CCEC.

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Flyer
2007 Outbound 46
\$425,000

Cruising World magazine called the Outbound 46 "An elegant blend of sensibility and sophistication," an apt description for a boat that has become a classic blue water cruising yacht over her 20 years in production (and counting). Designed by renowned naval architect Carl Schumacher and built to the highest standards of sailing yacht construction, **Flyer** will take you comfortably across any ocean. Her solid fiberglass construction offers the displacement required to give the yacht an easy and forgiving motion but her lines and parameters define her performance ... long waterline, moderate beam, high righting moment, proper weight distribution and efficient foils. An elegant hand-crafted interior, semi-raised salon that fills the cabin with natural light, comfortable accommodations and superb load-carrying capability ensure comfort whether on an evening sail or 3,000-mile passage. **Flyer's** owners (avid windsurfers who sailed their previous Bristol Channel Cutter to New Zealand) are well rounded boat people who know very well what makes a smart blue water cruising yacht. There is no better way to describe their care than meticulous, from upgraded running rigging to a brand new Iversen dodger.

Outbound 46 • 2006 • \$399,000

PRICE REDUCED

Waterline 48 • 1997 • \$355,000

Garcia Exploration 45 • 2015 • \$625,000

PRICE REDUCED

Able Apogee 51 • 2000 • \$449,000

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Chris White Atlantic 47 • 2013 • \$695,000

Jeanneau Sun Odyssey 40 • 1999 • \$125,000

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42 Sabre 426 • 2009 • \$298,000

67 Waterline 1997 \$495,000	39 Hallberg-Rassy 2000 \$249,000
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48 Chris White Atlantic 2010 \$565,000	33 J/100 2007 \$64,500
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• The author's former Cape Dory, a very similar vessel to *London*.

Nautical Nook

London Goes to Sea
by Peter Baumgartner

By Greg Van Belle

When I was refitting my own boat, I was desperate for any information I could get my hands on. I scoured the Internet for user groups and blogs, emailed anyone who seemed to have information I needed, and read every book on boat repair, electrical, and mechanics that I could get my hands on. Then, one day when I wasn't really looking for it, I came across a book written by someone who had taken on the same project I had. I don't just mean a boat refit project.

I mean the *same* refit project: a 1977 Cape Dory 27.

In *London Goes to Sea*, Peter Baumgartner painstakingly describes his years-long effort to save a neglected old boat and turn her into his dream pocket cruiser. For a little inspiration, I revisited his book recently as we made our winter punch list for our current boat. More than anything else, Baumgartner's book reminds me of what I tell anyone looking to get into boating with a used, old boat:

you have to love tinkering with boats as much as you love sailing them, or it will be a relationship doomed to fail.

Buying an old boat, even one in relatively good condition, means more or less constant projects and maintenance. *London Goes to Sea* lays this bare. It also, however, makes clear that all that work truly creates a bond between the owner and the boat.

Baumgartner started how I started: a long, mostly fruitless search for the right boat. Our boats presented themselves to us similarly as well. My Cape Dory was floating at a dock whose neglect almost kept pace with the boat herself. His dreamboat was sitting on the hard, under tarps and seasons worth of leaves and pine needles.

The author describes, quite accurately, the joy of removing years of neglect, discovering the white gel coat underneath layers of mold and oxidation, and that first glimpse of what she will be when you are done. It is hard work, but essentially free, to wash and scrub and rinse and repeat until something of the original state of the boat starts to appear.

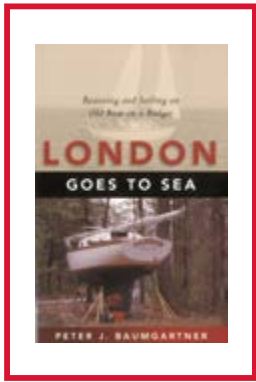
Anyone considering a big refit job, even on a small boat, needs to be made very aware of the true cost both in terms of dollars and time of such a project. Reading this book now, years after completing my own refit, I am surprised at how accurately Baumgartner captures the level of emotional and financial commitment. He makes clear how seemingly simple tasks can spiral out of control. What do you do, for example, when the trucking

company doesn't bring the jack stands they promised to bring, and you are stuck with a boat on a trailer and no way to set it down? How do you lift a mast off the boat without a crane in your backyard? As boaters we rely on one another for tips and tricks. A dock neighbor of ours showed me how he rigged a block and tackle in his cabin to lift batteries out of his engine room, for example.

It is this part of Baumgartner's narrative that I find most compelling. The community of boaters he encounters as he repairs, floats, sails, and upgrades his Cape Dory is a unique and beautiful thing that I have only really encountered around boats. The decades of knowledge on the docks and at chandleries is invaluable and rare in our world.

London Goes to Sea was written and published before the Internet really became what it is today, and so Baumgartner relied heavily on personal connections and actual human interaction, which makes the story a story.

As anyone who has been reading *Nautical Nook* regularly knows, I believe a good book must do more than impart information. A good book, even a book on the technical and mechanical aspects of boating, needs a narrative. It needs a story. This is the story of a refit project, but it is also about people and about the art of boat ownership. It is very readable and quite motivating. The joy the author shows throughout the book is contagious. I highly recommend it to anyone who enjoys tinkering with boats as much as they do sailing them.



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- 28' Jeanneau MF 855 '15..... \$122,900
- 27' Ranger Tugs R27 '15..... \$140,000

SAILBOATS

- 65' S & S '68..... \$350,000
- 49' Transpacific '80..... \$99,000
- 47' Beneteau 47.7 '05..... \$179,000
- 44' Worldcruiser Schooner '79.. \$275,000
- 42' Perry South Pacific '87..... **New Listing**
- 40' Beneteau Oceanis '94..... \$85,000
- 40' Marlow-Hunter '13..... \$219,000
- 37' Hunter 37.5 Legend '89..... \$53,500
- 35' Island Packet 350 '01..... \$147,500
- 34' C & C 34+ '90..... \$64,500
- 34' Catalina '88..... \$41,500
- 34' Gemini 105Mc '05..... \$109,000

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Dates set for 2020 Seattle Boat Show

By Randy Woods

Returning for its 73rd year, the Seattle Boat Show, presented by boat-supply retailer West Marine, will kick off next month on Friday, January 24, and will run through Saturday, February 1, at two Seattle locations— CenturyLink Field Event Center and Chandler’s Cove at South Lake Union—both of which can be accessed by a continuous free shuttle service.

As the largest marine exhibition on the West Coast, the Seattle Boat Show 2020 is expected to feature more than 1,000 boats,

from stand-up paddleboards to superyachts, across three acres of exhibit space. Over 400 exhibitors are scheduled to attend the show, which will also present more than 200 free seminars, as well as advanced training classes for a fee.

In addition, recreational events, such as wine and beer nights, a trout pond, and a “dogs on deck” promotion, will be showcased during the nine-day show. For the young ones, the boat show will include a Kids AquaZone, featuring family-friendly activities.

A free shuttle runs continuously between both locations. Those who purchase tickets online will receive \$3 parking at the adjacent T-Mobile Park garage.

Tickets go on sale December 1, 2019. Admission for the show will be \$17 per day for adults and free for anyone 17 or younger; nine-day passes will also be available for \$30 apiece. For more information, visit SeattleBoatShow.com. **BN**

New U.S.-Canada Small-vessel Agreement

By Randy Woods

After several years of working together to align the regulatory environment for small vessels, the governments of the United States and Canada have both agreed to adopt the standards set by the American Boat and Yacht Council (ABYC).

On Oct. 30, Transport Canada Marine Safety and Security (TC-MSS) accepted ABYC standards as an “approved alternative method” for small-vessel compliance in Canada.

This joint policy applies to pleasure craft not more than 24 meters in length and vessels, other than pleasure craft, displacing not more than 15 gross metric tons, that are manufactured, built, rebuilt, or imported for use in Canada.

According to ABCY, the new set of standards will “streamline and simplify” efforts to design, certify, and produce boating products in the U.S. and Canada. “Having one set of standards throughout North America is a huge benefit for engineering, manufacturing, and trade for the marine industry,” said Craig Scholten, ABYC’s technical vice president.

TCMSS said it will accept the equivalent standards published by ABYC but added that there will be some minor Canadian modifications. For more details from about these differences, please visit the Transport Canada website.

Scholten also said ABYC will remain active in international compliance support and “continues to broaden the harmonizing of ABYC standards around the world.” **BN**

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Selene Yachts Northwest: A Name Change and New Fairline Dealer

By Evin Moore

The British luxury boat-builder Fairline Yachts has expanded their presence in North America by partnering with Selene Yachts Northwest, which is now a dealer of Fairline Yachts to the West Coast and British Columbia.

Due to the addition of Fairline Yachts, Selene Yachts will be changing their name to Pacific Northwest Yachts.

Part of the Selene Yachting Group, Selene Yachts Northwest is a family-operated business established in 2012 in Seattle, offering boat sales, commissioning, servicing, and warranties. Recently, the firm opened a second office in Anacortes, Washington, to reach the popular boating grounds in the San Juans and British Columbia.

"Fairline is an impressive brand with an enviable history of Great British quality and is bringing some really exciting new models to the market," said Patrick Dunlop, Brand Manager for Selene Yachts Northwest, soon to be Pacific Northwest Yachts.

"The focus on innovation is great to see, as we know the brand is constantly looking to improve, using the latest technology available. The design and performance are key selling points, and we are confident our customers will be thrilled to experience these yachts for themselves."

Fairline Yachts is a heritage brand established in 1963 and originally named Fairline Boats. They launched their first boat, a river cruiser named the Fairline 19, a few years later. This boat was followed by a series of larger cruising and express cruising boats which have remained popular until today.

"The Fairline brand continues to go from strength to strength, and the appointment of Selene Yachts Northwest further supports our impressive global dealer network," said Dennis de Roos, Commercial Director

for Fairline Yachts. "We are confident the Selene team will offer their customers the unique Fairline Yachts experience and we look forward to them sharing our brand with another new market." *BN*



Pacific Northwest Yachts, formerly Selene Yachts Northwest, is a new dealer of the British Fairline yacht line.

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39' 1978	Cal (newer diesel).....	Sold	\$35,000
37' 2015	Rustler.....		\$365,000
36' 1998	Jeanneau 36.2.....		\$68,500
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32' 1986	Nor' Star Gaff Rig.....		\$38,000
30' 1997	Farr w/ Trailer.....		\$35,000
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29' 1985	J/29.....	Sale Pending	\$12,000
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Business Notes



King County fined for sewer overflow violations

By Randy Woods

In at least 18 instances in 2017 and 2018, Washington state's King County exceeded the pollution limits at four wastewater treatment plants and now must pay a fine of \$105,500 to the state Department of Ecology and U.S. Environmental Protection Agency (EPA).

The violations came in the form of unpermitted combined sewer overflows (CSO) that entered Puget Sound, the Duwamish River, and Elliott Bay during the two-year time period. King County also reported one incident that involved the failure of a disinfection system at the Elliott West Treatment plant in April 2018. None of the violations, however, were found at the county's main wastewater treatment plants—Brightwater, South Plant, and West Point.

In each case, the CSOs contained harmful bacteria and other pollutants that made the waters unsafe for humans and pets. This was in violation of the state water quality permit that regulates CSOs from parts of King County's sewer collection system.

Under a 2013 agreement between the King County, the Ecology Department and the EPA, communities are required to eliminate overflows from com-

bined sewage lines during high stormwater flows by 2030.

"While the county has completed projects to reduce CSO discharges over the last several years, additional work is needed to fully meet state requirements," Ecology said in a statement, adding that it expects the county to "further reduce discharges as current and future projects come on line."

Ecology said it will split the \$105,500 penalty from King County equally with EPA and add its share to the state's Coastal Protection Fund, which provides grants to public agencies and tribes for water quality restoration projects. **BN**



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MRAA Survey: Dealer sentiment mixed for winter boat shows

By Randy Woods

Citing an uncertain political climate during the coming election year and concerns over inventory challenges, marine dealers reported mixed feelings about sales during the coming winter boat shows, according to the latest monthly Pulse Report by the Marine Retailers Association of the Americas (MRAA).

Based on the responses from 68 dealers, a significant number (43%) said they expected the winter show sales to be roughly the same as the previous winter, while 34% expect sales at the shows will be weaker this year than last year, and 23% said shows should be stronger, the survey found.

"Trying to peg where sales will be next year is difficult," said one responding dealer in the Pulse Report survey. "A lot of mixed news out there right now."

Excess inventory was an even greater concern expressed in the survey conducted for MRAA by Baird Research. The vast majority said inventory levels were too high, while only 2% of respondents said inventory was low. "Inventory levels look to be in excess in many areas of the country, and this excess in inventory does not seem limited to just recreation segment," said one retailer in the survey.

For the month of October, 44% of respondents reported retail declines, compared to only one-third who said they experienced monthly growth. A few dealers said October conditions were "terrible," compared with early fall and October 2018. Another reported that sales were "stronger than last October," but said that "customers still showed no signs of urgency."

Many respondents said it was difficult to make future predictions given the uncertain political climate during the coming election year. A strong majority cited "government action/inaction" as the largest obstacle to success cited by dealers, followed by concerns about weather having a negative impact on their businesses.

On the brighter side, some dealers who responded to the survey said new marine products and promotions were helping them reduce excess inventory. Another dealer said year-end rebates were having a positive impact.

Other dealers, however, were

not as optimistic. "Promotions are having less impact," according to one dealer. "New-boat sales are getting tougher," the dealer added, because manufacturers are reluctant to slow down production of 2020 inventory, despite the inventory backlog.



Marine manufacturing is also impacted by boat show success.

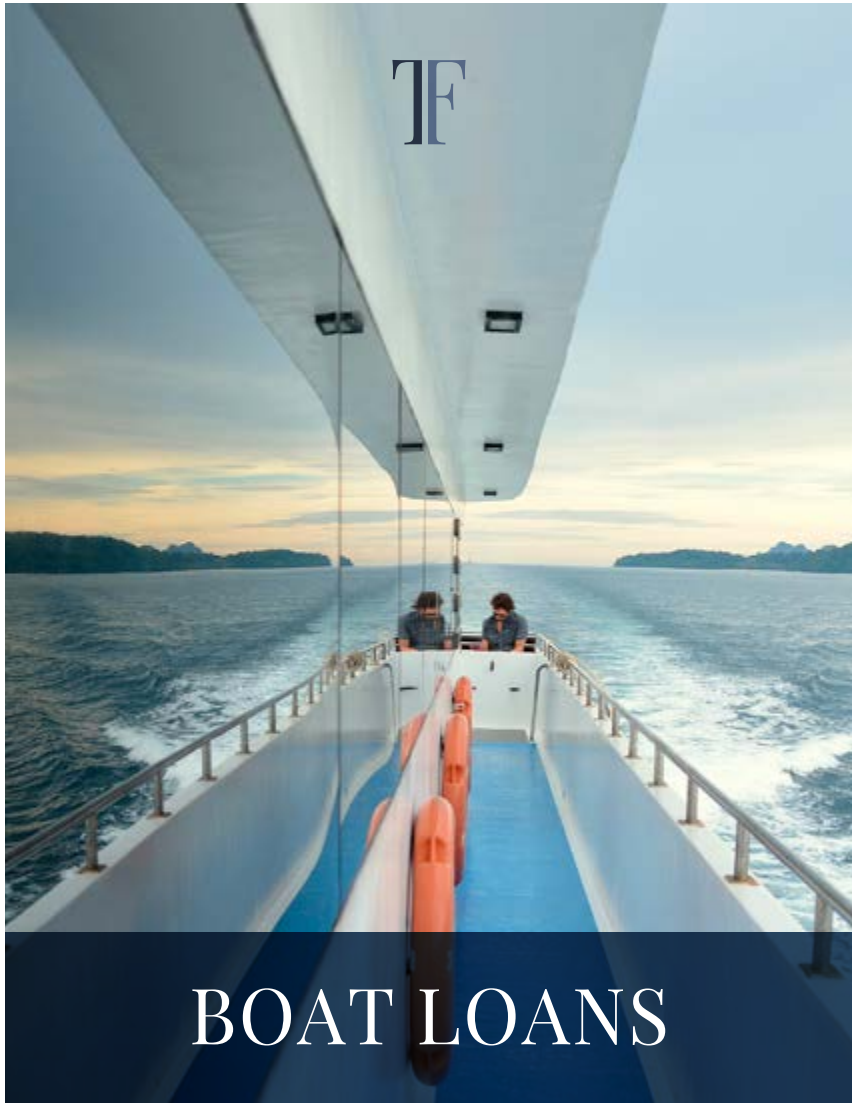
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Letters

We at *Northwest Yachting* love hearing from our readers both in print and online. Below are correspondences we've recently received. If you've got two cents to share, feel free to send us a snail mail letter to *Northwest Yachting*, 7342 15th Ave NW, Seattle, WA 98117, or an email to editorial@nwyachting.com.

Long Live Longship!

Norris,

We would like to give you a big thank you for the wonderful article (*Longship Longshot* feature, October 2019 issue). We have worked very hard to be where we are at now and must continue to work hard to keep it going. You saw this and conveyed it very well. We greatly appreciate all of it.



Silly but... tears were present the first time I read it. On the daily folks mention the article and how great it was, many coming into the store for the first time because they read about us.

Thank you, thank you,
 — Aaron and Nico

NC: No problemo! Like you both, I love the "real" Cascadian boating scene. I'm a big believer in the Longship vision and it was a pleasure to write about. Best of luck with that Red Jacket (a 72-foot historic schooner built in the Pacific Northwest in 1920) acquisition and hope paths cross soon.

Westward Ho Sailboat: Info Out There?



Hello,

I am researching a large drawing by Seattle artist Ernest Norling of the *Westward Ho*, a sailboat that I believe was in use in the Northwest in the '30s or '40s. I thought I once read it was in a Transpacific race, but I've been unable to find any information on it. I think it may have been associated with the Four Winds/Westward Ho camp as well at one time. Any information about this sailboat would be greatly appreciated.

Regards,
 — Nick Bischoff

NWY: Thanks for the inquiry, Nick! We're still hunting around for answers, but in the meanwhile, perhaps one of our readers knows a thing about this. Reader, if you think you can help Nick out with his quest, write in and we'll connect you to him!

Salty Lingo, There's More!

The article *The Salty Origins of Our Lingo* in the November 2019 issue of the magazine (page 26) detailed some of the nautical origins of some mainstream English sayings. Evan Seys chimed in online with this edition. Want to join the fun? Comment on and share our articles online at nwyachting.com.

"And GOING GREAT GUNS, was when a sailing ship was in the Southern Ocean, wind astern all sails set, and the largest sails (the mains) would lose the wind as the ship arrived at the bottom of the swell. Then, when the ship rose out of the trough, the mains would fill with a sound like cannons going off. Hence 'Going great guns.'"

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Beneteau Oceanis 51.1

The yacht building French giant Groupe Beneteau keeps cranking out models at a blistering pace, and the Beneteau Oceanis 51.1 is one of their newer builds that just debuted in the Pacific Northwest. What does the 51.1, the evolution and replacement of the Oceanis 48, have to offer?

In true Beneteau Oceanis fashion, the 51.1 has an emphasis on customization. While the base model is a modern Euro-styled cruiser/modern racer, three different interior and rigging packages are offered to tailor a 51.1 to its owner's needs: First (for racers), Comfort (for cruisers), and Easy (for daysailors).

The Easy arrangement features a self-tacking jib, in-mast mainsail furling, and fewer winches while the Comfort package has an additional two Harken winches, a composite arch that the mainsheet runs upon, an internal lower shroud, sunlounges flanking the companionway, and an outdoor grill. The First packs upgraded winches and hardware, a hydraulic backstay, composite

wheels, an additional 35 percent of sail area (carbon fiber or aluminum spar options), and a 9' 5" keel with bulb.

Basically, the 51.1 is three different boats built off the same base design. The base design is also very much in-line with the "have it all" Beneteau ethos with a massive well-lit interior, wide-open deck, and sleek look with plumb bow. On-deck, the massive cockpit is a natural gathering point for guests having a good time.

The staggering array of options translates to four different interior layouts, three keel plans, and five rigging setups, so it really is difficult for this modest writer to succinctly pin down everything that's going on with this build in this limited space.

The interior layout options go up to five cabins and four heads, including crew quarters in the forepeak. A more typical layout could be one with three cabins, including a master stateroom, and two heads. Whatever options are chosen, the 51.1's core

philosophy is about spacious living and the enjoyment of sailing, making it a natural crowd pleaser.

If interested in the Oceanis 51.1, the first one to ply our Cascadian waters is currently at the docks of local dealer Signature Yacht Sales. Base price for the build starts at \$439,700 and you can contact them for more information and pricing details about this particular hull.

Specs

LOA: 52' 4" • Beam: 15' 9"

Draft (Shoal/Standard/Performance):
6' 4"/7' 9"/9' 5"

Displacement: 30,710 lbs.

Tankage (Fuel/Fresh): 53 gals./116 gals.

Local Dealer:

Signature Yachts, (206) 284-9004

Web: signature-yachts.com



Fairline Targa 45 GT



Pacific Northwest Yachts, formerly known as Selene Yachts Northwest, is the new regional dealer of Fairline Yachts. Coming to their docks next year from the British motoryacht manufacturer is the Fairline Targa 45 GT—a luxury sport yacht that’s all about zippy performance and stylish accommodations.

The first glance reveals a sleek modern design that immediately puts it in the company of the Cantiuses or Riverias rather than the trawler family. The svelte planning hull form combined with twin Volvo Penta IPS diesel engines (440 horsepower each is standard) dish out a reported maximum speed of 32 knots. The driving experience is enhanced by the cabin, which is almost completely enclosed with



glass and has a retractable sunroof for some sportscar mojo.

On deck, padded sunlounge areas are king, notably on the open foredeck and just aft of the covered cockpit. Twin steps lead down to the swim step to the transom, complete with integrated tender garage—an uncommon feature for a yacht this size. The swim step is also adjustable, meaning it can be submerged to make dinghy deployment from the garage extra easy.

The interior is gorgeous, as to be expected. The salon is spacious and airy with a modern feel. There are two staterooms, including the master in the V-berth with island-style berth, and two enclosed heads. The black windows built into the hull let in plenty of light below as well.

If going fast and living in luxury is the goal, then the Fairline Targa 45 GT may be the new yacht for you. A build will be arriving to the Pacific Northwest this summer. For pricing or more info, you can contact local dealer Pacific Northwest Yachts (formerly Selene Yachts Northwest).

Specs

LOA: 46' 6" • Beam: 14' 2"

(minimum): 3' 10"

Displacement: 29,762 lbs.

Tankage (Fuel/Fresh): 343 gals./105 gals.

Local Dealer: Pacific Northwest Yachts, (206) 352-3041

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Riviera 545 SUV



The Australian-based Riviera family of luxury motoryachts has introduced the SUV line, essentially a hybrid of their Flybridge and Sport lines. The result is an attractive looking yacht that should pull off a whirlwind weekend tour of the San Juans or an extended cruise in style. The legacy of the Flybridge line is prominent in the open-water performance and open cockpit aboard the 545 SUV, while the sporty look and emphasis on entertaining and style give it an overall Sport vibe.

Life aboard a 545 SUV will largely be spent in the sumptuous cockpit with its lounging focus and feels like the center of the action aboard. An optional hydraulic lift system can pair with the huge boarding platform where the tender (or jet ski) will live. Two large transom doors connect the swim platform to the partially covered cockpit and its mezzanine and transom lounges.

Like other Rivieras, the glass bulkhead separating the cockpit from the cabin opens

to make one contiguous space that leads forward (through the galley and salon) to the racecar-styled helm. Two sidedecks with railings lead to the foredeck where a padded sunlounge can be deployed.

The 545 SUV is powered by standard twin Volvo D11 950 turbo diesels (725 horsepower each). Engine access is via a floorboard in the cockpit, the engine room itself made with good access. The accommodations forward are more generous than one might expect based upon the sleek design. There are three staterooms with two enclosed heads. Both the master and VIP suites feature large island-style

berths, while the third stateroom is a little more basic.

Overall, the Riviera 545 seems to building off previous Riviera successes, combining some of the Flybridge line's ruggedness with the Sport line's pizzazz. Interested? You can learn from local Riviera dealer Emerald Pacific Yachts.

Specs

LOA: 57' 9" • Beam: 16' 5" • Draft: 3' 8"

Displacement (dry weight): 52,657 lbs.

Tankage (Fuel/Fresh/Black):

925 gals./211 gals./106 gals.

Local Dealer: Emerald Pacific Yachts, (206)

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Web: emeraldpacifyachts.com



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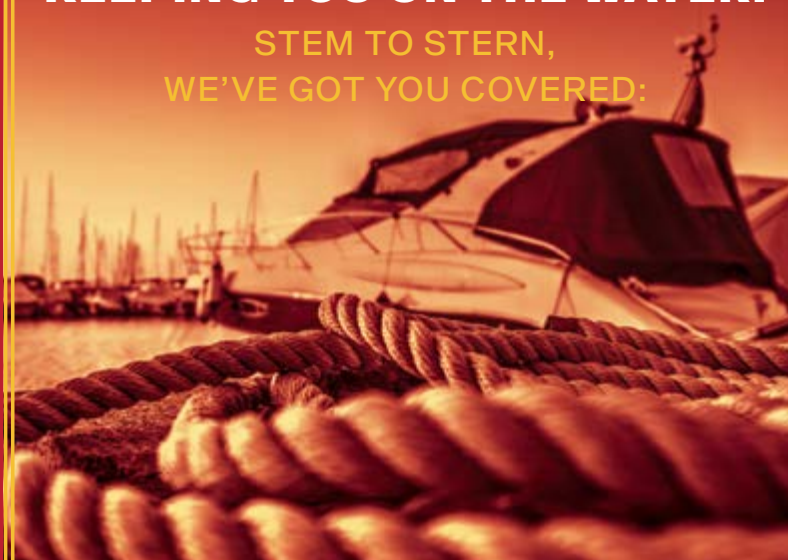
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- 49' JEANNEAU 49P '07349,500
- 49' JEANNEAU S049 '05284,500
- 49' TRANS PAC 49 '86169,000
- 47' VAGABOND KETCH '83Reduced \$66K 184,000
- 47' BOWMAN 47 '97215,000
- 46' HUNTER 460 '01160,000
- 46' JEANNEAU 469 '15Sale Pending
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- 37' ISLAND PACKET 370 '08Sale Pending
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- 36' BAVARIA 36 '02New Listing 93,500
- 36' CAPE GEORGE PH '73SOLD
- 36' COLVIN PINKY SCHOONER '03SOLD
- 36' HUNTER '05SOLD
- 35' NAUTICAT 35 PH '00SOLD
- 35' TRIDENT VOYAGER PH '7859,500
- 34' CATALINA 34 '86New Listing Inquire
- 34' COLUMBIA 34 '72Sale Pending
- 34' GAMBLING 34 '7424,900
- 34' PACIFIC SEACRAFT 34 '88SOLD
- 33' NAUTICAT 33 MS '85Reduced 79,900
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- 33' HUNTER 33 '11New Listing 99,900
- 32' ISLANDER 32 '78SOLD

- 31' CATALINA 310 '01SOLD
- 29' ISLAND PACKET 29 '91SOLD
- 20' LASER SB3 W/TRAILER '08CLEARANCE! 19,500

NEW POWER

- 78' LAGOON MOTOR YACHT '20Inquire
- 63' LAGOON MOTOR YACHT '20Ready Now €2,119,849
- 37' FOUR WINNS Vista 375 '18SOLD
- 35' FOUR WINNS Vista 355 '1840%+ OFF SALE 299,807
- 35' FOUR WINNS Vista 355 Coupe '19Just Arrived 369,402
- 29' FOUR WINNS Horizon 290 '19YEAR END SALE 214,572
- 25' FOUR WINNS Vista 255 '19YEAR END SALE 129,564

NEW SAIL

- 58' JEANNEAU YACHT 58 '19Arriving SOLD
- 51' JEANNEAU YACHT 51 '19Come See - 4 SOLD!
- 49' JEANNEAU 490 '19SOLD
- 49' JEANNEAU 490 '19Sale Pending
- 44' JEANNEAU 440 '203 SOLD
- 44' JEANNEAU 440 '19Year End Clearance 379,985
- 41' JEANNEAU 410 '202 Arriving SOLD
- 41' JEANNEAU 410 '20Sale Pending
- 41' JEANNEAU 410 '20Just Arrived 319,948
- 38' JEANNEAU 389 '20Arriving SOLD
- 34' JEANNEAU 349 '20Arriving SOLD
- 34' JEANNEAU 349 '20Arrives March 192,490
- 32' JEANNEAU SF 3200 '19SOLD
- 42' ISLAND PACKET 42 MOTOR SAILOR '20Order from 429,000
- 38' ISLAND PACKET 349 '19SOLD
- 62' LAGOON 620 '20Arriving SOLD
- 46' LAGOON 46 '20Arriving SOLD
- 42' LAGOON 42 '21Arrives Oct. '20 649,854
- 40' LAGOON 40 '19SOLD

NEW W/WARRANTY



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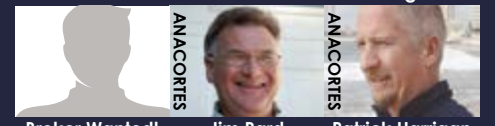


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Tiara 49 Coupe

Michigan-based Tiara Yachts debuted the Tiara 49 Coupe late last year and now the build is available in the Pacific Northwest. A sporty motoryacht with an eye towards comfortable cruising, the Tiara 49 Coupe aims to be a crossover boat that can do it all.

The look of the 49 is very much in-line with its predecessors; modern and sleek with a prominent recessed and padded sunlounge on the foredeck, convertible-style sunroof built into the cabintop, and a cockpit-sized swim step combo at the stern. The cockpit is partially covered with a hardtop and has an abundance of integrated padded seating and a dining table. There's built-in transom storage too.

A notable feature of the cockpit layout is the large, all-glass sliding door that separates the cockpit from the cabin interior. If left open, the two spaces blend seamlessly into

a common entertainment space. One walks forward through the galley and up two steps to the salon and helm. Further forward and down are the two luxury staterooms and two heads. The sleek black windows integrated into the hull let in plenty of natural light.

The helm is in the middle of the action, something a social skipper will appreciate. The Tiara 49 is powered by a Volvo D8

IPS800 inboard diesel engine that dishes out an impressive 26-knot cruising speed and 31-knot maximum speed.

Overall, the Tiara 49 Coupe appears to serve as a solid cruising platform, luxury entertainment pad, and zippy sport yacht. If interested in learning more and pricing, you can contact the local dealer Alexander Marine USA.

Specs

LOA: 50' 3" • Beam: 15' 4" • Beam: 4' 2"

Displacement: 41,000 lbs.

Tankage (Fuel/Fresh/Black):
500 gals./135 gals./68 gals.

Local Dealer: Alexander Marine USA,
(206) 344-8566

Web: alexandermarineusa.com



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37' Lord Nelson Victory Tug 1988



72' McQueen 1977



46' Nielson Trawler 1981



39' Mainship 2000



38' Hatteras 1972



34' Pursuit 2000



33' Sea Ray 330 2008



32' Nordic Tug 1991



30' Osprey 2002



26' Cascade Nor'easter Lobster 2002



26' Nordic Tugs 1981



26' Nordic Tugs 1982



24' Maxum 2400 SCR 1995



22' Sea Sport Sportsman 2000

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44' Cheoy Lee 1980



41' Ericson 1968



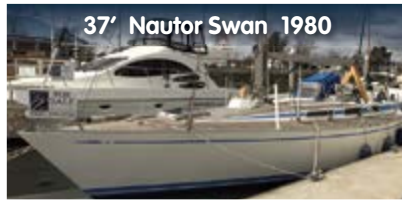
40' Beneateau Oceanis 1997



38' C&C Mark II 1977



38' Ingrid - Bluewater Yachts 1978



37' Nautor Swan 1980



36' Catalina 1991



36' S-2 Yachts 1979



33' Jouet 940 Motorsailer 1985



33' Wauquiez Gladiateur 1983



32' C&C 1980



32' Fuji Ketch 1978



31' Cape George Cutter 1981



31' Hunter 1984



28' Cape Dory 1979



28' Islander Sloop 1978

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Garcia Explocat 52

Fans of the Garcia line of aluminum monohull sailboats, known for their cruising and expedition capabilities, have a legitimately bold vision from the company to fawn over. The Garcia family goes multihull with the announcement of the Garcia Explocat 52, essentially a catamaran version of the family of sailing yachts made to be comfortable in the Arctic, Antarctic, and all waters in between.

The Explocat 52 is aluminum-hulled like its Garcia sisters, but that's just the start. With a layout that includes features like a machine shop, this is a build made for adventurer owners and charters. Reportedly, the Explocat 52 was designed with swiftness in mind as well, with lightweight fittings and fine-entry bows examples of performance features.

Interestingly, the elevated helm is integrated into the hardtop positioned over the cockpit aft, making for a commanding,

flybridge-like experience for the skipper. The covered cockpit is still a sheltered entertainment-focused area with plenty of seating. The mainsheet traveler is out of the way completely, running on the hardtop. If the Arctic winds allow it, there's a forward seating area near the trampolines for hanging out.

Both three- and four-cabin layouts are offered. Like many catamarans of this size, the beam is fully utilized for a massive

salon. A nav station is in the mix there as well, a more protected place to helm the vessel when needed.

The announcement of the build has been out there for some time now, but perhaps a few bold buyers who want to go for it can give it a nudge into reality. If interested, you can contact the local dealer Swiftsure Yachts.

Specs

LOA: 55' 7" • Beam: 26' 10"

Draft (min): 4' 10"

Tankage (Fuel/Fresh):

264 gals./132 gals.

Local Dealer:

Swiftsure Yachts, (206)-378-1110

Web: swiftsureyachts.com



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The Bed Jet works with either the bedding you already have or with the Bed Jet Cloud Sheet to increase the distribution of

air through the bed. The unit doesn't rely on mattress pads or toppers or wires and won't change the feel of your bed. The Bed Jet has dual zones, so you and your partner can have individual temperatures while in the same bed.

With the biorhythm program in the unit, the Bed Jet can adjust the temperature of your bed throughout the night to match the change in internal temperature that people experience while they sleep. The Bed Jet can help you get a better night sleep

by keeping you at a comfortable temperature and circulating air that reduces night sweats and hot flashes. The device can be controlled and pre-programmed with either a Bluetooth app on your smartphone or with the Bed Jet remote control. Users can save money and electricity by heating and cooling just their bed instead of the whole house or boat.

To make your bed even more comfortable, check out bedjet.com. Units start at about \$400.

Lightning in a Bottle

EMP Shield 12-V Lightning Protector

When lightning strikes, a boat out on the water is one of the most vulnerable spots you can be in. A direct strike can fry every electronic onboard, damage the hull, and/or injure passengers. According to BoatUS, one in a thousand boats will be struck by lightning each year and, while odds seem low, hundreds of boats are struck every year. Sailboats are the most likely to be struck, due to their masts, but powerboats can be struck too, with trawlers being the most common victims. Lightning rods can help protect your boat, but there are other devices that provide extra protection for the electronics onboard.

The 12-V Vehicle Lightning and EMP Protector from EMP Shield protects your

boat's electronics and electrical systems from lightning strikes by shunting the over voltage. The lightning protector reacts to surges in electrons in 500 trillionths of a second and can handle surges up to 228,000 amps.

The lightning protectors from EMP Shield have passed all military EMP (electro-magnetic pulse) testing standards and are simple enough to be installed in about 10 minutes, on average. If you'd like to get some extra protection for the expensive electronics on your boat, check out the products from EMP Shield on empshield.com. 12-V Vehicle Protectors sell for \$340.



EMP Shield doesn't look like much, but it can help keep your electronics safe out on the water if you're in a place prone to electrical storms.

Marine power management systems like CHARGE from Power-Pole are becoming more integrated and sleek.



Full Charge

CHARGE Marine Power Management System

The CHARGE Marine Power Management System from Power-Pole is a three-in-one marine battery charger, emergency starter, and a charge-on-the-run system. The power system controls the energy needs of every electrical device onboard. It works with any 24V or 36V battery bank and one 12V cranking battery. The CHARGE can deliver up to 500 watts of charging power, with 40 amps to the cranking battery and 25 amps to the trolling batteries.

The system allows a user to reserve a minimum power level so that there will always be enough power in the cranking battery to start the main motor. This eliminates the need for an emergency starter, as the Power-Pole can move power from the auxiliary batteries and move it to the cranking battery, and while you're running back to the dock, the unit will recharge your entire battery system.

When your boat is plugged into shore power, the Power-Pole unit recharges every battery on the boat. The power station works with almost every type of battery, including AGM, lead acid, lithium, GEL, or TIPL.

The CHARGE unit can be controlled through either the Power-Pole Vision tablet, a Lowrance unit with CM2 Gateway, or through the C-Monster App on your smartphone. The

unit has multiple safety features; including low voltage and overvoltage protection, over current protection, temperature sensors, and short circuit protection.

If you're in need of an upgrade to your battery system, check out the CHARGE Marine Power System on power-pole.com, selling for about \$1,300.



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Full Nylon Jacket

Gill Men's OS2 Jacket

The OS2 Jacket from Gill can be used either for a casual day on the water or a weeklong race in the middle of winter. Two layers of nylon create an outer layer that is both wind and waterproof, and an inner fleece lining keeps the wearer warm in cold weather. The jacket features a double zipper that goes all the way up the high collar and is further protected by a double storm-guard fold. The hood brim is flexible, allowing you to make a lip to keep the rain from falling into the eyes. To keep peripheral vision clear, the sides

of the hood can be adjusted, and the top of the hood can be adjusted as well.

A high-cut collar provides protection for most of the face and keeps water from running down the inside of the jacket. The outer cuffs of the jacket are adjustable and have a PU inner seals to keep water out. Large fleece-lined pockets serve as hand warmers on cold days. If you need a jacket that can keep you dry in any conditions on the water, head to gillmarine.com/us. Jacket's sell for about \$350.

Squeaky Clean

Remora Marine Underwater Scrubber

The downtime of the boating season is perfect for haulouts, and many boat owners and marine pros will be lifting boats out of the water for cleaning or throwing on scuba gear and diving under to scrub.

To make these haulouts a little easier, Remora Marine released their marine scrubber product, one of the only scrubbers to be designed as a submersible scrubber. The scrubber features a reversible gear-motor with variable speed control that enables the rotation of a nine-inch diameter brush to reach speeds of 250 RPM.

The unit is powered by a 21-ampere hour lithium battery that provides enough energy for the scrubber to clean for six hours before it needs another charge. The unit weighs in at 8.8 pounds and can be used at depths up to 36 feet. The body of the scrub-

ber has adjustable buoyancy, so the user can let go of the scrubber without it sinking or floating away.

If you're a professional in a boatyard or a boat owner looking to do a

little work on your own vessel, check out the Remora Marine Underwater Scrubber at remoramarine.com.



SECOND WAVE

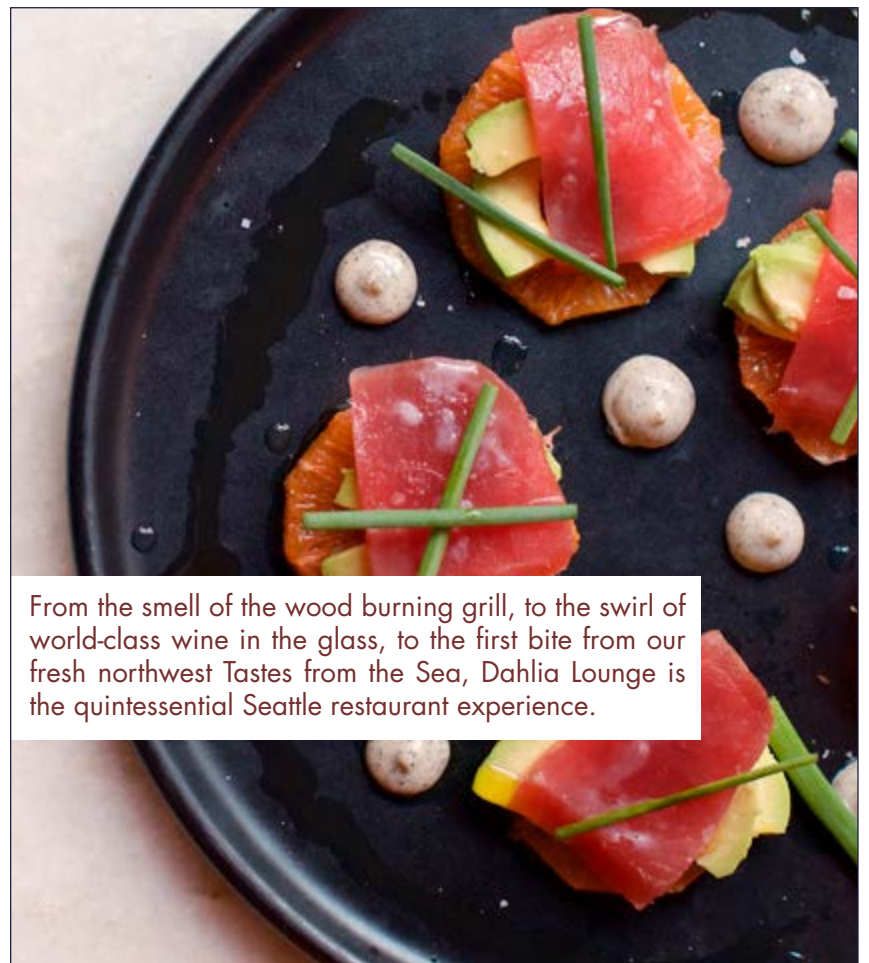
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The Whales Thank You

Hydro-Shield Outboard Prop Protector


Even in clear waters on a beautiful day, there can be a lot going on under the surface that escapes our notice. Rocks, oyster beds, sandbars, marine vegetation, and even marine animals can interfere with an outboard motor prop. The Outboard Prop Protector from Hydro-Shield is a large fin that can reduce the impact of collisions on a boat's outboard or inboard/outboard engine, protecting both the outboard and any sea life or endangered sea grass the prop encounters.

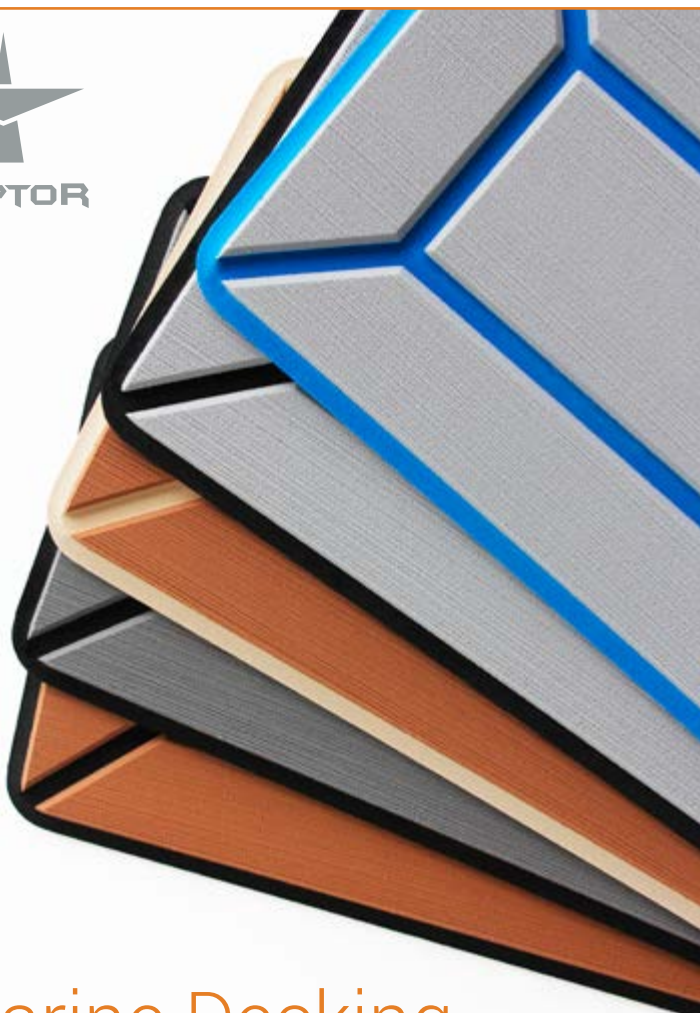
Besides protecting the outboard, the fin increases the performance of the boat; the shape of the prop protector helps the boat plane faster while expending less energy and reduces drag in the

water, improving fuel efficiency and turning performance. The fin connects below the prop and skeg and is simple to install, with just two steps using four bolts and lock nuts.

The protector is made from a thermoplastic that has shock-absorbing abilities. The Hydro-Shield Prop Protectors come in two different sizes, one for boats up to 18' and with horsepower between 5 and 100, and the large size for 18' plus LOA and horsepower over 100.

If you'd like to improve the performance of your boat while protecting the outboard, head over to hydro-shield.com. Fins start at \$150.





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Get a Grip

KiwiGrip Deck Grip

Moving about on deck in severe weather can be hard enough, but when you throw a slippery deck into the equation, it becomes downright dangerous. Whether it's a sailboat on the racecourse, a trawler on a cruise, a fishing runabout, or a serious workboat, a deck with the proper grip can make a huge difference.

The paint-on grip from KiwiGrip allows the boat owner to select the right grip texture for the boat. The products from KiwiGrip are made from one homogenous material and don't have fillers that can wear away with use. The grip material spreads on like paint and can be adjusted to different texture levels using rollers from KiwiGrip. Aggressive textures are possible for workboats covered in sea water and fish guts, and light textures are possible for recreational boat decks so they are comfortable to walk on with bare feet.



The grips are available in a variety of colors, including white, grey, cream, black, and blue, so you're sure to find one that fits your taste. The grip is resistant to mold and mildew and can be cleaned with a brush and water and oxalic acid for tougher stains. To improve the grip of your deck, head over to pyiinc.com. 1-liter cans sell for about \$50.

Short Take

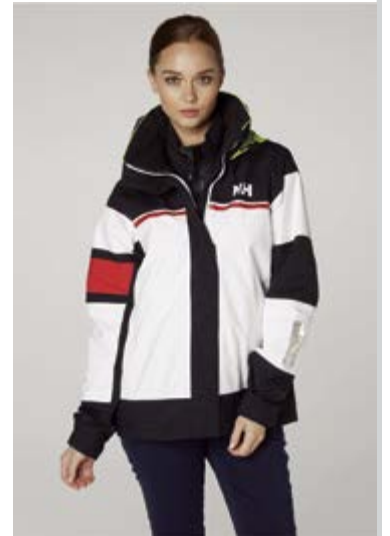
Extra Cover

Helly-Hansen Women's Salt Jacket

The Salt Jacket from Helly Hansen is a back-to-basics coat inspired by classic sailing attire with modern updates. The Salt Jacket is made with nylon and built with two-ply fabric construction. A fleece-lined collar goes all the way up to the ears for extra warmth.

The hood features a reflective patch, is fully adjustable to keep it out of your eyes, and stores in the collar of the jacket. The front zipper is water resistant and the jacket is fully seam sealed for added water resistance. Fleece-lined pockets help keep hands warm.

If you're planning on doing a little winter boating this season, head over to hellyhansen.com. Jackets sell for about \$130.



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Podcast Preview // Adventuress Podcast

The schooner *Adventuress* celebrated her centennial just a few years ago, and along the way, she has seen a few things and been to a few interesting places. To celebrate her rich history, Sound Experience, the educational nonprofit that owns the *Adventuress*, has released a limited series of podcast episodes detailing the life of one of the oldest schooners on the West Coast.

Topics include the origin of the *Adventuress* and her original mission to secure a whale specimen for the American Museum of Natural History, her time as a bar pilot in San Francisco, and her time as part of a sea scout program. If you're interested in a local boat with a ton of history, check out the podcast on soundexp.org.

App: Sail Racer

Free for iOS and Android



Like many apps and other sailing equipment such as sailing watches, the Sail Racer app can assist racers in crossing the start line at just the right moment. It can do

more though; the app can also suggest the better side of the start line and monitor your position throughout the race.

Plus, Sail Racer offers tactical maneuvers based on current, wind, and lay-lines. Data that affects the boat is displayed across the top of the map in an easy to understand format for quicker decisions.

If you'd like to add another tool to your sailing arsenal, check out the Sail Racer app, available for iOS and Android, free with in-app purchases.

App: My Coast

Free for iOS and Android



Keeping an eye on what's happening on our coasts is vital for protecting and keeping them clear of garbage, derelict boats, oil spills, pollution, and to let first

responders know what's happening in emergencies. The My Coast app is meant to enable users to report any issues they may have spotted while near the coast. Reports submitted by users include everything from king tides to creosote debris.

The app can submit photos of the point of interest and users can add written observations. My Coast apps are available for almost every state that has some amount of coastline, and is sponsored by that state's Sea Grant program and the U.S. Geological Survey.

So, the next time you're at the beach and see something that shouldn't be there, report it using the My Coast app. Free for iOS and Android.

App: Aqua Maps

Free for iOS and Android



Developed with help from expert boaters and professional captains, the Aqua Maps app turns your smartphone into a chartplotter. Maps are downloaded

onto the app before the trip so that you can plan your route using waypoints and use the map offline. All the maps are official nautical charts that include depths, contours, and the locations of buoys and lights.

The app can set an anchor alarm to alert you if you drift from your set location, predict tides and currents, and inform you of the best fuel prices available along your route.

If you'd like to download a nice alternative chartplotter, check out the Aqua Maps app for iOS or Android. Free with in-app purchases of maps.



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Boating with Missy

By Melissa Gervais

Women Helping Women



Over the past twenty-odd years of boating, I have had my fair share of breakdowns and malfunctions, both mechanical and emotional. Believe me, a blown fan belt doesn't care whether my name is Missy or Mark. I have developed a good tool chest of repair know-how. My boat has tested me but has never left me stranded. Even if I can't fix it, I can figure out a workaround until I can find someone to fix it properly. However, my skills pale in comparison to women who have sailed offshore for years. Many times they have, pretty much, rebuilt their entire boat from mast to keel.

For this reason, when I speak to other boaters, I always assume they are coming from a place of similar or greater knowledge and experience. If I don't understand, I ask. That is how I learn. It is not like our life on land, where we all have different hobbies, skills, and interests. We are boaters and, power or sail, we share a common UV-resistant thread. I have found that the greatest source of information can be found by talking to other women who boat. I run in a circle of incredibly talented women who go out of their way to help each other. They are eager to offer assistance and provide a safe environment to ask even the most ridiculous questions.

However, last year I had an unfortunate experience on a local women's sailing (and power) Facebook page. I was talking about using my hair dryer and the microwave on my boat, in the same sentence. I am very familiar with the total usable battery capacity on my boat, the total amp-hours I use in a day, and what each appliance draws. I have a 6.5 kilowatt generator, a 3,000-watt inverter, an 1,850-watt hairdryer, and a 1,200-watt microwave. It was supposed to be an exercise in calculating the total draw on my batteries, but instead I was taken down like a lame gazelle. The challenge was not that I have good personal hygiene and eat warm food, but that I was "putting women back in the galley" and leaving them "barefoot and pregnant on the back deck."

I was really taken aback by the hostility and their words hurt my feelings. Why had my comments incited so much animosity on this "community" page? I am going to go out on a boom and say it was probably just a misunderstanding. In these situations, it is better not to retaliate and to simply un-friend rather than put on a hat and slip into a rant.

There are a lot of great boating resources for women, so don't let my Facebook debacle discourage you. Start with your local sailing center, yacht club, or attend a rendezvous. If you are new to boating, ask your broker or manufacturer for recommendations. Boat show season is just around the corner and both the Seattle Boat Show and Vancouver International

Boat Show are hosting women's events. I will be at both!

The Seattle Boat Show is offering two options for Women's Day on Monday, January 27, 2020. Boat Show University offers an all-day, hands-on workshop for a fee, taught by women for women who will share techniques from their experiences on how to cruise alone, with a crew, or as a cruising couple. It requires pre-registration. Alternatively, there is a series of free seminars all afternoon and women get into the show for free by going to seattleboatshow.com and downloading a coupon. Both are opportunities to meet, learn, and get inspired by experienced and talented women boaters.

Women's Day at the Vancouver Boat Show is scheduled for Saturday, February 8, 2020. It is a full day of boating seminars and guest speakers designed to educate and inspire. All events during the day are intended to build confidence by presenting information in a fun and supportive environment. Your \$99 CAD ticket includes a choice of guest speakers, lunch, amazing raffle prizes, and a wine reception. Tickets are limited to 100, so register early at vancouverboatshow.ca or follow at facebook.com/womensdayvibs.

If you are a sailor, there are two new events that I encourage you to put in your calendar for next year. The first is the Crystal Cup, hosted by Eagle Harbour Yacht Club in Vancouver, British Columbia. This all-female event is scheduled for August 21 to 23, 2020, and includes a short course and a distance race. Details are available at facebook.com/crystalcupregatta.

The second is the inaugural SHE sailboat regatta for women, scheduled for September 19 and 20, 2020, in Seattle. The *Northwest Yachting*-sponsored event is produced, organized, and crewed by women. Registration opens in January, for information email she@nwyachting.com to contact the race organizer, Schelleen Rathkopf.

If you are looking for an inspiring story, pick up Pamela Bendall's book, *What Was I Thinking? Adventures of a Woman Sailing Solo*. Maybe slip a boat show ticket inside and wrap it up for the perfect hostess holiday gift. I love this quote from Japanese poet Ryunosuke Satoro who said, "Individually we are one drop, together we are an ocean." This month's article is about women helping women, but it extends beyond that to boaters of all types. Grab someone's line at the dock who needs help, give way to someone who is just learning, encourage someone who is docking for the first time, or simply take a land-based friend for a boat ride.

NWY



Missy grew up boating with her family in the Gulf Islands. She works for a yacht services company based in Vancouver, B.C. and boats most weekends from April to October. A self-proclaimed weekend warrior, she enjoys blogging about everything cool for women who boat at missygoesboating.com.



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Hotwire

By Jeff Cote

Fighting Stray Current Corrosion



If you are in a saltwater marina and have shore power on your boat to charge your batteries, then this Hotwire is for you. To protect against the damaging effects of galvanic corrosion between your boat, your neighbor's boat, and the marina, you require some method of "isolating" your boat.

There are two choices, a galvanic isolator or an isolation transformer. What is the difference?

Galvanic isolators are inexpensive and simple to install, but could fail, thus require regular checking. Isolation transformers are far more expensive and very heavy, but rarely fail. Let's take a look at both.

The most common method is to install a galvanic isolator to the shore power safety ground (e.g. green wire). This will block all low-voltage DC current from flowing in the shore power safety ground wire. It breaks the corrosion current path and isolates your boat, preventing some sources of corrosion, while keeping the safety grounding connected.

The device will block up to 1.2 Volts DC (VDC) potential between shore power ground and boat/ground. In the past, these units would have to be tested manually so you could never be certain that they were working. A while back, the American Boat and Yacht Council (ABYC) stipulated that galvanic isolators include a monitor.

It is important to use "fail-safe" galvanic isolators. Older galvanic isolators and ones that are not fail-safe typically disconnect the AC ground when they fail, again removing the AC safety protection. Losing an AC safety ground is a very serious safety concern to boaters and should always be avoided. A fail-safe

galvanic isolator is slightly more expensive but comes with the assurance that if something goes wrong with the isolator, it is designed to always maintain the grounding connection. A failed isolator will no longer protect against corrosion but will keep the critical AC fail-safe intact. We recommend the Promariner Prosafe available in 30- or 50-amp models.

Typically, isolation transformers are common with production boats that have a lot of underwater metals to protect. The builder can afford both the weight, space, and cost of the unit. There is no downside to an isolation transformer besides weight, space, and cost. Specific isolation transformers can raise the shore voltage to deal with voltage drop and can be used to adapt the vessel's internal power system voltage to a higher or lower shore power supply.

However, when it comes to corrosion, isolation transformers block all DC voltage differences and address reverse polarity issues. They are made of significant amounts of iron and copper, both of which are not light materials.

A typical 120V/30A transformer can weigh almost 100 pounds while a typical 240V/50A unit almost 300 pounds. Recent changes to ABYC E-11 AC and DC Electrical Systems for Boats now permit the use of high-frequency transformers; allowing manufacturers to build smaller and lighter transformers for pleasure craft.

In the future, we will see light-weight, low-cost, power conversion systems coming to market that comply with all the safety requirements of the existing heavy and expensive isolation transformers. A popular brand among boatbuilders is Charles Industries.

Galvanic isolators only protect up to 1.2 VDC and there are possibilities it could be higher, which will allow corrosion to take place even though you have a galvanic isolator properly installed. They don't always survive breaker trips and active monitors are required to meet ABYC standards. Isolation transformers block all DC voltage, preventing stray current corrosion and reverse shore power polarity.

If your boat is in saltwater, you must have protection for your onboard electrical and electronic systems. At the very least, install a fail-safe galvanic isolator on your AC shore power system.

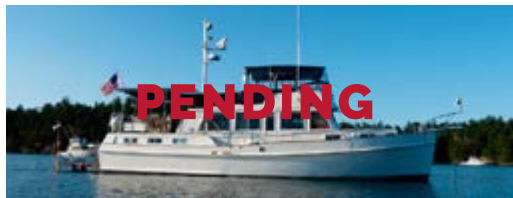
NWY



When it comes to isolation transformers, one size definitely does not fit all. Charles Industries is a maker of the tech.



Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems, a full-service shop delivering marine electrical and navigation solutions for recreational and commercial boats. Visit their website and blog for info and articles on marine electrical systems, projects, and more at pysystems.ca.



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49' Grand Banks MY

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YUKONER

46' Grand Banks MY (down galley)

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PERFECT LINES

Photo: Chris Tucker ♦ Words: Norris Comer

Warm Waters for *Silver Shalis*

You're not the only Pacific Northwest resident who's prone to splurge on a tropical vacation this time of year. Here we see the *Silver Shalis*, a 180-foot (55-meter), high-performance superyacht built by Washington-based Delta Marine, enjoying the warm waters of the Caribbean. Designed by Bill Langan, *Silver Shalis* was made for transoceanic crossings and tops out at 18.5 knots.

This particular location is the popular cruising destination Bight Bay off Norman Island in the British Virgin Islands. As of November 2018, the Government of the Virgin Islands entered into a Development Agreement with Audubon Holdings—the owner of which is German-born American Dr. Henry Jarecki, also the owner of Norman Island—to “develop Norman Island as an environmentally conscious, luxury residential, and tourist destination.”

What does that mean exactly for boaters? We'll find out. For now, *Silver Shalis* is a symbol of Pacific Northwest boatbuilding and appears to be living the life. Cruise on!



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Kevin's Catch

By Kevin Klein



Making the Most of Winter

For Pacific Northwest boaters, December has a lot going on. December is an ideal month to catch up on any boat projects and maintenance you may have been thinking about to improve the safety and function of your vessel for the upcoming year's blackmouth season and beyond. It's also the best time to drop hints for those fishing-themed Christmas presents you might want. There are good opportunities to get out and chase some fish as well! So, let's get to the boat projects and maintenance first, and then on to the fishing fun.

A fast running and high functioning fishing machine is going to make life on the water safer and more enjoyable. In general, the more thought and attention paid to your boat, the better. Specifically, there are basic things to keep in mind when getting your boat ready for some early, potentially foul-weather fishing.

In the winter, a few things regularly pop up that slow down a fishing trip: bad fuel, bad batteries, or something freezes if it's cold enough. Diesel boats have less fuel issues than gasoline, but still changing fuel filters and keeping fuel fresh is a must. For gasoline engines, running only ethanol-free fuel will go a long way towards a trouble-free season. Good fuel additives will help too. Making sure batteries are topped off if needed and charged is right up there on the priorities list. If they're getting towards the end of their life cycle, replace them sooner rather than later. Out on the water is not a good place to find out you have charging or starting issues. Cleaning up wiring will also help. If you're storing your boat out of the water, make sure to lower engines and drives, if applicable, to drain water. Draining and treating the fresh water tank is a basic chore as well.

There are a lot of additions you can make to your boat to run a productive and organized vessel. Sometimes it's the little things that lessen the headaches. Having a place to put knives, pliers, cutters, and tackle within easy reach is helpful. Considering adding rod and net holders too. And, of course, cleaning up and organizing the boat inside and out as much as possible. It seems as if every time I go through my boat before the start of the season, I'll find

twice as many downrigger clips, swivels, pliers, etc. than I thought I had. And, if I'm really missing something I'll need, I know it by going through the entire boat.

As far as the December fishing scene is concerned, winter Chinook are a good reason to head across to close by Canadian waters this month. Check the Canadian regulations and area closures before you plan your trip, and make sure you've got the correct identification and crossing procedures down. It's no longer a requirement to call Canadian authorities if you're not touching land. However, the Washington Department of Fish and Wildlife

does have an online form that needs to be filled out. Many of our blackmouth from U.S. hatcheries can be found in British Columbia waters this time of year. It's fun to pick a good weather day or two and go explore up north. The blackmouth fishing can be good around the Victoria and Sidney areas and usually not too crowded.

Crabbing should be open in some areas of Puget Sound and the San Juan Islands through December. Squidding should be productive too. Christmas crab and calamari sounds like a treat for sure this year. Something different for the holiday table always makes a meal more fun.

Sea-run cutthroat trout can be a good catch and release opportunity in the salt water this time of year, mainly for the fly fisherperson. These fish are usually caught casting from the beach or from a boat casting to the shore. The cutts will be found near structure

on a cobbled beach bottom. Many fly patterns and lures work, as they are on the feed. A smaller center console boat or tender would be perfect for this application in good weather conditions.

Continued on Page 82



Above: A clean, organized, and well-operating boat will help you consistently catch fish like this hatchery Chinook held up by Larry Johnson.



A lifelong resident of Washington state, Kevin Klein has been on the rivers, lakes, and salt waters of the Pacific Northwest since conception. A founder, president, participant, and occasional winner of regional salmon derbies, Kevin can be found promoting sport fishing, and giving seminars on tips and techniques to become a better fisher person. Any given day, you may find Kevin plying the waters of the Northwest, looking for fun and fish.

On Watch

By Peter Schrappen

A Year In Review: 2019 Edition

A

As famed *60 Minutes* host Andy Rooney would say, "Life's like a roll of toilet paper, the closer you get to the end, the faster it goes." For me, that maxim certainly holds true for the end of 2019. Before we bid adieu to 2019, let's take a quick look at some high points.

When it comes to the legislative session this year, the recreational fishing industry and anglers inserted themselves into the budget discussion in an unprecedented manner by squashing a proposed fee increase that the state and tribes sought. While it's hard to take too much satisfaction in stripping an essential agency from needed funding, it was past time for Washington Department of Fish & Wildlife to come once again to recreational anglers for more money, while fisher people see less opportunity on the water. You may be saying to yourself, "But wait, I don't fish, why should I care?" To that, it is a good reminder that over half of the 240,000 recreational boats are used for fishing all or some of the time. As Northwest Marine Trade Association (NMTA) President George Harris likes to say, "boating and fishing are used interchangeably."

That boaters are a cash cow is nothing new. Lawmakers are not shy when it comes to taxing boating. Each year, boaters pay \$70 million in taxes and fees and get about \$54 million in services. As the late Senator Andy Hill would say, "For a state without an income tax, taxing boating is the next best thing." Good thing he was on our side on all the issues, but not every legislator looks as kindly to boating.

While this was the big legislative win (again, an odd win to kill funding for a needed agency), there were other important happenings throughout the year. The Big Tent Coalition, which represents the state's \$28 billion outdoor recreation economy, continues to showcase the businesses and opportunities associated with the Evergreen State. Nationally, this economy means 2.2% of the nation's GDP, which puts it above the agricultural sector. The good news is that we are organized and unified and that will continue in 2020.

The Big Tent equivalent for the entire maritime sector is just as active as ever. Legislative priorities, our own IRS status, and monthly meetings ensure that the state's \$38 billion maritime sector (of which recreational boating is \$6.9 billion) has a voice on all things maritime.

Not to be outdone, the Recreational Boating Association of Washington (RBAW) and the industry (i.e. my employer at the NMTA) have built an even closer relationship in 2019. Under the moniker that "a crisis is a terrible thing to waste", RBAW and NMTA are working shoulder-to-shoulder with NOAA and the National Marine Fisheries Service around permitting to existing marine facilities. This issue is a tough one to explain but essentially the federal agencies that issue permits for doing work in

projects have altered their policy in recent years. Starting in 2018, improving a marina with new pilings and wiring would involve a permitting (and mitigation) process as if this site was a new marina. Fortunately, an open dialogue and keener understanding exists and will need to continue to tidy up this essential piece to boating.

When it comes to 2020, look to hear more about copper bottom paint in this column. The industry and users still want copper out of Puget Sound and have embraced the California approach, which outlaws heavy leaching paints.

In other future-oriented boating news, NMTA President George Harris and I recently met with the new director of Puget Soundkeeper Alliance, Chris Rilling and his Clean Marina Director Blair Engelbrecht. The meeting was exceptional and continues the ties the NMTA has forged with their past leader Chris Wilke and Clean Marina staffer Andy Gregory.

Chris took copious notes and we talked turkey about our past relationship and what future collaboration looks like. As someone who collects good news, this visit was a 2019 highlight for sure.

When it comes to 2020, keep me on your list if you see boating, business, or, heck, general interest stories or podcasts that perks your interest. I'd like to broaden my portfolio, as they say. I would also love to hear from you more often. Getting involved at the local level matters, and even just writing a letter to *Northwest Yachting* or one of your representatives can make a difference. Lawmakers rely on you to stay informed, and if collectively, we boaters are happy or getting grouchy about a policy or idea without letting them know how we feel, they will draw their own conclusions. As I've said before, we may not agree with those conclusions.

NWY



- Expect more discussion and debate about copper-bottom paint issues in 2020 as the industry and state adapt to new regulations.
- Hopefully more eco-friendly (and salmon friendly) alternatives can step up.



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



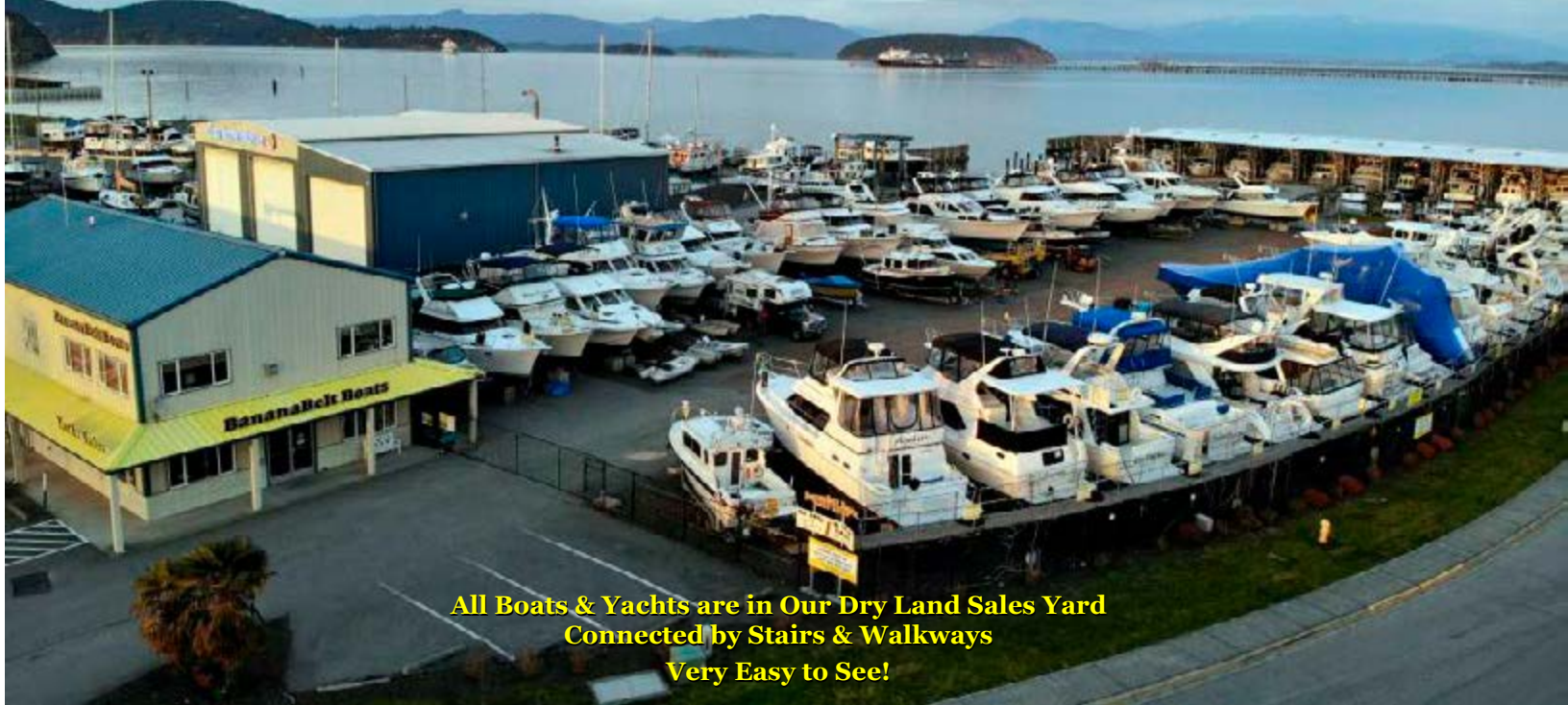
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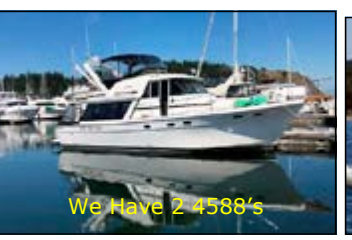
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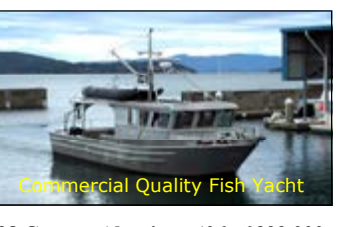
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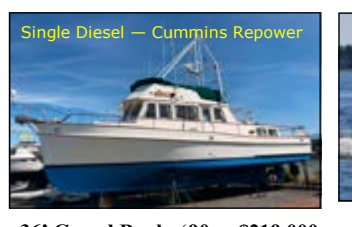
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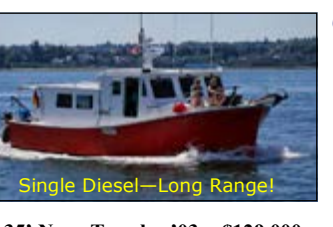
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Galley Gourmet

By Bill Shaw

Diner Breakfasts Celebrated

A

At the heart of every harbor worth its salt is a great breakfast joint. These diners are the kind of places where the newspaper is shared, you pour your own coffee, and the cashier gives you a welcoming smile as if she knew you were coming in this morning.

At Roche Harbor, the Lime Kiln Café has been brewing coffee, frying fresh donuts, and flipping buttermilk pancakes since 1995. Along with serving a hearty American breakfast, the café offers a lunch menu with griddle-seared smashed burgers, Kodiak cod fish and chips, freshly made clam chowder, and a killer Cubano sandwich.

During the summer, the little café opens in the evening and serves old world style pizza, hand stretched and baked directly on stone hearth. It's the kind of place that the locals call their own and the regulars come in early to grab their favorite table.

Prior to the Lime Kiln Café being built, marina guests enjoyed the same freshly made donuts, fish and chips, and pizza from Johnny R's in the '80s and The Donut Shop in the early '90s located in the same location where the Lime Kiln Café kitchen stands today. The little donut shop was not much bigger than a walk-in closet that served donuts in the morning and fish and chips and pizza for lunch. The donut shop was leased from

Roche by an amazing island couple, Pat and Lois Brashear, and operated from Memorial Day to Labor Day. The Roche Harbor guests loved The Donut Shop. Pat and Lois made their food from scratch, knew every customer by name, and worked long hours to make the little restaurant a success.

In every small town in America has a breakfast joint that only the locals know about, and if you're lucky enough to discover one of these gems, don't bother to open the menu, just ask the waitress to order you the best item on it.

Give her the control of your breakfast experience, it's her place and she knows what the regular customers rave about. I have done this a few hundred times in my life and, with a few exceptions, I have always had an amazing breakfast and tasted something I never would have ordered without the help of my new friend. The month's recipes are a collection of these amazing experiences.



Bill Shaw is the head chef of Roche Harbor Resort and Marina on San Juan Island. Shaw has worked at Roche since 1993. He loves utilizing local ingredients and takes full advantage of the area's seasonal goods.



Chef's Note: There are many creation myths for this epic dish, but my favorite is one told about a man sentenced to death by hanging in the late 1800s in Placerville, California. When asked what he would like for his last meal, he cleverly included ingredients that were hard to find and expensive. Two of these were oysters, found over 100 miles away in San Francisco, and fresh eggs, which were hard to find and sold for a dollar each. On the morning of the condemned man's hanging, he was served a frittata, an open-faced omelet, made with fried oysters and bacon.

Hangtown Fry

Serves 4

8 strips bacon, cooked crisp

1 dozen oysters, shucked and removed from shells

½ cup all-purpose flour

¼ teaspoon garlic, powder

¼ teaspoon onion, powder

½ teaspoon salt

¼ teaspoon black pepper, ground

¼ cup olive oil

¼ cup unsalted butter, melted

1 dozen fresh eggs

1 teaspoon salt

1 teaspoon pepper

4 Tablespoons butter

½ cup cheddar cheese, grated

Directions: Freshly shuck oysters and inspect for any shell fragments or purchase a jar of extra small oysters from your local market. Drain oysters, then place on a paper towel.

In a small bowl, combine flour, garlic, onion, salt, and black pepper. Add drained and blotted oysters to seasoned flour and toss gently with your fingers to coat oysters evenly with flour. Prepare a serving platter lined with paper towels.

In a 10-inch skillet over medium heat, add 1½ tablespoons of oil. Add breaded oysters to skillet in a single layer. As edges of oysters begin to brown, add 1 tablespoon of melted butter to skillet. After 3 to 4 minutes or when the oysters are golden brown on the underside, turn the oysters and continue cooking for 1 to 2 minutes or when the opposite side is golden brown. Remove oysters and place on paper-lined platter. Clean the skillet and repeat the procedure until all the oysters are pan-fried. Transfer the pan-fried oysters to a warm serving platter. Cook bacon until crisp.

Crack eggs into a medium-size bowl and whip eggs until light and fluffy, then season with salt and pepper. Heat a non-stick small sauté pan on medium heat and add butter. When butter has melted, add ⅔ cup of whipped eggs. Cook as for an omelet, then flip over and top with two tablespoons of cheese. When the cheese has melted, place on a heated plate. Place two strips of bacon in an X pattern, then place 4 pan-fried oysters between each slice of bacon.

Hold each completed omelet in a warm oven until all are finished. Serve with salsa and sour cream.



Joe's Special

Serves 4

Another California creation, Joe's Special was created by San Franciscan Italian immigrants in the 1920s and consists of eggs, spinach, and ground beef. The dish was served long ago in a restaurant simply called Joe's. Later, the dish was made famous by a Bay Area chain called The Original Joe's. This delicious surprise was ordered for me by my server at the 5 Spot in Queen Anne.

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| ¼ cup olive oil | 4 drops Tabasco or other hot pepper sauce |
| ½ cup red onion, julienne ¼ inch | ½ teaspoon kosher salt |
| 1 teaspoon fresh garlic, minced | Pinch black pepper, ground |
| ½ lbs. ground beef | 8 ounces fresh spinach, rough chopped |
| ¾ cup cremini or button mushrooms, slice ¼ inch | 8 each eggs, cracked and whipped |
| 2 teaspoons Worcestershire sauce | 2 Tablespoons Parmesan cheese, shredded |

Directions: Heat olive oil in a non-stick 12" skillet over medium heat. Add onion and garlic, cook until soft. Add ground beef and mushrooms, cook while stirring until the beef is browned. Add Worcestershire, Tabasco, salt, pepper, and fresh spinach, cook until spinach is wilted and cooked through. Add whipped eggs, cook while stirring until eggs are slightly dry, about 4 minutes. Divide onto four heated plates and garnish with freshly grated Parmesan cheese.

Toad in a Hole

Serves 6

This American version of the English classic is easy to make and a hit with the kids.

- | | |
|--|-------------------------------|
| 6 slices of white bread with a center hole cut out | ¼ teaspoon black pepper |
| 2 Tablespoons butter | ⅓ cup shredded cheddar cheese |
| ½ teaspoon salt | ⅓ cup bacon bits |
| | 6 eggs |

Directions: Heat non-stick 12" skillet over medium heat. Using a 1¾-inch biscuit cutter, cut a hole in the center of each slice of bread and reserve bread cutouts. Spread butter over one side of each slice of bread.

Place the slice of bread and the bread hole in the heated skillet and cook for about 1 minute, then crack an egg in the center of the hole in the cooking bread. Top with 1 tablespoon of cheese and bacon bits over each egg. Cook for another 3 minutes or until desired doneness of egg.

Remove toast gently with spatula, being careful not to break egg yolk, and place on a heated plate. Serve with fruit.



Diner-Style Shredded Hash Browns

Serves 4

- | | |
|--|---|
| 2 lbs. medium russet potatoes, peeled and cooked for 5 minutes in boiling water, then cooled | 1 ½ teaspoons black pepper, coarse ground |
| 12 ounces (3 sticks) unsalted butter, clarified | 1 teaspoon garlic powder |
| 1 ½ Tablespoons kosher salt, coarse | 1 teaspoon onion powder |

Directions: In a 2-quart saucepan, fill one quart of salted water and bring to a boil. Add peeled potatoes and for 5 minutes (our goal is to par cook the potatoes to 50% done so that when the potatoes are grated, they hold their shape). Drain and rinse with cold water, then place in refrigerator to cool. After the potatoes have cooled, using a box grater, or something similar, to grate the potatoes on the coarse grating surface.

In a large cast iron skillet or griddle over medium-high heat, add ½ cup of butter followed by the grated potatoes. Using a large metal turner or spatula, arrange the potatoes in a compact ¾ inch thick sheet, then season the potatoes evenly with the salt, pepper, garlic, and onion. Drizzle the remaining cup of butter over the potatoes in a thin stream, covering all the potatoes.

Continue cooking the potatoes for 6 to 8 minutes or until crisp golden brown. Using the metal turner or spatula, divide the potatoes into four rectangle shapes cutting through the crisp bottom layer. Once the potatoes rectangles are cut, carefully flip over the hashbrowns with the spatula. Cook for an additional 4 to 5 minutes and serve.

Chef's Note: I know what you are thinking, "WOW! That's a lot of butter." Yes it is, and you will love every bite of it. Season the potatoes, then add all the butter. The order is important as the butter transfers the seasonings into the interior of the hashbrowns. When making this recipe there is no substitution for butter and fresh russet potatoes.

GO

YOUR OWN WAY

2019 NORTHWEST YACHTING CHARTERING GUIDE

COMPILED BY **NWY STAFF**



Do you feel that rising sense of optimism and restlessness, the number “2020” echoing in your mind? My friend, you are experiencing adventure-itch, a common side effect when facing a new year full of possibilities. A tried and true cure for this condition is to count those vacation dollars, do some research, and put an exciting trip on the calendar. Behold, the 2019 edition of our annual *Northwest Yachting Chartering Guide*, our attempt to enable the part of your soul that hungers for the horizon.

While some of us are blessed with a seaworthy boat, weeks if not months of free time, ace mariner skills, and more key attributes that allow you to tear off to Alaska and back, most of us will lean on chartering a boat to sate our need at one time or another.

The benefits of chartering are widely written about, and they include flexibility of locations, more

time experiencing a place and less time worrying about your own boat problems, and using the charter as an educational experience to further equip you to do it all yourself someday.

We’ve completely revamped our guide this year with a new look, expanded charter company listings, and even include small and notable cruise ship company information. From the lovable mom and pop operations sailing their fleet of one around the San Juan Islands to no-expenses spared luxury cruises going to Alaska, there’s something here for everyone. Note that these are all multi-day, cruising-style charters. While fishing trips, whale watching excursions, and the like are all technically charters, the companies listed here are tailored to the extended Pacific Northwest adventure.

Even if a charter just isn’t in the cards this year, what is life without its daydreams and aspirations? Enjoy!

MEGAYACHTS & GLOBAL CHARTERS

THERE ARE A HANDFUL OF GLOBAL, HYPER LUXURY YACHT CHARTER COMPANIES THAT HAVE PHYSICAL OFFICES IN THE PACIFIC NORTHWEST. IF YOU REALLY WANT TO GO ALL OUT, THESE NO EXPENSES SPARED VACATIONS TO LOCATIONS NEAR AND FAR ARE AS POSH AS IT GETS.



WORTH AVENUE YACHTS

Brokerage giant Worth Avenue Yachts opened a Seattle, Washington, office this year, and the company offers luxury megayacht charters all over the world. Their professional charter brokers help cater a dream yacht vacation around your custom itinerary in locations from Alaska to Tahiti, Sardinia to the Galapagos, and more. There's nothing budget about these experiences that include three-course meals aboard some of the most jaw-dropping megayachts on the planet. You can learn more by contacting Worth Avenue Yachts and checking out their website.

Web: worthavenueyachts.com

Phone: (206) 209-1920 [Seattle Office]

Email: [Online form](#)



BIG BLUE YACHT CHARTERS

Vancouver-based, luxury crewed yacht charters are offered. Big Blue Yacht Charters operates throughout the West Coast in addition to other popular destinations around the world, including—but not limited to—the South Pacific and the Mediterranean. Discuss with the Big Blue staff, who will design your unique trip. Each charter is priced by the week, for upwards of 12 guests and varies per boat, location, and season.

Web: bigblueyachtcharters.com

Phone: (778) 928-4941

Email: emma@bigblueyachtcharters.com



ORIANA YACHT CHARTERS/SAGER CHARTERS

Charters on the 96' Burger superyacht *Oriana* travel through British Columbia's Inside Passage and include Desolation Sound, Broughton Archipelago, and the beautiful Gulf Islands. She features four guest staterooms and accommodates up to five crew members with Wi-Fi, Sonos system throughout, and five satellite TVs. Their onboard world-class chef will cater to your food preferences. Paddleboards, snorkeling equipment, water skiing, wakeboarding, fishing gear, a 15' inflatable Zodiac tender, and two jet skis and two electric bikes are all available for use. After adventuring, return to your luxury en suite stateroom complete with a vanity and king-sized bed. *Oriana* has completed a major refit of its systems and now offers hydronic air conditioning, plus so much more. Contact Oriana Yacht Charters for details.

Web: sagercharters.com

Phone: (604) 720-8881

Email: mark@sagerllp.com

SPIRIT YACHT CHARTERS

A luxury crewed charter out of Vancouver, the *Spirit of 2010* is a 120' megayacht that can be chartered for several hours, days, or weeks. Up to 100 passengers for a daytime sail with sleeping arrangements for 10 to 12. Charters are available for Cabo San Lucas, Mexico, Alaska, the San Juans, Haida Gwaii, and others. The six-person crew includes a private chef and steward. Amenities include wireless internet, 12 LED TV's, a 900-gallon hot tub, and jet skis. The weekly charter rate is \$100,000, although, trips as short as four hours are possible. Price includes all crew, but food, fuel, and tax are additional.

Web: spirityachtcharters.com

Phone: (877) 832-3518 / (604) 562-4164

Email: info@spirityachtcharters.com



IN CONTRAST TO THE LARGER MEGAYACHT OFFERINGS ON THE PREVIOUS PAGE, THE FOLLOWING CHARTER COMPANIES ARE THE MORE QUINTESSENTIAL CASCADIAN CHARTER EXPERIENCES. THE OPTIONS ARE VARIED FROM SAIL TO MOTOR AND BAREBONES TO FULLY CREWED.



CROWN YACHT CHARTERS

Bareboat and crewed charters offered with a fleet of 32' to 100' powerboats. Dinghy with outboard, BBQ, linens, and towels for up to four guests, pre-charter briefing on boat systems and operation, assistance with itinerary planning, and cleaning after completion of charter is included. Numerous courses and instructional classes are available to hone boat maneuvering and navigational skills. Car parking is available near the marina. Prime season (June 21 to September 8), midseason (May 17 to June 20/September 9 to 29), and low season (January 1 to May 16/September 30 to December 31) have different rates. Modest additional charges are added for liability insurance and vessel hull insurance, with reductions in deductible amounts. Early booking and payment receive a 5 percent discount, as do repeat customers. Ten or more nights are 5 percent off.

Web: crownyachtcharters.com

Phone: (360) 293-9533 / (800) 426-2313 | Home Base: **Anacortes, WA**

Email: info@crownyachtcharters.com

ANACORTES YACHT CHARTERS

Begin your bareboat or crewed yacht charter in Anacortes, Washington, the gateway to the San Juan Islands. Anacortes Yacht Charters offers approximately 75 power and sail boats ranging from 27' – 82' in our private management fleet. Additional services include night-before sleep aboard, meal provisioning, outboard rentals, kayak & paddleboard rentals, and professional skippers, chefs, and deckhands for hire. For sailors we offer liveaboard ASA classes for 101-103-104 certifications, accepted worldwide. For power boaters/cruisers, we offer Introduction to Powerboating, both single and twin, plus Advanced Powerboating courses. Classes can be either private or in a group. Boats are available for charter year-round in the protected waters of the Salish Sea.

Web: ayc.com

Phone: (800) 233-3004 / (360) 293-4555 | Home Base: **Anacortes, WA**

Email: info@ayc.com

AQUATIC VENTURE 🍁

A chartering service based in Vancouver, B.C., on Granville Island, offering crewed and bareboat charters. Fleet includes the 40' Marquis Mimi, which seats 10 passengers, and the recently refurbished *Anglers Dream II*, a 42' convertible, fully stocked with fishing gear and bait, and a 25-horsepower Yamaha thruster for trolling salmon. Take the *Mar Y Arena* out with a group of four for a day on the water, or charter the 65' *Desert Mariner*, which comfortably sleeps eight, for a week. Aquatic Venture also provides fishing and whale-watching charters.

Web: fishingchartervancouver.com

Phone: (778) 882-3474 / (866) 742-3474 | Home Base: **Vancouver, B.C.**

Email: info@fishingchartervancouver.com

CEDAR WAVE CHARTERS

Cedar Wave provides custom private picnic tours and day cruises on beautifully restored classic wooden yachts. The company books year-round trips, starting at \$375 for groups up to six. Gourmet meal options include entrées like clam bakes, fish tacos, and sunrise fruit puddings. Private tour guides and other special services including weddings, engagements, and memorials are offered. USCG licensed captains provided. Maritime heritage education and historic vessel preservation consulting are available. Cedar arranges pick-ups individually with clients.

Web: cedarwave.com

Phone: (206) 355-0133 | Home Base: **Seattle, WA**

Email: info@cedarwave.com



COOPER BOATING 🍁

Bareboat and skippered sailboats and powerboats are available ranging in size from 30' to 62' from a fleet of over 40 vessels. Flotillas, offshore training, and circumnavigation of Vancouver Island are options. Professional instruction is offered as a special service. There are three operation bases to choose from: Vancouver and Sidney for Gulf Islands cruises, and Powell River for Desolation Sound trips. Spring season (April to June), peak season (July to August), late summer season (September), and off season (October to March) rates vary. Damage deposits are \$1,000 to \$10,000. Reservation deposits are 30 percent of the balance, due 60–90 days prior to departure.

Web: cooperboating.com

Phone: (604) 683-6837 / (888) 999-6419 | Home Base: **Vancouver, B.C.**

Email: crew@cooperboating.com



M/V Discovery

M/V DISCOVERY CHARTERS

M/V Discovery, a crewed charter boat built in 1931, is based in Seattle September through April and in Alaska during the summer months. Available for charters in Seattle, the San Juans, Alaska's Inside Passage, and the Canadian Inside Passage. Take a trip to Alaska to watch whales and brown bears, or cruise in the San Juans and design your own itinerary. The yacht is a blend of classic design and modern comforts. Accommodations include six guest cabins and four large common areas; on board are two Boston Whaler skiffs, four kayaks, and plenty of fishing and crabbing gear. Available in the Seattle area from September 15 to May 1. Rates are \$600 an hour (3-hour minimum) or \$4,000 a day for six guests on extended cruises. A 50 percent deposit is required at the time of booking with the balance due 14 days prior to your cruise date for day cruises, and a 25 percent deposit is required at the time of booking with the balance due 30 days prior to departure for extended cruises.

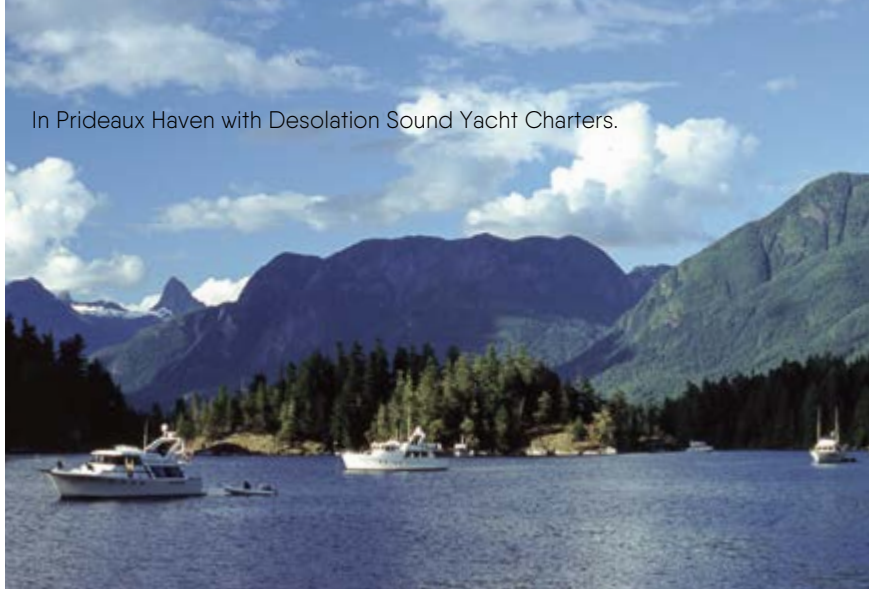
Web: discoveryjourneys.com

Phone: (206) 406-7288 | Home Base: **Seattle, WA**

Email: captainswanson@msn.com



Cedar Wave Charters' *Corsair*



In Prideaux Haven with Desolation Sound Yacht Charters.



Island Cruising's Leopard 43



Jamal

DESOLATION SOUND YACHT CHARTERS 🍁

Cruise the incredible Desolation Sound. Bareboat or skippered charters on powerboats from 25' to 54' and sailboats from 36' to 49' offered. All charters are fully serviced except for food (provisioning available). Courses in sail and power yacht handling with international certifications are available. Prime season (June 20 to September 11) rates for power are \$3,000 to \$6,200. Sail is \$3,900 to \$6,000. Off-season power boat rates are \$2,400 to \$5,900, sailboats are \$3,300 to \$5,400. The damage deposit is \$2,000 to \$5,000, while insurance is \$60 to \$80 per day. The reservation deposit is 25 percent plus applicable taxes, balance due 60 days prior to departure. Cancellation policy is 90 days prior to departure with a \$300 service fee. If within 60-90 days, the cost of cancellation is 25 percent of the total charter fee. Rate in CAD plus applicable taxes.

Web: desolationsoundyachtcharters.com

Phone: (250) 339-7222 / (877) 647-3815 | Home Base: Comox, B.C.

Email: charter@desolationsoundyachtcharters.com

ISLAND CRUISING 🍁

Operating out of Deep Cove Marina (North Saanich, B.C.), we offer monohull and catamaran sailboats and power yachts from 30' to 50', all in pristine condition. Ownership options are available in the fleet. A Leopard catamaran as well as Beneteau and Jeanneau monohulls are some of the makes available. Offering bareboat to competent sailors or skippered yachts that include ASA-trained professionals. Additional charter options available from Comox, B.C.

Web: islandcruising.com and coastlinemarine.ca

Phone: (250) 656-7070 | Home Base: Sidney, B.C.

Email: info@islandcruising.com

Glossary of Terms:

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ASA: American Sailing Association

Bareboat: A charter that does not include hired crew. These charters usually have fewer or no amenities (ex. linens, meals, etc.), the purpose is to provide the client with a seaworthy vessel; nothing more and nothing less.

ISPA: International Sail & Power Association

IYT: International Yacht Training Worldwide

USCG: United States Coast Guard

Quiet time with Crown Yacht Charters



JAMAL CHARTERS

Reserve the fully crewed, USCG certified 75-foot luxury motor yacht *Jamal* for an extended journey exploring the many coves and pristine harbors of the Pacific Northwest coast. Cruise nearly anywhere between Seattle and Alaska including, but not limited to, Desolation Sound, Princess Louisa Inlet, the San Juan Islands, Canadian Gulf Islands, the Sunshine Coast, and more. One to four guests for seven days and six nights is \$30,000, and each additional passenger (up to eight people) is \$3,500. This rate includes the yacht, captain, crew, chef, all meals, snacks, non-alcoholic beverages, fuel, moorage, and sales tax. An off-season 10% discount is offered between October 15 through April 30.

Web: jamalcharters.com

Phone: (206) 605-8484 | Home Base: Kirkland, WA

Email: jhannacapt@gmail.com

SAILBOATS ONLY

WHILE MOST CHARTER COMPANIES OFFER FLEETS OF MOTORYACHTS OR A MIX OF POWER AND SAIL, SOME COMPANIES ARE ALL ABOUT THE SAILOR'S LIFE. THE COMPANIES BELOW ARE ONE SAILBOAT SHOWS WITH ADVENTURE A GUARANTEE.

CHARIOT ADVENTURES

Cruise the beautiful San Juan Islands aboard the Annapolis 44, *Chariot*, a lovingly restored classic sloop, built in 1963. Six days and nights, sailing during the day and practicing skills, and cooking and sleeping aboard makes for a wonderful adventure! You'll earn three levels of American Sailing Association certifications which will allow you to go out and charter a boat on your own, anywhere in the world, or just feel more confident on your own boat. The skipper, Captain Cathy Franklin, enjoys working with couples and small groups. Fine food included. Now taking reservations for spring and summer.

Web: chariotadventures.com

Phone: (360) 961-6657

Email: chariotadventures@gmail.com



EMERALD ISLE SAILING CHARTERS

Adventure aboard a 54' sailing yacht, the custom S/V *Nawalak* pilothouse ketch. Planned trips and custom cruises are available April through October. Meals are provided by a gourmet chef, and the captain leads wildlife and naturalist tours. Pricing details available online.

Web: emeraldislesailing.com

Phone: (360) 376-3472

Email: charters@emeraldislesailing.com



Left to right: Views from life aboard the *Lady of the Sea*

LADY OF THE SEA CHARTERS

The 72-foot motoryacht *Lady of the Sea* is a classic beauty with a large full-beam salon and separate formal dining room. Her 30' foredeck and spacious flybridge with 360-degree visibility allow for spectacular viewing & lounging pleasure. She had a full refit in 2018/2019 and now sports three staterooms plus crew quarters, each with private heads/showers.

For the 2020 Alaska season, they will have Captain Jim Kyle aboard as a guest during their Inside Passage learning cruises in May and June. He has traveled the Alaskan Inside Passage 98 times over the past five decades and his knowledge and experience are priceless. Join them for 12 days of hands-on training to prepare you for your own passage or simply come to enjoy the trip! Whales, bears, glaciers, and hot springs await you.

Web: ladyoftheseaadventures.com

Phone: (360) 319-7119 / (360) 961-1535 | Home Base: **Bellingham, WA**

Email: jackdecook@gmail.com



LEDGER MARINE CHARTERS

Crewed sailboat and powerboat charters, plus bareboat powerboat charters, are offered from Puget Sound to Southeast Alaska. The fleet boasts powerboats ranging 26' to 72' in length and vessels up to 180'. Crewed sailboats range from 60' to 127'. Special services are available on all vessels upon request.

Prime season (July 13 to September 7) weekly rates are \$1,200 to \$14,000 for power. Midseason rates (June 1 to July 12, September 8 to 28) are 15 percent less. Low season (before June 1 and after September 28) is discounted 30 percent. The reservation deposit is 33 to 50 percent of the charter rate, due at the time of the booking. The balance of funds is due 60 days prior to the charter.

Web: ledgermarinecharters.com

Phone: (206) 283-6160 | Home Base: **Seattle, WA**

Email: ledgercharters@gmail.com

NW EXPLORATIONS

Located in Bellingham, Washington, the NW Explorations charter fleet is made up of luxury diesel trawlers (Grand Banks, Kadey-Krogen, DeFever, and Ocean Alexander) ranging from 42' to 70' in length. They offer bareboat charters throughout the Pacific Northwest and Southeast Alaska. The iconic Mother Goose Flotillas include a lead vessel with a USCG captain, a marine technician, and an onboard naturalist. The flotillas cruise to Alaska, Desolation Sound, and Princess Louisa Inlet. Special services included in the rate: linens, fully outfitted galley, RIB dinghy with outboard, crab pots, and cleaning upon return.

Summer season rates are \$7,750 to \$22,000, with discounts for spring/fall and winter. Early bird discounts and multi-week discounts are available on non-flotilla charters. The reservation deposit is 40 percent of the charter rate, with the balance due 120 days prior to departure. The new office in Port Sidney, B.C., allows them to provide service to you on both sides of the border.

Web: nwexplorations.com

Phone: (360) 676-1248 / (800) 826-1430 | Home Base: **Bellingham, WA**

Email: charter@nwexplorations.com

NORTH PACIFIC EXPEDITIONS

North Pacific Expeditions is an expedition-style charter company that offers incredible trips to rarely frequented Southcentral Alaska locations like the Kenai Peninsula and Prince William Sound. Their vessel *Sea Star* is a 85-foot Burger yacht that offers private staterooms with en suite heads, catered meals from their onboard chef, as well as cultural and natural information via a designated naturalist. You can read more about what a Kenai trip aboard *Sea Star* is like in our *Northwest Yachting* feature *Kenai Kingdom* in the August 2019 issue.

Web: northpacificexpeditions.com

Phone: (206) 886-8107 | Home Base: **Mukilteo, WA**

Email: [Online form](#)





Deception at Kynoch Falls, with NW Explorations

NANAIMO YACHT CHARTERS AND SAILING SCHOOL 🍁

The Nanaimo Yacht Charters management has been in the charter business for over 40 years, having run charter operations in Brazil, the Caribbean, Greece, Vancouver, and now in Nanaimo on Vancouver Island – their favorite charter destination. They manage a fleet of 25 boats both sail and power ranging from 30' to 60'. A 2020 42' Lagoon Catamaran, a 59' Marquis, and a 34' Silverton were recently added to the fleet in addition to many powerboat options.

Nanaimo is the perfect spot for starting a charter. It's located at the head of the Gulf Islands, close to the Sunshine Coast and the world-renowned Princess Louisa National Park. Another day's sail from here puts you in the heart of Desolation Sound. Nanaimo Yacht Charters is also an accredited sailing school.

Web: nanaimoyachtcharters.com
 Phone: (250) 754-8601 / 877-754-8601
 Home Base: Nanaimo, B.C.
 Email: info@nanaimoyachtcharters.com

NORTHWEST COASTAL CHARTERS 🍁

Bareboat power yacht and sailboat charters offered with a fleet of 27' to 65' powerboats and 40' to 42' sailboats. Cruise the British Columbia waters on three- to ten-day charters through Howe Sound, the Gulf Islands, or the Sunshine Coast, or create your own custom itinerary based on preferred charter vessel. Rates vary per vessel and length of charter. A booking deposit of one-third the overall price is due 60 days prior to the start of your charter. Some boats allow pets with an added cleaning fee. If you are unable to fulfill the dates you've booked, choose to rain check and reschedule for a different date (subject to availability). Otherwise, cancellations should be made 90 days in advance to receive a full refund minus an administration fee.

Web: northwestcoastalcharters.com
 Phone: (604) 283-2330
 Home Base: Vancouver, B.C.
 Email: northwestcoastalcharters@gmail.com



Northwest Coastal Charters' Prairie Wind

CRUISE SHIP OPTIONS



WHAT ARE CRUISE SHIPS BUT A TYPE OF CHARTERING, ALBEIT ON A LARGER SCALE? WHILE NOT A COMPLETE REFERENCE BY ANY MEANS, WE OFFER A FEW UNIQUE AND NOTABLE CRUISE SHIP OPTIONS THAT COULD APPEAL TO THOSE LOOKING FOR AN OCEAN-BASED ADVENTURE IN THE PACIFIC NORTHWEST AND BEYOND.

BIG CRUISE LINES – ALL ROADS LEAD TO ALASKA

It's virtually impossible to single out one of the main cruise ship lines as the go-to for the classic Alaska experience. Nearly all the global players in the industry offer an all-out Alaska trip. We at *Northwest Yachting* don't mean to pass the buck, but it's best you research and find out what you like best. Good resources are cruise-critic.com and the annual *U.S. News & World Report* Alaska cruise ranking list. Many of these trips start in Seattle.



UNCRUISE ADVENTURES

ALASKA, PACIFIC NORTHWEST, COLUMBIA AND SNAKE RIVERS, AND BEYOND

Founded in 1990, UnCruise Adventures is a Seattle-based company that touts its "anti-cruise" small ship philosophy. Their vessels host 90 guests at the most, with itineraries meant to go off the beaten path. A big plus is that they are involved in the Northwest boating culture, notably as sponsors of the Northwest Maritime Center's infamous Race to Alaska. They even field a team every year, talk about walking the walk!

Web: uncruise.com
 Phone: Reservations, (888) 862-8881
 Email: Group & Charter Inquiry, groups@uncruise.com

AMERICAN CRUISE LINES

ALASKA, PACIFIC NORTHWEST, AND COLUMBIA AND SNAKE RIVERS

American Cruise Lines is widely considered the largest cruise line based in the U.S., and river cruises are a unique niche they've thrived in. Their multi-day excursions up and down the Snake and Columbia rivers of Washington and Oregon may be the perfect trip for lovers of our inland waters, aficionados of Pacific Northwest culture (including local wines and food), and Lewis and Clark fans.

Web: americancruiselines.com
 Phone: (800) 460-4518
 Email: inquiry@americancruiselines.com

NATIONAL GEOGRAPHIC/LINBALD EXPEDITIONS

ALASKA, PACIFIC NORTHWEST, AND BEYOND

This long-standing partnership between National Geographic and Linbald Expeditions offers small ship experiences around the world, including the Pacific Northwest and Alaska. Built around the National Geographic Society's adventuring ethos, the trips are curated by pros in the fields of science, history, photography, and more. If all goes according to plan, you should feel like part of a magazine feature.

Web: nationalgeographic.com/expeditions
 Phone: (888) 966-8687 or (202) 835-0021

AMERICAN QUEEN STEAMBOAT COMPANY

SNAKE AND COLUMBIA RIVERS

For those with young Mark Twain "I want to be a riverboat captain" daydreams, the American Queen Steamboat Company has a fleet of riverboat cruise ships meant to channel that storied cultural zeitgeist. Their American Queen, widely considered the largest riverboat ever built, has the look nailed with giant paddlewheel and gingerbread trim. They offer trips up and down the Snake and Columbia rivers.

Web: americanqueensteamboatcompany.com
 Phone: (888) 749-5280
 Email: info@aqsc.com

OCEAN ADVENTURES

Crewed charter service specializing in wildlife and whale-watching tours, with custom (private) tours also available. Luxury accommodations and dining offered aboard 54' motoryacht, *Great Bear II*. Small group sizes of two to five passengers on our 6- to 9-day trips. We specialize in wildlife viewing and photography in B.C.'s Great Bear Rainforest. Small group sizes provide a closer experience with nature and less impact on the environment. You can also design your own trip, emphasizing local locations of your choice. Deposits of \$1,500 CAD required to confirm reservation with balance due 120 days prior to trip.

Web: oceanadventures.bc.ca

Phone: (604) 812-9453 / (604) 812-9453 | Home Base: Courtenay, B.C.

Email: info@oceanadventures.bc.ca

PARADISE YACHT CHARTERS

Bareboat charters out of Vancouver, B.C., powerboat fleet ranges from a 21' Sea Runner 210 to a 76' McQueen 76. Rates range from \$900 CAD a day to \$6,000 CAD a day during peak season (July through August) and \$800 CAD a day to \$5,000 CAD a day during off season. The fleet also includes a 2012 Bayliner 255, 2008 Princess 50, and a 2016 Sea Ray L650. Charter options range from one to 22 days.

Web: paradisearcharters.ca

Phone: (604) 428-6978 | Home Base: Vancouver, B.C.

Email: info@paradisearcharters.ca



Nanaimo Yacht Charters' *Water Dragon* in Princess Luisa Inlet, B.C.



Ship Harbor Charters' *Alyssa T*



Ocean Adventures' *Great Bear II*



San Juan Sailing & Yachting's *True Blue* cruising in Jervis Inlet



Windworks Sailing's *Lilly*

SHIP HARBOR YACHT CHARTERS

Power yachts ranging from a 29' tugboat to a Nordlund 65' motoryacht, and sailboats ranging from a 30' Catalina to a 50' Beneteau are available. Special services such as sleep aboards, provisioning, and instruction are available. Free linen packages, planning maps, and outboard engines are offered. Luxury crewed yachts also available. Rates vary according to season. Off-season rates are \$1,367 to \$7,641 per week, while prime season rates are \$1,785 to \$9,980 per week. Four-day, three-night charters are the minimum length. Multi-week charters have a 10 percent discount. The reservation deposit is 30 percent, and the balance is due 60 days prior to the charter.

Web: shipharboryachts.com

Phone: (360) 299-9193 / (877) 772-6582 | Home Base: Anacortes, WA

Email: info@shipharbor.net

SAN JUAN SAILING & YACHTING

Bareboat and skippered charters offered on powerboats 29' to 51' in length, sail monohulls 33' to 45', and sail catamarans 38' to 41'. Special services include complimentary linens and towels, and guided flotilla options. Provisioning available. Full-service powerboat training and weekend/week-long liveaboard sail courses are also available. Private instruction also available during your charter. Peak season (June 6 to August 28) rates are \$3,325 to \$7,625 and the second consecutive week of a charter is discounted 10 percent. Daily damage waiver varies by vessel. Liability insurance is \$140 per week. The reservation deposit is 30 percent, and cancellations are required 60 days prior to departure.

Web: sanjuanyachting.com

Phone: (360) 671-8089 / (800) 670-8089 | Home Base: Bellingham, WA

Email: charter@sanjuanyachting.com

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OREGON

Cats

Schooner Creek Boat Works of Portland keeps tradition alive with a new generation of catamarans.



BY **PETER MARSH**

Schooner Creek Boat Works has been a fixture in the Portland sailing scene since 1977, when Steve Rander opened the doors of a small shop beside the Columbia River's South Channel next to the I-5 freeway. A lot of water has flowed under the I-5 bridge while Schooner Creek built a reputation with a series of wood-composite race

boats 40' to 75' long that raced all over the Pacific. Today the yard is housed in a large airy building on Hayden Island with a repair yard and long-term storage covering six acres.

They've come a long way from the early wooden boat days, but in terms of new construction, you could say they returned to their roots in the last few years. In the

Teralani 4, a Morelli & Melvin 65' sailing catamaran, launched in 2018 from Schooner Creek Boat Works in Portland, Oregon. Kevin Flanigan and crew conduct sea trials on the Columbia River.



beginning, it was very much a wooden boat shop doing restorations and repairs with the new Gougeon epoxy method. Rander chose a traditional 20' daysailer design by Bill Garden as the shop's standard new build, and the small crew cold-moulded these Eel yawls out of cedar veneers on a semi-production basis, turning out one or two varnished hulls a year.

Then they built the 42' *Magic Carpet* in 1982 in that small shop space using the same double-diagonal laminating pattern they had for the Eel, but they went "high tech" (for that era) by inserting a layer of structural foam between the inner and outer skins. Rander skippered the boat in several Pacific Cup races to Hawaii over the next decade. It is still sailing in the Pacific Northwest and is as stiff today as it was then.

Today, they have a standard hull mold once again and are working on one to two boats a year. Only now, those boats have twin 65' hulls, can carry 49 passengers, and are as wide as a tennis court. The new builds have something else in common with their historic production of offshore keelboats—their recent launches have also sailed to Hawaii, not in a race, but on delivery to their homeports in the islands.

BIG CATS FOR BIG WATERS

While you are unlikely to see a Schooner Creek charter catamaran in Puget Sound any time soon, all you have to do is book a trip to Hawaii and you will be in catamaran country!

What's more, you can sail on any of these modern designs for the price of a ticket. Along with some of the best sailing in the world, they will take you to some pristine spots where you can snorkel above the coral and encounter truly amazing sea creatures. That's what I did on the first of Schooner Creek Boat Works' Hawaiian catamarans in 1998. The boat was the 36' by 22' *Kamanu*—an early Kurt Hughes design built in the 1980s. I recall there was just enough room in the old

shop for the "cylinder" mold where the hulls were formed from multiple layers of marine plywood and epoxy.

I had a personal connection with that project because Hughes' introduction to Schooner Creek Boat Works came when I invited him to Portland to give a talk at the local multihull club. (Yes, cruising multihulls really were all homebuilt in those distant times, and owners needed all the support they could get.) When the build got going, I was recruited to give a hand for the hull laminating, so I put on a plastic apron and gloves, and happily helped to position the sticky sheets on the mold.

That first catamaran was sized to fit a 40' shipping container—that's how it "sailed" to Hawaii. Some of the shop crew flew out to assemble it in the sun and had a great working vacation. I took a trip to the Big Island myself in 1998 and rode and dived off the *Kamanu* on the Kona coast. I wrote about the trip for *Northwest Yachting* in 1999—and the boat is still going strong today after another twenty years of daily cruises.

So how did that modest little boat shop come to its present position as the leading builder of high-tech, U.S. Coast Guard-certified sailing catamarans on the West Coast? Rander's craftsmanship and skill as an offshore sailor certainly helped, but it was his willingness to adopt new technology and design concepts that really gave Schooner Creek Boat Works an edge over its competitors. From the mold for a 100' Christensen megayacht to a vacuum-bagged ultra-light, Rander never met a design boat he couldn't turn

Below: *Alii Nui*, a Kurt Hughes 65', is blessed by Hawaiian dancers in Canoe Bay on Hayden Island in 2010. She sails from Maui to this day.





Left to right: Pat O'Neill, Kevin Flanigan, and Tim O'Neill celebrate the launch of *Team O'Neill*, a Morelli & Melvin 65' in 2018. She sails from Santa Cruz, California.

into reality at a fair cost for the customer.

He insisted that every boat be fitted out as if it was his own boat setting off across the Columbia Bar and onto the wide Pacific.

As the reputation of Rander's work grew, the shop also expanded. The first move in the 1980s was into somewhat bigger premises on the other side of the freeway, though the space was definitely not big enough to handle the 70' ultra-light yacht that Rander had always dreamed of

owning. In the early 1990s, he dealt with that by adding a portable extension to the big doorway. The 70' *Rage* was designed by the Bay Area's Tom Wylie and launched in 1993 with 13' beam, 13' draft, 21,000-pound displacement in racing trim with 10,000 pounds of it in the keel.

Rage was conceived to break records off the West Coast in style and raced regularly in the Pacific Cup or Transpac, where it proved that a long, light boat built in fairly high-tech wood and foam core could be affordable and still break records in the right conditions. In her first West Marine Pacific Cup, Rander knocked seven hours off the 1986 record set by Bill Lee's legendary sled *Merlin*. In 1998, *Rage* had her fastest trip to Hawaii at an amazing 6 days and 19 hours for the 2,070 miles. The boat also appears to hold the obscure title of the biggest racing boat ever to sport a tiller.

Wylie partnered with Rander on a second long, slender racer, the 77' *Jelik*, built with an unusual full-length wooden box girder on the centerline. It won the China Sea Race for its owner Frank Pong. The third member of this elite group was the Open 60 *Ocean Planet* for Bruce Schwab—a Californian sailor with the dream of breaking into the solo professional sailing circuit.

OCEAN PLANET

The unique Wylie long-distance design of the *Ocean Planet* was built in Schooner Creek Boat Works' new premises on Hayden Island, another move for the company. Under a rental agreement with the property's owner, local sailor Kevin Flanigan, began working with Rander and developed the property to accommodate the growing business (most notably adding the pilings, and ways and docks for

the Travelift). Flanigan was impressed by the 60-footer with its narrow beam, a fixed keel, and seawater ballast-tanks. Schwab did not find a title sponsor for *Ocean Planet*, but was able to complete the boat with companies donating their own brand of materials and equipment, and with some private sponsorship from Flanigan, who named the boat, giving the campaign a greater awareness of ocean ecology.

There have been other narrow Open 60s, but this is the only boat ever to successfully race through the stormy Southern Ocean without shrouds—twice. The rig was a lofty 80-foot unstayed, rotating, tapered, carbon fiber spar built in New England by Composite Engineering using its proprietary tri-axial braiding process.

Schwab did extensive testing of the boat out of San Francisco and eventually entered the 2002-2003 Around Alone race (formerly the BOC Challenge) run in legs with official stops in South Africa, New Zealand, and Brazil along the course. He made it to the finish in Newport, Rhode Island, after 159 days at sea, despite breaking his unusual boom twice, and flooding the cabin when a seal broke on a ballast tank.

He wasn't satisfied with that performance and decided to try again in the "major league" French event: the non-stop Vendee Globe race in 2004-2005. He had to modify the boat to meet the new stability and technical standards of the International Monohull Open Class Association (IMOCA), which he did in Maine. When he reached the start in Les Sables d'Olonne, in northwest France, he was celebrated as the "daring guitar-playing amateur in the wooden boat." It stood out against the latest 60s with 50 percent more beam, huge high-tension rigs, and canting keels.

The second time was a charm, and Schwab finished the Vendee Globe on February 25, 2005, in ninth place, becoming the first American to complete the course. His official time was 109 days, 19 hours. Along the entire 26,000-mile route, he used the boat as an educational tool and reached thousands of students for the Ocean Planet Foundation. In 2013, I spotted the *Ocean Planet* in La Rochelle, France, moored next to the famous "Red Cigar"—a narrow ketch that was a veteran of numerous world circuits. They were among a group of vintage 60s that offered charter trips in the summer.

OCELOT: THE POCKET ROCKET

Watching Schwab's adventure develop, a southern California sailor decided he

The new Morelli & Melvin 65' catamaran design has a wave-piercing bow that gives the boat a distinct look. Here a worker at Schooner Creek Boat Works prepares to add the boot stripe.



could participate in West Coast races in a smaller version of Wylie's flyers—a mid-size "Fast is Fun" type of boat. The goal was to provide big-boat performance in a low-cost package and the result was a 43-foot, ultralight design that was built in Long Beach, California. The boat's most visible feature was its unstayed, carbon fiber mast and wishbone boom, but the deck layout was designed for a full crew to have plenty of room in round-the-buoy events. "The design was conceived to allow two people to handle the sails with ease, but there's room for a dozen in the cockpit, if that many show up!" explained Rander.

The highly engineered, lightweight hull was built in Long Beach with a resin-infused carbon fiber-foam laminate. The keel was 10 feet deep, had a total weight 4,800 pounds, and was engineered for easy removal for trailering or shipping. With performance paramount, the freeboard was kept low, beam a moderate 10' 6", and maximum headroom in the cabin a mere 5' 6". The accommodations slept six including settees and quarter berths, with a basic galley and navigation station.

A few days after it was launched, the prototype named C2 set off on what was to be her first shake-down sail—the 2004 Pacific Cup from San Francisco to Hawaii. After five Pacific Cups on *Rage*, Rander came aboard C2 as sailing master to test this radical design. For this Hawaii race, the five-man crew set an asymmetrical spinnaker on a 20' carbon pole and easily kept pace with the yachts in the top class, often reaching speeds closer to those of the 70-foot sleds. Unfortunately, the C2's mast failed 400 miles from the finish. The crew was able to easily re-step the broken spar, re-hoist a spinnaker, and sail

across the line in style, still finishing in front of some of the 50-footers.

Rander eventually ended up sailing a total of 24 crossings to Hawaii, all but one in boats he built and owned, before hanging up his sail.

There was also a problem with the C2's hull showing signs of delamination. Kevin Flanigan decided to purchase the boat and trucked it to Portland, where it was re-engineered with a double V-berth in the forepeak and additional stringers to stiffen the hull. To solve the mast issue, he re-rigged it as a conventional sloop with stays. The boat was re-launched with a new name—*Ocelot*--and the design was re-named the Fox 44.

"*Ocelot* was a great race boat. We won many races including the Windjammers to Santa Cruz in 2007. We won the Offshore Series in 2010," he recalled. "I raced her to Puerto Vallarta in 2012, finishing third overall. I learned offshore racing and how to manage a crew. It was a life-changing experience! I donated the boat to the Skiff Sailing Foundation in 2014."



Ocelot, Kevin Flanigan's Fox 44, a carbon fiber racing sled, returned to Schooner Creek Boat Works by trailer from Puerto Vallarta after placing third overall in the 2012 San Diego to Puerto Vallarta race.

CATAMARANS TAKE OVER

By 2000, the multihull movement had really picked up speed and cruising catamarans were being mass-produced all over the world. However, to carry passengers in U.S. waters, a boat must be U.S.-built and USCG-inspected. Their rulebook makes 65' the size limit before a design has to meet ship-type regulations. Schooner Creek Boat Works got its start on big fiberglass catamarans at that time with *Kai Oli Oli*, a 61' power catamaran, built for Ocean Joy Cruises of Honolulu. That was followed by *Kiapa*, a 52' fast cruising yacht designed by Morelli & Melvin who were the leading racing boat designers on the West Coast.

Maui Dive Shop ordered the next boat, the spacious 65' x 36' *Alii Nui*, a modern Kurt Hughes design. The next was the *Trilogy II* for Trilogy Excursions of Maui—the same length but narrower and a return to the yard's origins with its Constant Camber laminated wood construction and design from John Marples Searunner of Penobscot, Maine. When it was launched, I asked the owners why they would use wood in the 21st century. They answered very succinctly; it was because their harbor is not well protected from the trade winds and often has a lot of swell bouncing their fleet around, and wood is still the best material to withstand constant impacts against the dock.

However, that argument doesn't seem to have much appeal for the great majority of Hawaiian operators, who were all going to Morelli & Melvin (M&M) for their new boat designs. The next was the *Holokai*—a 45-foot "beach cat" that M&M designed to run directly onto the beach for passenger boarding in Waikiki, Oahu. This model was built with the full use of the latest materials and techniques—fully vacuum-infused hull and open deck from a temporary mold. Power was from twin

Trilogy II, a Marples 65' made entirely of laminated wood, launches into Canoe Bay at Schooner Creek Boat Works. She sails from Maui.





Left: *Teralani 4*, an M&M 65', destined for Kaanapali, Maui is test-sailed on the Columbia River.



Right: Her retractable forward stairway allows her to beach load.

Honda 50-hp outboards on special retractable mounts. Sail trimming winches and deck hardware are all from Harken. The tall railings were fabricated of 316 stainless steel in Schooner Creek Boat Works' own metal shop.

In 2015, change came once again to Schooner Creek Boat Works when long-time associates Kevin and Shauna Flanigan purchased the company from Steve and Nancy Rander. While officially retired, Rander still does some consulting for the company. The Flanigans saw the demand for M & M designs would likely require a more durable 65' split mold with a modern reverse bow. The standard hull speeds up the process and reduces the cost, but the deck and interior layout is still custom. This investment has paid off by encouraging more operators to consider a new state-of-the-art vessel.

THE TERALANI CATS

The first 65' boat from the mold was for Teralani, a charter company in Lahaina, Maui, that has been offering daytime and sunset cruises for over 25 years. The *Teralani 4* was launched in January 2018 and is now at work in Hawaii. Like other vessels in the company's fleet, it pulls right up to the beach, so clients staying in Kaanapali can simply stroll along the sand to the loading zone, take a few steps into the ocean, and climb up the stairway lowered from the foredeck.

Compared to *Teralani 2* and *3*, the new vessel is distinctly different in appearance and amenities, with an attractive upscale finish in the open cabin, wrap-around seating, two spacious restrooms, and a full bar. This difference was evident at the dock in Portland even while work was ongoing for the full electric galley and entertainment system.

According to Mike Kelley, president of Teralani Sailing Adventures, "*Teralani 4* has seating and individual tables for all 49 passengers, and it has a built-in barbecue grill." Kelley continued, "It also features exclusive helm seating, which allows guests to sit

comfortably on either side of the captain's helm station, plus seating in the far rear, facing backward." Kelley is already looking forward to the arrival of the third catamaran from the same mold, the *Teralani 5*.

Maui's northwest coastline has a marine sanctuary that makes it an outstanding destination for whale-watching excursions, which are offered from mid-December to mid-April. Each year the Pacific humpback whales migrate from Alaska to the coastal waters off Maui. Being on board a spacious sailing catamaran is certainly the best way to experience these giants of the sea and the surrounding beautiful West Maui scenery. *Teralani* has a marine naturalist on board each trip, and underwater hydrophone that can pick up the whale songs.

BACK TO SCHOOL

The second catamaran was for O'Neill Sea Odyssey of Santa Cruz, California, founded by surf pioneer Jack O'Neill. Their boat, *Team O'Neill*, recently set sail to educate the public on the wonders of the ocean, specifically Monterey Bay's National Marine Sanctuary. They wanted a new boat that could fill dual roles as an educational platform for school trips and conventional cruise provider.

Since 1996, when O'Neill started a marine education program for school kids and community groups, more than 100,000 kids have gotten onto the water thanks to the program. Jack O'Neill—who passed away on 2017 at the age of 94—called the Sea Odyssey his life's "greatest accomplishment."

The constant camber method used for the *Trilogy II* allowed the hulls and cabin top to be produced from a patented compound-curved mold made from tongue-and-groove cedar planks.



The construction was fiberglass sandwich with a foam core in the hulls, deck, and cabin—all vinyl ester resin-infused. The accommodations are intended to meet the needs of both the educational children's tours during the day for O'Neill Sea Odyssey and the evening and weekend cruises for O'Neill Yacht Charters, with a complete galley and entertainment system. Power for propulsion is provided by twin 125-horsepower John Deere auxiliary engines, and all deck equipment is chosen for durability and ease of operation. Onboard there is a closed cabin with indoor seating, a kitchen/bar, four bathrooms, and two bedrooms. On deck there are two trampolines, access to crew quarters, and an aft salon with additional seating.

At the end of 2018, when the crew arrived to deliver the *Team O'Neill* to Santa Cruz, Kevin Flanigan decided to join them to really see how the new boat handled. "We had a calm delivery of *Team O'Neill*, motoring most of the way," he told me. "It was a real sense of accomplishment to drive a boat we built. The owner, Tim, was happy with it too. I enjoyed the night watch knowing I was delivering my first build. Constant checks for anything going wrong or coming loose filled our time. Arriving in Santa Cruz with all systems working well was a great relief."

Schooner Creek Boat Works is truly the little wooden boat shop who could. Personally, I have had immense satisfaction watching and reporting as Schooner Creek Boat Works has grown into one of the largest and most advanced repair, maintenance, and new construction yard on the West Coast. **NWY**



Peter Marsh grew up in Greenwich, UK, started dinghy sailing in 1963, and witnessed the start of the Singlehanded Trans-Atlantic Race in 1964. He was involved in early trimaran development, then joined Major H.W. Tilman for a voyage to the

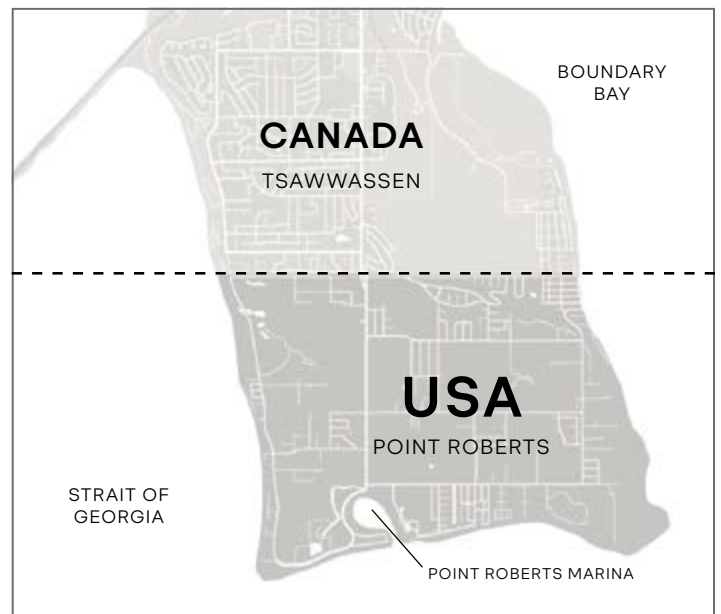
Arctic in 1971. He came to the United States in 1972 and has only built one more multihull, a small open trimaran that he cruised to Alaska twice in the 1980s, plus a 1986 voyage on the Great Lakes. He described those voyages in his first stories for Northwest Yachting magazine. He has lived in Astoria since 2002. Read many of his stories at www.sea-to-summit.net

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GETTING THERE

For US residents: There are no border crossings required if coming from US waterways. There will be a Race Week water taxi for those who don't want to drive and hassle with border crossings with stops in Blaine, Semiahmoo and Point Roberts. Driving there requires two border crossings; in Blaine and Tsawwassen.

For Canadian residents: There is a US customs dock inside the breakwater at the Point Roberts Marina. Driving requires one border crossing in Tsawwassen.

RACE WEEK WELCOMES THE CORSAIR NATIONALS TO THE PREMIER EVENT IN 2020!



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BOATING RESOLUTIONS

2020

A new decade is upon us, and boaters are thinking about New Year's resolutions to make the most out of 2020.

BY **NORRIS COMER**

Boaters and marine industry professionals of all stripes in the Pacific Northwest have boating-related ambitions both large and small, from finally pulling the trigger on a long-anticipated Alaska-and-back motor cruise to buying prawn pots to shrimp for the first time.

Hotshot sailors hunger for a podium win in high-profile races—perhaps for the Vic-Maui scheduled this summer—while others just

want to keep participating in the Duck Dodge tradition. Marinas anxiously await new dock installations, while growing brokerages plan office expansions. The eager plan to buy their first paddleboard and the curious want to give it a try.

Noble goals, all! And what are goals, if not dreams realized? It's in the spirit of a new decade full of dreams come true that we reached out to local boaters and marine

industry professionals to hear their sea salty resolutions for 2020.

While diverse in our focuses and scopes, the commonality of these hopes touches a core emotional chord. In our own ways, we're all navigating the same waters and chasing the same horizon. The water beckons us with its special kind of intangible spiritual gravity, a radio beacon at a frequency to which you and I are especially attuned. In the coming

year, we will all face both fair and foul seas; successes and failures. But here, on the precipice of a new decade, everything is possible. So, spike a warm eggnog with some rum, get comfy, and let those aquatic dreams run wild.

PROFESSIONAL PERSPECTIVES

When Pacific Northwest-based professional delivery captain Chris Couch was asked about his goals for 2020, he was sitting in Isla Mujeres in Mexico finishing a six-week transit from San Diego, California, to Naples, Florida. He reflected upon his clients' impressive accomplishments in 2019 and their goals for the new year.

"I had three clients do Alaska for the first time this last summer," said Couch. "I have one and maybe another planning to do Mexico this winter. Another two want to come back to the Pacific Northwest summer 2020." What's 2020 all about for Captain Couch? "For me, it's about my clients and the new places I'm helping them explore," he concluded.

One doesn't have to look to tropical waters south to find marine industry professionals looking forward to the new year. For Dwight Jones, the General Manager of Elliott Bay Marina in Seattle, Washington, 2020 is all about an incoming new dock.

"The new dock at Elliott Bay Marina will be done in January," says Jones. Brandon Baker, Marina Manager of Elliott Bay Marina, echoes Jones' dock excitement with a few other goals for the popular Seattle marina.

"I'm looking forward to supporting training and education of boaters through hosting events and providing resources to increase knowledge and safety, notably with our Day of Safety event in May 2020," adds Baker. "Also, we at the marina are looking forward to raising money for great causes by working with Pink Boat Regatta and Leukemia cup."

The Pink Boat Regatta is an annual charity sailboat race that raises money for the Breast Cancer Research Foundation. In 2019, the event raised an incredible \$113,270. Hopefully, 2020 has even bigger fundraising hauls in store for the worthy cause. Getting involved would be a positive resolution for sailors of all skill levels. More information is available online at pinkboatregatta.org.

As far as dock talk about 2020 is concerned, Baker hears of boaters eyeing Alaska for the summer and vowing to explore the

nearby but sometimes overlooked waters of south Puget Sound. "We also get a lot of comments from hopeful fishermen wishing for a great 2020 season," Baker says.

RUNNING THE RACES

Northwest Yachting's own Schelleen Rathkopf, a professional sailboat race organizer who is producing both the new Point Roberts Race Week and new SHE Regatta, has an exciting 2020 full of spreading the sailing gospel ahead.

"Twenty-twenty is certainly a big year for the region's sailboat racers!" Rathkopf says. "After 37 years on Whidbey Island, Race Week is relocating to Point Roberts." She describes Point Roberts as that funny piece of land, called a pene-exclave, that hangs off British Columbia, yet is a part of Washington hardly anyone has ever heard of. It sits on the southernmost tip of the Tsawwassen Peninsula and was created when the United Kingdom and the US settled border disputes in the mid-19th century with the 49th parallel. But like a long-forgotten cousin, someone forgot about this little 4-square mile piece of land slightly south of the 49th parallel on the Strait of Georgia and Boundary Bay. Protected by the full force of the U.S. Customs and Border Protection Agency, the 1,300 residents who live there say that it's like living in the nation's most secure gated community.

"My hope in 2020 is that Point Roberts is discovered and Race Week (happening July 13 to 17) continues to be a fan favorite by old and new racers alike," continues Rathkopf. "With Race Week's new location, I also

hope that we see an equal number of boats participating from the US and Canada." It's worth noting that those coming from the US who may not want to hassle with border crossings can either come to Race Week via the waterways or ride the Race Week Water Taxi (with daily AM/PM stops in Blaine, Semiahmoo, and Point Roberts) where no border crossings are required at all.

Another big slice of sailing goodness for 2020 is the new SHE Regatta, set to debut September 19 to 20 at the Corinthian Yacht Club in Seattle and presented by *Northwest Yachting* magazine. Rathkopf, the mastermind behind the concept, explains:

"SHE is a regatta that is being designed by women for women, and will feature all-womenskippers, crew, and race management including the PRO and mark set drivers! My hope is that this event fully celebrates women in the sport and draws boats in from all over the Puget Sound. And when SHE racers hit the docks after racing, our guy and gal pals are there to join us in what I hope becomes one of the most fun, inventive, entertaining post-race parties in the region."

Besides the two exciting racing firsts ahead for 2020, Rathkopf hopes everyone would be able to correctly pronounce Tsawwassen without the phonetic respelling (tah-WASS-en), that all sailboat racing events in the region up the fun factor and produce NORs and SIs that could be easily understood, and PHRF NW and PHRF BC would come together over a cup of coffee (or a shot of rum) and work out all the differences for those competitors who need accurate and reliable ratings, if not sailing One Design.

Below, left to right: A view from Captain Couch's office, on a delivery during a sunset off Papagayo Peninsula of Costa Rica; Matt Ouillette of Bellingham Yacht Sales tries out their new Cutwater 24 Center Walkaround.





Top Left, Clockwise: This Ranger tug is one of the boats in the Carefree Boat Club fleet; The Webleys having a great time on the water and looking forward to 2020 adventures; The Point Roberts Marina, host location of the inaugural Point Roberts Race Week in 2020.

“But my priorities right now, in addition to finding sponsors and building regatta registration, lies in pulling more people away from the docks and out on the water, with friends aboard and smiles on our faces,” Rathkopf concludes.

SHARING AND OWNING

Two main ways for folks to get on the water is to either own a boat or be a part of a boat sharing company. Both methods get the job done, as demonstrated by Kim and Beth Webley. These two avid boaters have been a part of Carefree Boat Club, a Seattle-based boat-sharing company, since September 2017. The two had never driven

boats before in saltwater, but their goal was to get out there anyway. The Webleys are frank in their descriptions.

“We were terrified to dock the boat for fear of damaging the boat or other boats around us,” says Beth Webley. Fortunately, Carefree Boat Club offers unlimited training with certified captains to their members.

“Kim and Beth were partnered with Captain Michael O’Brien for on-the-water training,” explains Yvette Perrantes of Carefree Boat Club. After sessions with Captain O’Brien, the Webleys gained the confidence they needed to boat their dreams. The two now go on five-day overnight trips to destinations such as the San Juans, Port

Townsend, Gig Harbor, and more. They’ve become pretty good shrimpers too, pulling in pots and putting spot prawn dinners on the table.

For 2020, Beth is taking an anchoring course and is ready to put lessons learned in a 2019 navigation course to good use. “I plan on taking a girl trip with our closest friends,” she says. Of course, 2020 will also see many more shrimp-themed meals aboard.

On the boat ownership side of things, yacht brokers have their resolutions to share as well. Bellingham Yacht Sales is one such example. The coming year could be a big one for their Port of Everett location that opened recently in 2017 thanks to the migration of the Boats Afloat Show from South Lake Union in Seattle to Everett, Washington.

“We at the Port of Everett are going to be the 2020 home of the Boats Afloat,” says Aleigh Wehmeyer of Bellingham Yacht Sales. The event is one of the largest in-water boat shows on the West Coast and is scheduled for September. “We will have a floating sales office on K-Dock in the central marina dock space,” she continues.

Like many brokerages, a new year means new boat inventory. Notably for Bellingham Yacht Sales is the debut of the new East Coast-built Sabre 58 Salon Express at the Miami International Boat Show this February. The brokerage is also a dealer of Cutwater Boats, a Washington-based boatbuilder, and new models this year include the Cutwater 24 Center Walkaround and new 32 Cutwater.

“We are looking forward to another year of good health and joy as we strive to build and maintain long term relationships with our customers,” says Wehmeyer.

LIVEBOARD LIFESTYLES

Couples with liveaboard and boating lifestyle ambitions might want to take a page from aspiring liveaboard couple Scott and Allison Helfen. The duo work for Union Marine, formerly Lake Union Sea Ray.

“[We] have wanted to live aboard for many years, and in 2018 we sold our home and began the process,” says Allison. “We moved into a condo in Seattle, sold our first boat (a sport cruiser), and searched for our liveaboard home.” The Helfens quickly realized that they could easily find a 50-foot boat, but not the approved liveaboard slip. “We have put our name on a few waiting lists, which we were told could take three to seven years.”

In March 2019, they bought a Bayliner 4087 Aft Cabin to keep the process moving along. “Our goal is to spend as much time on it during the weekends, including stormy nights, to make sure we can make the adjustment to full time,” says Allison.

2020 OPPORTUNITY:

BOATS AFLOAT IN EVERETT

The Boats Afloat Show, formerly known as the South Lake Union Boats Afloat Show, will be hosted by the Port of Everett this year for the first time. This will be the 42nd iteration of the event that is one of the largest in-water boat shows on the West Coast. Typically held in September, details will be released by the organizer – the Northwest Yachting Broker’s Association (NYBA) – at a later date.

Primary reasons for the move are related to proposed development at the previous Chandler’s Cove location on Lake Union and the allure of the massive Port of Everett Marina. Everett has invested millions over the last several years to make the marina one of the largest and most modern on the West Coast. Checking out the first Everett-hosted Boats Afloat Show should be a 2020 goal for all local boaters.



For the couple, 2020 is all about pulling off this multi-year boating lifestyle dream. They've chartered a power catamaran to tour the British Virgin Islands for April 2020. The rest of the year is for exploring Pacific Northwest waters with their sights set on British Columbia, the San Juan Islands, and Puget Sound. They are active bloggers, and you can follow their adventures at boatingjourney.com.

While the Helfens plan to move aboard in 2020, some who are already liveaboards have big dreams for 2020. Cara Kuhlman lives aboard a Catalina 34 in Shilshole Bay Marina and co-owns a San Juan 24 named *Argon* with four other women. Originally terrified of deep water in her Opti on the Oakland Estuary, she got irreversibly hooked on sailing in college. Since then she has coached, raced, and even sailed to Tahiti.

"In 2020, it's the *Argon* crew's goal to participate in the San Juan 24 North Americans," says Kuhlman. "I very intentionally say participate instead of compete because we might be approaching this event differently than other teams. Our crew has a wide range of experience and racing is not our only goal with *Argon*." The team plans to use North Americans as a teaching tool over the first six months of the year to learn how to sail fast and have fun.

"A personal resolution I have for 2020 is to talk to and meet more women in boating," Kuhlman says. "Whether it's in-person, online, or on-the-water, I want to learn more about the other women in the Pacific Northwest who are passionate about boating." You can follow along or connect at carakuhlman.com.

BROADENING THE NET

The popular Northwest Salmon Derby Series—hosted by the Northwest Marine

Trade Association (NMTA)—has a positive transformation in store for 2020.

"After 17 wonderful years since the derby series began in 2004, it's time for a change," says Mark Yuasa, the NMTA's Director of Grow Boating and the derby series. The series will be rebranded in 2020 to the Northwest Fishing Derby Series. "The hope is that anglers will like the direction as we diversify the fish species our events target while boosting the number of derbies to 20 up from 14 events in 2019."

The new lineup includes derbies in Oregon and an additional derby in central Washington. Cod and bass are two new target species. These new derbies also occur at a time when in the past no events (from April to June) were scheduled.

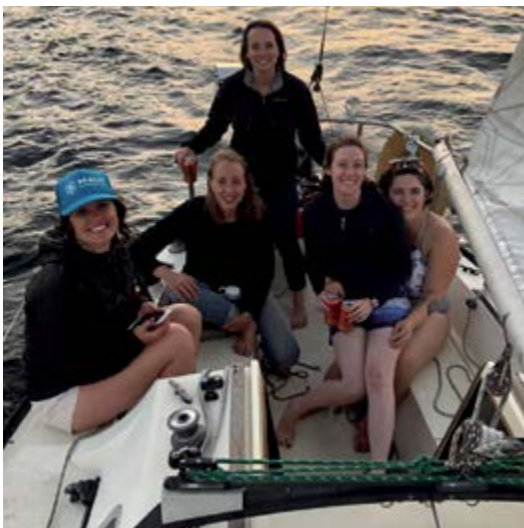
A highlight for anglers is a chance to enter and win the grand prize—a \$75,000, fully loaded KingFisher 2025 Escape HT boat. This epic prize boat is powered with 200-horsepower Yamaha and 9.9-horsepower trolling motors on an EZ Loader Trailer. Yuasa continues, "One of our newest sponsors of the derby—Shoxs Seats (shoxs.com)—has provided a pair of top-of-the-line seats that are engineered for maximum comfort in the roughest of seas. The good news is that anglers who enter any one of the 20 derbies don't need to catch a fish to win this beautiful boat and motor package!"

Whether you're a veteran of the Northwest Salmon Derby Series or want to up your fishing game, giving the first-ever Northwest Fishing Derby Series a cast in 2020 would be a great boating resolution. **NWY**



Norris Comer is the managing editor of *Northwest Yachting* magazine. Say hi on Facebook at Norris Nelson Comer, follow on Instagram @norriscomer, or send an email at norris@nwychting.com.

Below, left to right: The all-women owners of *Argon*, a San Juan 24 that's bound for North Americans in 2020 as a shared learning experience; Cara Kuhlman, Seattle liveaboard and sailing addict.



This year ushers in the inaugural Northwest Fishing Derby Series, the evolution of the long running Northwest Salmon Derby Series. The competitive fishing event series has expanded to include a few cod and bass derbies too. Maybe taking some cod should be on your resolution shortlist? You can get more information at nwfishingderbyseries.com. The 2020 lineup is as follows:

Resurrection Salmon Derby

Anacortes, Washington, February 1-2

Friday Harbor Salmon Classic

San Juan Island, Washington, February 6-8

Roche Harbor Salmon Classic

Orcas Island, Washington, February 13-15

Olympic Peninsula Salmon Derby

Port Townsend, Washington, March 13-15

NEW! For the Love of Cod Derby

Coos Bay, Oregon, March 21-22

Everett Blackmouth Derby

Everett, Washington, March 21-22

NEW! For the Love of Cod Derby

Brookings, Oregon, March 28-29

NEW! Something Catchy Kokanee Derby

Lake Chelan, Washington, April 18-19

NEW! Lake Stevens Kokanee Derby

Lake Stevens, Washington, May 23

NEW! Father's Day Big Bass Classic

Lakeside, Oregon, June 20-21

Bellingham Salmon Derby

Bellingham, Washington, July 10-12

Slam'n Salmon Ocean Derby

Brookings, Oregon, July 10-12

Lake Coeur d'Alene

Big One Fishing Derby

Coeur d'Alene, Idaho, July 29-August 2

Brewster Salmon Derby

Brewster, Washington, July 31-August 2

South King County PSA Derby

Point Defiance, Tacoma, Washington, August 1

Gig Harbor PSA Derby

Point Defiance, Tacoma, Washington, August 8

Vancouver, B.C., Canada Chinook Classic

Vancouver, Canada, August 22-23

Edmonds Coho Derby

Edmonds, Washington, September 12

Everett Coho Derby

Everett, Washington, September 26-27

Everett Bayside Marine Blackmouth Derby

Everett, Washington, November 7-8

RACING SHEET



Fall with a Bang: Grand Prix and RTC

Words: Doug Hansen // Photos: Jan Anderson

Fall racing has come to an end in the Pacific Northwest, and, as is tradition, sailors gathered for one of the last big keel boat regattas of the year—Seattle Yacht Club's Grand Prix Invitational. The three-day event takes racers on a mix of short course and distance races all around the waters west of Seattle.

The fun began Friday with the traditional distance race around Blakely Rocks with the ORC big boats sent around Duwamish Head to add some distance. The wind was steady in the prestart and topped out in the mid-teens, plenty to make things interesting and keep the race tight. Southerlies pushed through waves leftover from a strong northerly, and this made for challenging conditions, especially for the low freeboard J/80 fleet as they

struggled to keep the boats moving through the slop. The wind stayed on the lighter end of the spectrum for the rest of the day, and it was a game of optimizing wind angles and keeping the boats moving, par for the course in recent years.

Onboard the TP52 *Smoke*, we sailed into a steady 10-knot southeasterly with *Glory* and *Crossfire* close behind. Dropping our spinnakers and tight reaching with jibs around the rocks, it was a single tack upwind to the Duwamish Head mark. We hoisted the spinnaker again to head to the finish line, gybing along Magnolia Bluff toward West Point and took line honors in the ORC fleet. The varying course lengths worked out and most fleets finished near enough to each other, which made for great timing and a packed bar.

Saturday was not pretending to be anything other than what it was; windy. The first race got underway in the high teens and crews were white knuckled and hiking hard off the start line. A two-lap affair, the race committee set a long weather mark that gave everyone plenty of time to stretch their legs and put their boat setup to the test. Rounding the top mark led straight into a lightning fast spinnaker run down through the fleet of boats coming upwind and darting every which way to stay in the most wind on the course.

At the first leeward mark, the wind began to build into the low twenties and it was just a game of not rounding up and keeping the boat moving upwind to the weather mark in the puffs. Another rocket ship spinnaker run to the final mark was in store and

things were looking good as *Smoke* rounded in second place behind *Glory* and began sending it downwind. Things were going to plan with boat speeds over 20 knots as we planned through the fleets and quickly got down course.

During the final gybe into the leeward mark, our luck ran out as a fouled running backstay spelled disaster. In less than a second, the broken mast hit the water. Thankfully no one was hurt, and we set about clearing the mast away from the hull to prevent further damage to the boat itself. All in all, it took about 20 minutes to clean up the rigging, get the boat into the dock, and catch our breath. The race committee decided to finish the race and then send the fleet home for the day.

With no boat to sail on, I was looking forward to spending the Sunday raking leaves with the dog, but was abruptly informed by the wife (Shelagh Hansen) that her crew on *Absolutely* needed a sewer rat to bring in the spinnaker for the day. I was back out on the water. It was picturesque with 8-12 knots of wind and flat calm water, a pleasant change from the heart-wrenching conditions that had ended racing for us the day before. Two more races for all fleets rounded out the series and allowed for scores to be settled after the previous days of trying conditions.



Top: *Lodos* carves through the chop near *Absolutely* and other competitors at the Grand Prix Invitational.
Bottom, left to right: The sad fate of *Smoke* with its broken mast; *Madame Pele* flying along at the Grand Prix Invitational; *Elusive* and other racers at a low-wind Round the County.

Results: 2019 SYC Grand Prix

Listed are selected results. For full results, visit <https://bit.ly/2OcLdCF>

Following Grand Prix, Round the County marks the end to the fall keelboat racing calendar, and while the boat I had planned to race was out of commission due to the broken mast, we were lucky enough to have a backup. Thanks to Charlie Macaulay and his black and yellow *Absolutely*, a big chunk of the *Smoke* crew didn't miss out on the festivities. The two-day race took the fleet on a self-guided tour of the San Juan Islands with the course, "Island County to port."

Saturday got underway with a steady northerly when the forecast was for southerly and it was downhill from there. Light and shifty breeze left much of the fleet drifting just off the start line while the lead group sailed in steady winds for several hours. Those that got away were nice enough to wait for the rest of us while they were becalmed at the halfway mark off Patos Island as the wind filled in from behind, allowing for all the boats to catch up.

Now that everyone was together, the calculations started and one by one the fleet began to drop out, realizing that even with ideal conditions they were not going to make the time limit. In the end, the clock ticked down with the leading boats only yards from the finish line and everyone was scored on their halfway time. The light conditions made for a long day on the water, but that was nothing that a couple drinks and some hot food couldn't fix. The party roared into the evening in beautiful Roche Harbor.

Sunday morning brought wind that matched the forecast for the day, a good sign. Unfortunately, it was short-lived. As the boats arrived at Lime Kiln Point, a glassy hole engulfed the fleet. A small handful of boats caught a zephyr that took them on a beam reach along the shore and sailed away from the bulk of the fleet. It wasn't until the final miles of the race that one of the TP52s overtook the leading boat, Kevin Welch's J/111 *RECON*, which took the overall win for the second year in a row. Well done! **NWY**

Class 1 - ORC

Pos	Boat	Type	Sail No.	Rating	Skipper	Club	R1	R2	R3	R4	Total
1st	Glory	TP52	88008	1.3861	John Buchan	Seattle Yacht Club	2	1	1	1	5
2nd	Crossfire	RP55	55155	1.413	Lou Bianco	Sloop Tavern Yacht Club	3	2	2	2	9
3rd	Smoke	TP52	52005	1.3813	Steve Travis	Corinthian Yacht Club	1	3 DNF	5 DNC	5 DNC	14
4th	Sonic	TP52	52725	1.3497	Marek Omilian	Corinthian Yacht Club	4	3 DNF	3	4	14
5th	Mist	TP52	52	1.3534	Steve Johnson	Corinthian Yacht Club	5 DNC	3 DNF	4	3	15

Class 2 - PHRF

Pos	Boat	Type	Sail No.	Rating	Skipper	Club	R1	R2	R3	R4	Total
1st	Maverick	XP44	44	24	Marda Phelps	Seattle Yacht Club	1	1	1	2	5
2nd	Absolutely	Farr 39ML	3909	18	Charlie Macaulay	Corinthian Yacht Club	2	4	2	1	9
3rd	Tantivy	J-109	248	69	Stuart Burnell	Corinthian Yacht Club	3	3	3	4	13
4th	Lodos	J-109	171	69	Tolga Cezik	Corinthian Yacht Club	5	2	4	3	14
5th	Darkside	Schock 35	77707	72	Nick Leede	Seattle Yacht Club	4	6 DNF	6	5	21

Class 4 - J/105

Pos	Boat	Type	Sail No.	Rating	Skipper	Club	R1	R2	R3	R4	Total
1st	Moose Unknown	J-105	89	93	John Aitchison	Sloop Tavern/Corinthian	2	5	1	1	9
2nd	More Jubilee	J-105	114	93	Erik Kristen	Corinthian Yacht Club	5 RET	1	2	4	12
3rd	Insubordination	J-105	212	93	Bucky	Corinthian Yacht Club	5 DNS	2	4	2	13
4th	Jaded	J-105	299	93	Chris Phoenix	Corinthian Yacht Club	3	4	3	3	13
5th	Creative	J-105	51911	93	Al Hughes	Corinthian/Sloop Tavern	1	3	9 DSQ	5	18

Results: Round the County 2019

Listed are selected results. For full results visit roundthecounty.com/results/results.php

PHRF 1

Pos	Boat	Skipper	Rating	Finish	Elapsed	Corrected	Finish	Elapsed	Corrected	Corrected	Overall
1	Recon	Welch & Sloan	39	12:04:23	2:59:23	2:48:13	14:01:48	5:01:48	4:41:23	7:29:36	1
2	Hydra	Agnetta & Richardson	21	12:06:36	3:01:36	2:55:35	14:33:55	5:33:55	5:22:55	8:18:30	2
3	Kyrnos	Laffitte & Laffitte	3	11:54:00	2:49:00	2:48:08	14:34:46	5:34:46	5:33:11	8:21:19	3
4	65 Redroses II	Chan & Smyth	45	12:30:22	3:25:22	3:12:29	14:44:38	5:44:38	5:21:05	8:33:34	4
5	Grace	Mack & Mack	39	12:39:06	3:34:06	3:22:56	14:34:22	5:34:22	5:13:57	8:36:53	6
6	Surfrider	Johnston & Cooper	3	12:19:38	3:14:38	3:13:46	14:50:25	5:50:25	5:48:50	9:02:36	16
7	Absolutely	Macaulay & Hansen	18	13:27:09	4:22:09	4:17:00	14:06:57	5:06:57	4:57:31	9:14:31	19
8	Madrona	Carl Buchan	18	13:25:22	4:20:22	4:15:13	14:38:26	5:38:26	5:29:00	9:44:13	31
9	Such Fast	David Garman	30	13:26:38	4:21:38	4:13:03	14:48:42	5:48:42	5:33:00	9:46:03	32
10	Maya	Alan Lubner	48	14:09:02	5:04:02	4:50:18	14:51:06	5:51:06	5:25:58	10:16:16	44

PHRF 2

Pos	Boat	Skipper	Rating	Finish	Elapsed	Corrected	Finish	Elapsed	Corrected	Corrected	Overall
1	Different Drummer	Charles Hill	81	12:33:45	3:38:45	3:15:35	14:55:53	6:05:53	5:23:29	8:39:04	8
2	Darkside	Leede & Leede	72	12:23:35	3:28:35	3:07:59	15:18:27	6:28:27	5:50:46	8:58:45	12
3	Le Reve	Mike Breivik	75	12:25:47	3:30:47	3:09:20	15:20:27	6:30:27	5:51:12	9:00:32	14
4	Intuition	Jim Johannessen	81	13:24:09	4:29:09	4:05:59	14:55:31	6:05:31	5:23:07	9:29:06	23
5	Elusive	Jeff Whitney	72	12:51:02	3:56:02	3:35:26	15:26:40	6:36:40	5:58:59	9:34:25	24
6	Altair	Jason Vannice	72	13:20:58	4:25:58	4:05:22	15:00:45	6:10:45	5:33:04	9:38:26	28
7	Tantalus	Ole Hovland	75	12:36:04	3:41:04	3:19:37	15:50:35	7:00:35	6:21:20	9:40:57	29
8	Vitesse	David Steffen	81	13:38:24	4:43:24	4:20:14	15:03:20	6:13:20	5:30:56	9:51:10	35
9	Selkie	Gordon Wylie	78	12:25:00	3:30:00	3:07:41	16:17:23	7:27:23	6:46:33	9:54:14	36
10	GBH	Conor Harkins	84	12:32:01	3:37:01	3:12:59	16:22:46	7:32:46	6:48:48	10:01:47	39

PHRF 2

Pos	Boat	Skipper	Rating	Finish	Elapsed	Corrected	Finish	Elapsed	Corrected	Corrected	Overall
1	Insubordination	Rezabek & Rezabek	93	12:50:53	3:55:53	3:29:17	14:58:09	6:08:09	5:19:28	8:48:45	10
2	Jaded	Chris Phoenix	93	12:23:06	3:28:06	3:01:30	15:49:10	6:59:10	6:10:29	9:11:59	18
3	Kinetic	Vincent Townrow	93	12:29:50	3:34:50	3:08:14	15:57:51	7:07:51	6:19:10	9:27:24	22
4	Liftoff	Jeffrey Pace	93	13:01:28	4:06:28	3:39:52	15:33:50	6:43:50	5:55:09	9:35:01	25
5	Harlequin	Hamilton & Hamilton	93	13:34:11	4:39:11	4:12:35	15:09:11	6:19:11	5:30:30	9:43:05	30
6	Millennial Falcon	Evan Walker	90	12:26:00	3:31:00	3:05:15	16:18:05	7:28:05	6:40:59	9:46:14	33
7	Sir Isaac	Bailey & Bailey	93	12:19:36	3:24:36	2:58:00	16:27:07	7:37:07	6:48:26	9:46:26	34
8	Dulcinea	Matthew Gardner-brown	93	13:20:39	4:25:39	3:59:03	15:47:50	6:57:50	6:09:09	10:08:12	40
9	Quantum Leap	Singelis & Singelis	93	14:21:40	5:26:40	5:00:04	15:17:15	6:27:15	5:38:34	10:38:38	53
10	Kinetics	Brad Greene	96	13:28:14	4:33:14	4:05:46	16:35:32	7:45:32	6:55:17	11:01:03	58



Pender Island, British Columbia

By Greg Van Belle

When cruising north from the San Juan Islands, Pender Island rises out of the Salish Sea with the same signature mountains, rocky shores, and evergreen forests as stateside islands. But for the hastily drawn border between the US and Canada, it might have been one of the San Juans. Geologically it belongs with Orcas, Stuart, and Waldron, the three islands located south across Boundary Pass. Geographically, it is part of the Canadian Gulf Islands.

Just five nautical miles north of Stuart Island, Pender Island is the first Canadian stop for many U.S. boaters heading into the Gulf Islands and beyond. Boaters slip into Bedwell Harbor on South Pender to clear customs and then often head right back out on their trek north. Folks who linger awhile are rewarded with a range of mooring, anchoring, dining, and recreational options just inside Canadian waters.

North and South Pender used to be one large island connected by an isthmus until a narrow canal was dredged in 1902 to allow steamships to pass between Bedwell Harbor to the south and Port Browning to the north. Connected only by a narrow two-lane bridge, the islands today are treated as one land mass by locals and tourists alike, but each has a unique personality. Transiting the Pender Canal today is relatively straightforward, but caution is needed in the narrow, shallow, twisty channel.

When Europeans first came upon Pender Island, it was actively inhabited by the Coast Salish people. Archeological research shows that the Coast Salish lived on the island for at least five millennia, and as with many of the Southern Gulf Islands, artifacts can be found around many coves and beaches. Europeans

began settling on Pender in 1872 and quickly began ambitious development.

Today, Pender Island is home to just over 2,000 permanent residents, though like most of the Southern Gulf Islands, the population booms with seasonal residents and tourists

in the summer months. The island's appeal is undeniable: deep protected anchorages, beautiful beaches, wonderful sub-Mediterranean weather, and full amenities make it a popular boating destination for good reason. **NWY**

Lace Up the Hiking Shoes

Miles and miles of well-marked and maintained trails traverse both islands just begging to be explored by hikers and trail runners. The steep terrain adds a degree of difficulty on many trails, but the views are always worth the effort. Trails are closed to cyclists and other uses, so pedestrians have paths to themselves. Free maps are available at almost every retail outfit on the islands, showing the way to secluded beaches, cliffside views, lakes, and parks. Interpretive signs line the routes marked on the map. For visitors willing and able to cover a few miles on foot, hiking the trails is the very best way to get the flavor of the place. Especially popular is the Magic Lake area, which is ringed with trails and has a great swimming area to cool off in after the climb from Port Browning.

Not quite ready to do a big hike? Wait at one of the many Car Stops on the island and get a ride from a helpful local. This technology-free Gulf Islands rideshare system is a great way to get around, as the locals who pick you up tend to be very willing and generous tour guides. Islanders are proud of their home and are happy to show you around.



Dive into Culture

The small but comprehensive Pender Island Museum is a gem among the Southern Gulf Islands. Open on weekends and holidays, the museum is a tribute to Native and modern culture, with amazing artifacts dating back over 5,000 years. If you are on North Pender Island, this is a can't-miss stop.

Sea Star Vineyards is Pender's only winery and is a delightful place to spend an afternoon. The 26-acre terraced vineyard feels like a movie set, and Sea Star is one of the only Gulf Island wineries to grow their own grapes. The sub-Mediterranean climate is perfect for growing a wide variety of grapes, and the award-winning wines they produce are

a testament to the quality of the environment and the craftsmanship of the winemakers. The winery hosts live music and a wide variety of other events throughout the summer. Be sure to stock up the boat before leaving Pender.



Support Local Artists

There is something about the Gulf Islands that draws artists of all types to practice their craft, and Pender is no exception. Dozens of artists, ranging from painters to jewelers, showcase their work at galleries and markets around the island. Check out Jem's Jewelry south of Poet's Cove for whimsical designs from Janet Blakely. Or visit Armstrong Studio, where Malcom and Sandra Armstrong show their nautical oil paintings by appointment. At the Saturday Farmer's Market, artists of all types sell their work every summer weekend. The Southern Gulf Islands Arts Council hosts a website (sgiac.org) with updated listings for local artists and events around the island.

But Are There Whales?

Yes, there are whales. On Pender Island, you don't need a boat or a tour guide to see them. The beaches and bluffs of the island offer spectacular whale watching, especially when the Southern Resident Orcas are nearby. In the summer months, orcas tend to swim quite close to shore on the southern and western sides of Pender, making the island among the best places to see whales without the cost, hassle, and potential disruption of viewing by boat.

Thieves Bay on North Pender is by far the best shore viewing spot in the Southern Gulf Islands. Whales swim right up to the breakwater, providing close-up viewing from the comfort of the beach. For the most spectacular views, with or without whales, hike up to Oak Bluff on North Pender Island. The elevation here provides expansive, sweeping views of Vancouver Island and offers spectacular sunsets.

If the whales have moved north, get a ride to Roe Bay. A short hike from the road leads to a spectacular viewing site here. Even if the whales decide not to show up, Roe Bay is home to the Pender Island Museum, a worthy visit.



Resort Life

South Pender Island is home to one of the most luxurious seaside resorts in all the Gulf Islands, Poet's Cove. Tucked into the hillside on the southern end of Bedwell Harbor, the expansive hotel and spa property beckons boaters who stop in to clear Canadian customs. With a luxurious spa, two outdoor heated pools, café, restaurant, and lounge, it is easy to answer the siren's call and linger here far longer than intended. Boaters moored overnight at the Poet's Cove marina have access to all the resort's amenities.

The Port Browning Marina and Resort on North Pender has a decidedly more laid-back vibe while still providing everything a visiting boater could want. A sprawling lawn, with room for sunbathing, tossing a Frisbee, or walking the pups, fronts a cozy lodge that houses an updated pub and bistro, marina office, showers, and a heated outdoor swimming pool. Sipping a local IPA on the deck and watching boats come and go is a perfect way to spend a summer afternoon.

GASTRONOMY

After clearing customs at Poet's Cove Resort, we head for Syrens Bistro and Lounge for cold beer and pub fare. The Coconut Prawns and Korean Fried Cauliflower are perfect small plates at around \$15 a piece. For an upscale dining experience, Aurora features fresh Northwest seafood and locally grown produce that complements the fantastic view.

On North Pender, the Port Browning Marina Pub never disappoints for a cocktail on the patio. A just a short walk inland is Jo's Place, a do-everything local joint with an extensive menu, great service, and wonderful food. Jo's is a breakfast lover's dream.

Taking a recommendation from a friendly local at the marina, we hitched a ride to Coffee and Kitchen, just up Canal Road from Port Browning. This farm-to-table café may be the best restaurant on the island, with carefully crafted food, incredibly fresh local ingredients, and a wonderful wine list. You'll want to return more than once during your visit.

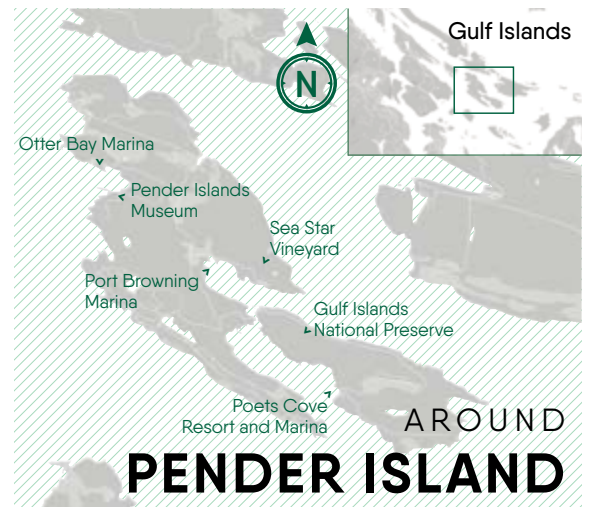


Support local and regional programs for children and young adults through the charitable donation of your boat.

The Pacific Marine Foundation is a 501(c)(3) non-profit organization funding regional programs such as Northwest Youth Services, Sea Scouts, Boys & Girls Clubs, and local public school education foundations. A substantial tax savings and the possibility of a partial cash sale makes a charitable donation a very attractive alternative for any owner who is considering selling their well-found power or sailing yacht.



PACIFIC MARINE FOUNDATION
(206) 225-3360
www.pacificmarine.org



POETS COVE RESORT MARINA

48° 44' 56" N & 123° 13' 33" W
9801 Spalding Road, Pender Island, BC

Amenities & Moorage: Poet's Cove has 110 deep water slips for boats up to 100' with water and 30-amp power available. Overflow moorage is available on a floating dock (no power or water). Overnight guests have access to pool, showers, restaurant and resort amenities.

Contact/Comms: Marina monitors VHF 66A. Call (250) 629-2111 for reservations/info. Website: poetscove.com.

PORT BROWNING MARINA

48° 46' 36.51" N & 123° 16' 16.46" W
4605 Oak Rd, Pender Island, BC

Amenities & Moorage: Port Browning has ample overnight moorage, a convenience store, laundry and shower facilities, tent and RV camping, seasonal outdoor pool, ATM, WiFi, kayak rentals and convenient shopping. A wonderful pub and eatery is onsite and Driftwood Centre, less than a kilometer away, has all the supplies you will need.

Contact/Comms: Marina monitors VHF 66A. Call (250) 629-3493 for reservations/info. Website: portbrowning.ca.

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Contact/Comms: Marina monitors VHF 66A. Call (250) 629-3579 for reservations/info. Website is otterbaymarina.ca.

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FEATURING **FREDERIC LAFFITTE** OF PYI INC.

"Those who do not want to imitate anything, produce nothing."

— Salvador Dali



Frederic Laffitte

Frederic Laffitte has spent his whole life devoted to his true passion in life— sailing. "By luck, after growing up in France and racing with the family boat for 15 years or so, I was on the America's Cup French program and found myself in Newport, California," said Laffitte. "I got the bug to go sailing, and a friend of mine sailed to Australia. I went halfway around the world with him, jumped on a U.S. boat, became skipper of that boat, and spent three years skippering that boat and bumming around the South Pacific."

Laffitte would go on to win a Vic-Maui race (1978 on *Merlin*) in more ways than one. He met his wife in Victoria when getting ready to go. She must've liked him, for she met him in Maui at the end, and Laffitte settled in the Seattle area with her to start a family.

"I was here in Seattle and had to figure something out, so what I knew was boats!" Laffitte chuckled. He founded PYI Inc. in 1981.

W When aboard with time to reflect (i.e., not in a regatta, foul seas, driving, etc.), I often find myself fixated on some component on the boat, often ingenious in its simplicity and utility. A car running on a track. The simple mechanics of a seacock. Heck, even easily overlooked things like fenders have a whole story behind them, a nautical lineage that may go back to when humans first took to the sea.

Everything on a boat is the product of real people's ingenuity and effort. Somebody, at some point, invented component x. Other somebodies, probably with praiseworthy trade skills, made it, and teams of somebodies got the component x out to the world for me to encounter. I try to take time to appreciate this insight, that this or that clever contraption in my hand is an extension of humankind's talents, dedication, and seafaring desires. I'm just the shmuck who gets to step in at the last phase of the process to benefit!

To peel back the curtain on the world of marine manufacturing and distributing, I met with one of the greats, Frederic Laffitte, founder and co-owner of PYI Inc., a Lynnwood, Washington, company. After living a sailing centric life, French-born Laffitte settled in the Pacific Northwest after meeting his wife in Victoria when getting ready to skipper

a Vic-Maui race (which he won aboard *Merlin* in 1978). He founded PYI Inc. in 1981, a marine parts distributor that's grown into a manufacturing force as well. Now with a European office, subcontractor gigs with Boeing, in-house fabricated shaft seals for everything from recreational sailboats to commercial fishing vessels, and top-quality brands including MaxProp, KiwiGrip, Jezza Steering, and more, PYI Inc. looms large on the global marine scene.

As of last summer, Laffitte can also add Transpac winner to his list of achievements, crewing aboard the J/125 *Hamachi* that broke the all-time speed record for the legendary course. As the *Hamachi* crew reportedly said, when Laffitte "The Godfather" speaks, you listen.

NWY: It's fairly uncommon for a business to both act as distributors of imported products and manufacturers of marine components, correct?

Yes, but 60% of our business is manufacturing and 40% is distribution, import. A key part of it is that we're always able to change gears. Of course, we haven't only hit home runs; we've had plenty of failures along the way. After a failure, you're forced to switch gears, and you look at something and decide the best thing to do is to make it yourself. Other times, a product is great and it's better

to just distribute it.

NWY: What are some of the key things you distribute, and why don't you make them in house?

Some products are too complicated to make in house. This is true for products like the MaxProp or the R&D products, which are related to engine noise reduction. Sometimes the products are protected by a patent or trademark or what have you. Or sometimes you just don't want to get into the complications of manufacturing a product that's basically a copy of the original. We invent products, but I never just copy. That's just not our style.

NWY: Is copying a big part of the marine industry?

Yes, tons. The propeller for example, MaxProp. We've been the MaxProp distributor for about 37 years now. Those are made in Italy and were the only feathering propeller on the market when they started. Now there are seven different manufacturers of feathering propellers, and pretty much all of them are direct copies of the MaxProp. Fortunately, we have the name and the reputation, and we have what I think is a better product. Quite often we are not the cheapest and we lose sales due to price competition. That's normal. We try to be the quality guys. No product here at PYI has ever been at the bottom of the scale.

NWY: What's special about MaxProp?

PYI Inc.

MaxProp is the original feathering propeller. Basically, you have three types of propellers for recreational sailboats: you have a fixed blade propeller, a folding propeller, and a feathering propeller. Fixed blade props work great going forward, but are not that great in reverse and they drag a lot under sail.

Folding props work very well going forward, drag very little under sail, but they are very poor in reverse. The feathering props, the MaxProps in particular, are very good moving forward under sail and drag very little like a folding prop, but they work the best in reverse because they have the same configuration in both directions. So, that's the three types of props, and we have the slot in the middle for cruising boats and racers, which are our markets.

NWY: How exactly does the manufacturing side of things work? Does PYI Inc. have a bunch of patents?

Well, we have some patents, but not too many. If I take the shaft seal for example, which is our biggest manufacturing product by a longshot, we make that seal for anything from a Catalina 30 sailboat to a Foss Tug with an eight-inch shaft and everything in between. We make everything right here, and we sell it all over the world. Big markets are in Europe, where we have another distribution company over there and Southeast Asia. We do a lot of work with commercial boats now, whether it's the fishing fleet or, the fastest growing fleet from our perspective, passenger ferries. If you look at the Victoria Clippers, those kinds of boats are using our seals. We make seals for both shafts and jet pumps.

NWY: What makes a good seal?

PYI Inc. was founded by Frederic Laffitte in 1981 as a marine parts distributor. Vice President of PYI Inc. Kevin Woody joined in 1983 and the business has grown steadily over the years into a prominent marine parts distributor and manufacturer. Now with over 30 employees in both their Lynwood, Washington, headquarters and European office, PYI Inc. is a global leader in the field. They are distributors of MaxProp, KiwiGrip, Jeffa Steering, and most recently, Fendertex® Fenders. PYI Inc. is a manufacturer of shaft seals used in both the recreational and commercial spheres, it subcontracts machine shop work with Boeing, and more.

Location: PYI Inc., 12532 Beverly Park Road, Lynnwood, Washington 98087

Website: pyiinc.com

Phone: (425) 355-3669



Why are yours so successful?

Years of tinkering with it. We're unique in the way we make these extremely simple seals, and it drives some competitors crazy. They make these complicated seals that are much more expensive than us but serve the same purpose. Maintenance is where we shine, for our seals have little maintenance. We've had fishing boats here, big crabbers, that have 100,000 engine hours on our seals. The engines run 24-7 on those kinds of boats, so it's pretty impressive.

NWY: What are some of the most important components in your shop?

The assembly for the shaft seal is always kept as clean as possible. A few years ago, we started another product that we've subsequently sold, the Seaview line of products which are antenna and electronics mounts. We actually sold Seaview to our own people who used to work in our office and were a part of inventing it. They are in Spokane now, thriving and doing very well. The idea was that these guys did basically all the work and it made sense for them to have the product. I mean, we make money on it, of course, as we sold it to them. They are doing well, and they deserve it.

Whenever you see a radar or antennae, between the boat and the antennae is one of Seaview's parts. We have only one competitor in England making something similar and we're kicking their ass. I'm a Frenchman, so it always feels good to kick British ass.

When we sold that, our shaft seal line was growing more and more, and we were at the mercy of the machine shops in the area. We decided to buy a machine shop and bring it in house, and now we have six C&C machines here and we make our own parts. We make our parts for miscellaneous people who want us to do a machining job, including a small company north of here called Boeing. We are a subcontractor for them, and they help keep the machines running all the time.

NWY: Did you have problem with staffing the machine shop after you acquired it? A lot of local marine industry businesses are hurting for skilled tradespeople these days.

Absolutely, that's a big reason why we decided to buy a shop and not just build a shop by buying the machines and finding the people. The key for us was the guy who came along with it. We handcuffed him, nicely, with a progressive payment plan so he was getting paid while the shop was getting (up and) running. He's a genius at machining and I hope we never lose him. The bottom line is that we have great people in the shop, three guys right now and they're busy all the time.

NWY: What are the industry trends that you see going forward?

We do three other products. One is KiwiGrip, a unique non-skid paint and we're the global

disturbers and owners of the brand. We own the name. We don't make it, it's made in New Zealand, but that has a lot of applications outside of the marine industry, whether it's a houseboat or even parks and recreation areas. Anywhere you need nonskid, it's a simple product that's nontoxic. So, this is a good product for us.

We will be doing the Jeffa Steering, a small business for sailboats. It's fairly small because there are so few sailboats built in this country, but we do a fair amount of business with one off and small custom production sailboats and rudder bearings. We are the only rudder bearing supplier for these sailboats in the country.

The boating industry is a tiny industry. Whenever we go to a parks and recreation show, we realize how small the marine industry is. But we have just started with a new product that will put us on the map even more. It's a textile inflatable fender called Fendertex® Fenders. It may sound like a trivial thing, why would you do fenders? But that's until you see the product and understand what it does compared to anything on the market. On that we have a patent system in Asia, Europe, and the states and nobody can duplicate it. It's an enormous opportunity for us. It is a 100% reinvention of the fender.

NWY: A lot of what you do seems to be to know what boaters need and then get it to them.

Yes, this is a big part of what I do here. I have a great business partner, Kevin Woody, and my son, Nic Laffitte, works with us, along with the rest of a great team. We may not be huge, but we are 26

Continued on Page 84



PYI Inc. is excited for their newest marine part acquisition, Fendertex® Fenders. These textile fenders may give the old-style fender a run.

Kevin's Catch

By Kevin Klein



Continued from Page 53

Resident coho can also be found in Southern Puget Sound in December. As with sea-run cutthroat, they are usually caught by fly anglers. They aren't big fish but provide good sport on light tackle. As always, check the regulations before you go to make sure the area you plan to fish is open and not restricted.

Hatchery steelhead should show up in our local rivers this month. These fish are usually smaller than their native cousins

and are meant to be bonked and taken home. They provide good sport and good eating. If you're not set up for river fishing and want to try something different, booking a guided trip is a great way to get out there.

Next month kicks off another new year and some more fishing opportunities. Until then, get in the holiday spirit, get that boat ready, and get out on the water!
NWY

Kevin's Pick:

SCOTTY BAIT BOARD AND ACCESSORY TRAY

A thoughtful gift for the angler in the family this holiday season might be the Scotty Bait Board and Accessory Tray. These smaller bait cutting and organizing stations are compact enough for use on anything from a kayak to a big fishing machine. They pack a lot into a small package and come in either a stick-on mount, or snap right into your existing Scotty mounts. It's just one more way to stay clean and organized when you're out chasing fish. Available in black or white. Go to scotty.com to see these and many more great Scotty products.

The Scotty Bait Board with either the stick-on or fixed mount is an addition that helps you run an efficient vessel when the fish are in.



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“Ahoy, matey! I’ll get the bow line.”

Here we see sweet Lola, a yellow lab, on her first boat ride. “She has taken to boating on our Grady White out of Boston Harbor Marina (near Olympia, Washington),” says human guardian Craig Ellingson. Here’s to a long, happy boating career as a furry first mate!

The idea behind Pets on Boats is simple: take a cute or funny photo of your pet aboard your favorite boat, write a caption, and send it to us with a bio of the pet at editorial@nwyachting.com. Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue of the magazine.

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



Pearl’s Pick: **Pet Loo Portable Pet Potty**

It can be tons of fun to take your dog onboard with you, but finding time for your dog’s bathroom breaks is less so. Many dogs will look for a patch of grass to do their business, and that’s exactly what the Portable Pet Potty from Pet Loo mimics. Urine drains through the fake grass and is absorbed by powder, reducing mess and odors. Give your dog a little relief by heading over to chewy.com. Potties sell for about \$70.



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ASK THE EXPERTS

Marine Manufacturing and Distributing

Continued from Page 81

people, so it's a fair number. Plus, eight in Europe, so we're not that small anymore.

Whenever I see something that people need, I'll see what's being used, pick up the concept, and try to make it better. Sometimes I see something that I just know I'd want on my boat just the way it is, and that's when distribution is the way.

If I need a product, I know I'm not the only boater. Other boaters need it too. That's why being able to change gears between distribution and manufacturing has been so critical to our success.

NWY: Sometimes I feel like I see a lot of new boat stuff that seems superfluous. Do you see that also in the industry?

Truthfully? All the time. I'm

going to the Metstrade show in Amsterdam, and 50% of the products are pipe dreams. They may be cool or nice, but because of the realities of the market, they just won't ever make it.

NWY: Do you have any tips for consumers to buy smart?

I'm not sure about tips, but think about how much stuff a lot of people buy on Amazon that they don't really need. When you see a product, it's probably best to think of it in terms of 'do I need this?' or is it, as you said, superfluous? It is probably best to start with a problem or need on your boat and work backwards to a product. That's the only way I do things, not just say 'oh, I just got this cool thing, where do I put it on my boat?'

PYI Inc. is the distributor of MaxProp, the original feathering propeller from Italy. Unlike most, this style of propeller performs well in reverse.



NWY: Final question, how do you win a Transpac?

The owners of the *Hamachi* have become really good friends, but the funny thing is that I only raced with them once when the whole thing came about. It ended up becoming a team effort with everyone participating financially in the whole race. It is something I've done when chartering boats, so I have no

problem paying, and I think that put a will to win in there. We all shared in the win, more so than just temporary crew. We had skin in the game.

We got the crew together and bottom line, we won the right way and sailed fast. We did not follow any specific guidelines. We hardly followed the instruments because half of them were not working, so we sailed the boat like a dinghy all the way to Hawaii. We sailed the thing to its potential all the way. We just finished the calculation, and we sailed 105% of the boat's theoretical potential. That's 5% above how fast the boat is supposed to be sailed.

We only broke one sail, and we had the same sail up pretty much the whole way, the A 2.5. All the way! We broke one, put the other one up, fortunately had a spare, and finished the race. The race was easy on the crew, but we went the right way. It was a J/125 race, just look at the results. We started on the right day. But the other crews were no slouches, and they were all professionals and we were all amateurs. Matt Pistay may have been the closest thing we had to a real working pro, but he had never crossed an ocean before, so I don't think we could call him a pro just yet. The real professionals had very long faces after we finished.

There are a few key points in the race, I'm not going to tell them all, that I told the owners about. I did the race five times before, and the Vic-Maui once. I put a list together of locations where the race is going to be won, and it turned out just like that; just outside of Catalina Island, getting in the slots, and then the finish. The middle is irrelevant, just sail fast.

Somehow, we were able to connect the dots on all three and that's why we won. Not by much though, 40 minutes! **NWY**



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Marlow 70E-CB (Mark I)



Those boaters familiar with Marlow Yachts tend to be those who both want to cross oceans and have a 20-knot cruising speed. Fortunately for them, the Marlow 70E-CB Mark I does both. Part of the Explorer (the "E" in the name) line of yachts from the Palmetto, Florida-based company founded in 2000, the 70E-CB looks right at home in our rugged Pacific Northwest waters.

The "CB" in the name stands for command bridge, referring to the fully enclosed flybridge with wheelhouse above. There's plenty of tried and true trawler design features aboard, like the expansive open space aft of the flybridge,

made to accommodate the dinghy and davit system. The covered cockpit and well-appointed interior, complete with three large staterooms and five heads, provide plenty of space for family and friends.

Modern touches include the generous swim step with engine room access hatch built into the transom. The 2007 hull *Graceful Spirits* is currently for sale in Seattle and is powered with a single Caterpillar C-18 1,001-

hp diesel engine. The dual Northern Lights 20-kW gensets offer nice redundancy for cruising.

It's worth noting that *Graceful Spirits* is a Mark I version of the model, with the Mark II currently in production.

If the Marlow 70E-CB and *Graceful Spirits* have caught your eye, you can learn more by contacting the local dealer Hampton Yacht Group. Listed at \$1,749,000.

Specs

LOA: 74' 10" • Beam: 18' 4" • Draft: 5'
Displacement: 105,000 lbs.

Tankage (Fuel/Fresh/Black):
1,900 gals./500 gals./125 gals.

Local Broker:
Hampton Yacht Group, Robert Fiala
(425) 765-7850

Web: hamptonyachtgroup.com

Hinckley Bermuda 40 Yawl



If one had to make a list of the yacht-iest East Coast boatbuilders ever, Hinckley would be on it. Known for their no-expenses-spared style, the company has roots that go back to 1934 when founder Benjamin Hinckley purchased a small boatyard in Southwest Harbor, Maine. He turned production to his son, Henry R. Hinckley, who graduated from Cornell University with an engineering degree.

One of the first Hinckley sailboats was the Bill Tripp-designed Bermuda 40 yawl, launched after WWII. Over 200 of these classics have been built over the decades, the last in 1991.

A look at one of these Bermuda 40s will give classic yacht lovers a deep ache of yearning. There's no modern smoke and mirrors here, just an elegant stern overhang, compact seaworthy cockpit with

high wood coamings, arrow-like narrow beam, and that yawl rig. Since the rise of the sloop, and all its convenience, finding a yawl rig anywhere can be a challenge.

Below, the old-fashioned elegance continues with a simple layout. The salon is built around a folding table, the galley positioned to port. The seating also serves as seagoing berths, and the lone stateroom forward has a double bed near the single enclosed head. There's no desperation to squeeze out every square inch of boat here, no delusion that a sailboat is supposed to be a high-end condo.

A Hinckley Bermuda 40 yawl, *Black Irish*,

equipped with a 46-horsepower Westerbeke inboard diesel engine is currently for sale in Newport Beach, California, with local dealer Chuck Hovey Yachts

Simplicity and elegance do not equate to cheap, and this high-end, old-fashioned sailing yacht is listed at \$179,000.

Specs

LOA: 40' • Beam: 11' 6" • Draft: Not Listed
Displacement: Not Listed

Tankage (Fuel/Fresh/Black):
47 gals./110 gals./25 gals.

Local Broker:
Chuck Hovey Yachts, (949) 675-8092


Web: chuckhoveyyachts.com




BOATS FOR SALE


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

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
					28' Cutwater	2017	\$154,500	bellingham	12	32' MDI	1997	\$99,000	Elliott Bay YS	25	35' Ocean	1989	\$119,000	Stan Miller	15
					28' Jeanneau	2015	\$122,900	Elliott Bay YS	25	32' Nordic Tug	1991	\$130,000	West Yachts	37	35' Rosborough	1988	\$115,000	Bristol	86
POWER					28' Tresfjord	1980	\$19,500	La Conner	87	32' Nordic Tugs	2000	\$130,000	Bristol	86	35' Skipjack	1991	\$89,000	Stan Miller	15
20' EdgeWater	2000	26000	Stan Miller	15	29' Ranger Tugs	2010	\$145,000	Bristol	86	32' Trojan	1978	\$28,800	Waterline	43	35' Tiara	2003	\$169,000	Elliott Bay YS	25
22' Boston Whaler	1972	\$29,900	La Conner	87	29' Sea Ray	2001	\$45,000	Waterline	43	33' Bayliner	2000	\$74,900	Stan Miller	15	35' Viking	1977	\$42,500	Waterline	43
22' Sea Sport	2000	\$38,500	West Yachts	37	29' Sea Ray	1995	\$23,500	Waterline	43	33' Monk	1955	\$10,000	Bristol	86	36' Albin	1979	\$34,000	Waterline	43
23' Bayliner	1997	\$14,900	La Conner	87	30' Norstar	2000	\$115,000	NW Explor.	49	33' Tiara	1991	\$53,500	Stan Miller	15	36' Egg Harbor	1978	\$28,500	Elliott Bay YS	25
23' Sea Hunt	2014	\$45,000	Stan Miller	15	30' Pursuit	1999	\$68,500	Elliott Bay YS	25	33' Tiara	1989	\$58,500	Stan Miller	15	36' Grand Banks	1969	\$59,000	NWYacht.net	21
24' Maxum	1995	\$19,900	West Yachts	37	30' Willard	1976	\$49,000	Stan Miller	15	34' Boston Whaler	2000	\$139,500	Elliott Bay YS	25	36' Riviera	2007	\$249,500	Emerald Pac.	NA
25' C-Dory	2007	\$59,900	Waterline	43	31' Camano	1992	\$68,500	Waterline	43	34' Hatteras	1964	\$24,900	La Conner	87	36' Roughwater	1980	\$37,500	La Conner	87
26' Blackman	2007	\$74,900	Stan Miller	15	31' Camano	2002	\$114,500	Waterline	43	34' Luhrs	2002	\$89,900	Stan Miller	15	36' Tiara	1985	\$49,900	Waterline	43
26' Cascade	2002	\$129,000	West Yachts	37	31' Helmsman	2015	\$229,000	Waterline	43	34' Mainship	2003	\$119,000	Stan Miller	15	37' Bayliner	1996	\$94,500	NWYacht.net	21
26' Nordic Tug	1982	\$71,900	West Yachts	37	31' Ranger Tugs	2015	\$229,500	Waterline	43	34' Pacific	1991	\$175,000	Waterline	43	37' Chris Craft	1963	\$39,900	NWYacht.net	21
26' Nordic Tug	1981	\$64,900	West Yachts	37	32' Bayliner	1985	\$36,800	Waterline	43	34' Sea Ray	1999	\$49,900	Waterline	43	37' Cold Water	2008	\$239,000	Waterline	43
26' Skipjack	2000	\$75,000	Stan Miller	15	32' BHM	1991	\$69,900	Bristol	86	35' Beneteau	1983	\$49,500	Signature	29	37' Hershine	1979	\$39,500	Waterline	43
27' Ranger Tugs	2015	\$140,000	Elliott Bay YS	25	32' Grand Banks	1987	\$119,000	NW Explor.	49	35' Cabo	1997	\$149,000	Stan Miller	15	37' Riviera	2003	\$209,000	Stan Miller	15
27' Sea Ray	1998	\$27,000	bellingham	12	32' Grand Banks	1971	\$49,000	Stan Miller	15	35' Cabo	2003	\$220,000	Stan Miller	15	37' Tayana	1985	\$53,950	Signature	29
27' Sea Ray	1996	\$19,900	La Conner	87	32' Grand Banks	1971	\$48,500	Stan Miller	15	35' Chris Craft	1958	\$35,400	Waterline	43	37' Topaz	1987	\$99,000	Stan Miller	15
28' Albin	2005	\$94,500	La Conner	87	32' Grand Banks	1975	\$52,500	Stan Miller	15	35' Luhrs	1990	\$69,900	Stan Miller	15	37' Victory	1988	\$154,000	West Yachts	37
28' Cutwater	2013	\$144,900	bellingham	12															







64' 2005 Tayana 64.....\$639,000




42' 1987 Sabre 42.....\$145,000




34' 2001 Jeanneau 34.....\$77,000



60' 2003 MetalCraft.....\$699,000



29' 2010 Ranger Tug.....\$145,000




52' 2007 North Pacific 52.....\$479,500

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 42' 1987 Sabre 42\$145,000
 41' 1977 Islander Freeport 41\$67,500
 40' 1987 Ponderosa\$99,995
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 37' 1989 Hunter 375\$49,950
 35' 1988 Rosborough RF-35\$115,000
 34' 1974 Columbia 34\$59,995
 34' 2001 Jeanneau 34.2\$77,000
 34' 1955 Monk\$19,995
 32' 1991 BHM Trawler\$69,900
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38' Bayliner	1987	\$59,950	Elliott Bay YS	25
38' Bayliner	1988	\$44,900	NWYacht.net	21
38' Bayliner	1986	\$49,900	NWYacht.net	21
38' Beneteau	1998	\$79,950	Signature	29
38' Chris Craft	1984	\$129,000	Stan Miller	15
38' Egg Harbor	1990	\$89,000	Waterline	43
38' Grand Banks	1998	\$239,000	Stan Miller	15
38' Helmsman	2016	\$439,000	Waterline	43
38' Helmsman	2012	\$379,000	Waterline	43
38' Helmsman	2017	\$399,000	Waterline	43
38' Monk	1947	\$28,500	NWYacht.net	21
38' Nordlund	1966	\$39,500	Waterline	43
38' Ocean	1989	\$79,500	Stan Miller	15
39' Bayliner	1997	\$119,500	Bristol	86
39' Bayliner	1995	\$109,000	NWYacht.net	21
39' Krogen	2003	\$375,000	NW Explor.	49
39' Krogen	2003	\$375,000	Stan Miller	15
39' Mainship	2000	\$145,000	West Yachts	37
39' Meridian	2014	\$485,000	Stan Miller	15
39' Pacemaker	1965	\$22,500	Waterline	43
39' Princess	2013	\$345,000	Stan Miller	15
39' Sea Ray	1988	\$34,500	NWYacht.net	21
40' Davis	1987	\$79,900	NWYacht.net	21
40' Ponderosa	1987	\$99,995	Bristol	86
41' CHB	1979	\$59,900	NWYacht.net	21
41' Hershine	1984	\$75,000	NWYacht.net	21



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
41' President	1985	\$75,500	NWYachtnet	21	53' LRC	1974	\$149,900	Waterline	43
41' Rough Water	1977	\$49,900	La Conner	87	53' Southern Cross	1987	\$225,000	Emerald Pac.	NA
41' Sea Ray	2012	\$344,500	Stan Miller	15	54' Sabre	2009	\$1,125,000	Worth	13, 65, 99
41' Tiara	2002	\$192,000	Stan Miller	15	55' Fleming	1996	\$749,000	Chuck Hovey	17
42' CHB	1984	\$79,500	La Conner	87	55' Hampton	2006	\$625,000	Emerald Pac.	NA
42' Grand Banks	1999	\$279,900	NW Explor.	49	55' Jones Goodell	1974	\$139,000	Stan Miller	15
42' Grand Banks	1969	\$72,500	Stan Miller	15	55' Marquis	2008	\$595,000	Stan Miller	15
42' Grand Banks	1973	\$79,500	Stan Miller	15	55' Offshore	1991	\$465,000	Chuck Hovey	17
42' Grand Banks	1980	\$198,000	Stan Miller	15					
43' Gulfstar	1975	\$98,000	NWYachtnet	21					
43' Mainship	2005	\$239,000	Stan Miller	15					
43' Mainship	2007	\$379,000	Stan Miller	15					
43' Sabre	1995	\$259,000	Waterline	43					
44' Hatteras	1970	\$95,000	NWYachtnet	21					
44' Ocean Alexander	1994	\$189,000	Emerald Pac.	NA					
44' Tiara	2016	\$645,000	Worth	13, 65, 99					
45' CHB	1981	\$75,000	La Conner	87					
45' Devlin	2003	\$649,000	Waterline	43					
45' Matthews	1963	\$149,000	NWYachtnet	21					
46' Grand Banks	1995	\$299,000	NW Explor.	49					
46' Nielson	1981	\$249,000	West Yachts	37					
47' Custom	1981	\$299,000	NWYachtnet	21					
47' Grand Banks	2009	\$775,000	Stan Miller	15					
47' Tiara	2006	\$349,000	Emerald Pac.	NA					
48' Defever	1983	\$345,000	Chuck Hovey	17					
48' Navigator	2003	\$299,000	Stan Miller	15					
48' Ocean	1988	\$114,900	Stan Miller	15					
48' Ocean	2000	\$299,000	Stan Miller	15					
48' Tollycraft	1981	\$179,000	NWYachtnet	21					
49' Grand Banks	1994	\$349,000	Emerald Pac.	NA					
49' Grand Banks	1993	\$399,000	NW Explor.	49					
49' Hampton	2000	\$379,000	Stan Miller	15					
49' Meridian	2007	\$299,999	Emerald Pac.	NA					
50' Grand Banks	1970	\$129,900	NWYachtnet	21					
50' Nordic	1988	\$237,500	NW Explor.	49					
50' Riviera	2012	\$739,500	Elliott Bay YS	25					
50' Riviera	2014	\$1,125,000	Emerald Pac.	NA					
51' Monte Fino	1985	\$119,000	NWYachtnet	21					
51' Sea Ray	2000	\$279,000	Stan Miller	15					
52' PT Cockpit	1986	\$119,900	NWYachtnet	21					
52' Tiara	2001	\$495,000	Emerald Pac.	NA					
52' Tiara	2000	\$419,000	Emerald Pac.	NA					
52' Tiara	2005	\$450,000	Emerald Pac.	NA					
53' Grand Banks	2012	\$1,695,000	Stan Miller	15					
53' Little Hoquaim	1986	\$299,000	Chuck Hovey	17					

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42' CHB EUROPA 1984, single Volvo 310hp, 13'7" beam, huge bridge, AP, Radar, GPS, inverter, gen, Espar furnace, sea kindly, asking **\$79,500**



41' ROUGHWATER PILOTHOUSE 1977, Single 165hp Perkins, Radar, GPS, AP, 10' Bullfrog, arm davit, diesel heat, in covered moorage, asking **\$54,900**



37' TOLLYCRAFT 1974, Twin 1990 8.2L Detroit, UP galley, 2 S/R forward layout, GPS, gen, Webasto furnace, 2017 bimini enclosure, asking **\$32,000**



36' ROUGHWATER 1980, Single Perkins 6.435 inboard, Radar multi function unit, AP, dinghy, OB, anchor windlass, super clean, asking **\$37,500**



34' CHB 1985, Single Perkins, 135hp, just 3gph at cruise, 1500W inverter, GPS, Radar, AP, 4.2kW gen set, Zodiac, 9hp OB, asking, asking **\$47,500**



34' HATTERAS ACMY 1964, T/Chrysler inboards, 12'5" beam, 2017 powerwinch, 10' tender, 7hp OB, 2019 Webasto furnace, same owner 24 years! asking **\$24,900**



33' SEA RAY SUNDANCER 2010, Twin Merc 5.7L V-drives, bow thruster, digital shift controls, Radar/GPS/DS unit, Reverse Air, like new, asking **\$140,000**



32' BAYLINER 1991 3288 model, Twin 150 Hino, 1500 hrs, 2000W inverter, Radar, GPS, Webasto furnace, 2011 fuel tanks, asking **\$39,900**



30' TOLLYCRAFT 1987, Twin Crusader V-drives, 800 hrs, 11'6" beam, updated interior, full canvas enclosure, radar, GPS, 11' Avon, asking **\$34,000**



28' ALBIN TE FLUSH DECK 2005, Single Volvo 310hp diesel, trolling valve, electronic controls, Radar/GPS/DS, 2000W inverter, 17 kt cruise! Asking **\$94,500**



28' BAYLINER 1985, 2013 Remanufactured Jasper with Volvo Penta duo prop, 10' beam, GPS, dual stations owner wants it sold! Asking **\$9,500**



28' PURSUIT 2870 2003, T/225hp Yamaha OB's, Radar/GPS, anchor windlass, 12V downriggers, galley, private head, 2013 3-axle trailer, asking **\$59,250**



28' SEA RAY SUNDANCER 2003, Twin 5.0L Merc I/O's, 600 hrs, 9'5" beam, 12V anchor windlass, GPS chartplotter, 2005 trailer, asking **\$49,000**



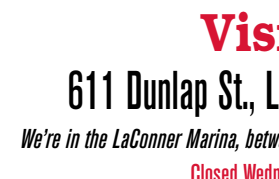
28' TRESFJORD 1980, 2015 Volvo 75hp DIESEL, 2013 bow thruster, Radar/Plotter, 12V windlass, diesel furnace, includes 3-axle trailer, asking **\$19,500**



27' SEA RAY SUNDANCER 1996, 7.4L w/duo prop, inverter, GPS, cabin heat, oversized swim platform, full canvas enclosure, trailer, asking **\$18,500**



23' BAYLINER CIERA 1997, 5.7L Mer I/O, 85" beam, 12V anchor windlass, cabin heat, GPS, VHF, 2 DS, 2 axle trailer, full camper canvas, Asking **\$14,900**



22' BOSTON WHALER '72, 2011 175hp and 9.9hp Suzuki OB's, tandem trailer, center console, OUTRAGE model, total refurbish, Asking **\$29,900**

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SAIL

- 60' Dutch M/S.** Corten steel, Iveco dsl. '94 Refit, built as a 'go round the world' boat!
- 52' R. Holland sloop,** '83, newer Perkins 6 cyl., diesel, undergoing renov. see in June
- 33' Cheoy Lee 'Clipper Ketch,'** '76, spacious, good condition, Volvo dsl., beautiful
- 30' Bristol Sloop,** '70, Volvo 18hp dsl., good condition, great daysailer, 4 headsails
- 30' Newport MKIII '87,** new diesel, well kept and clean, fun boat.
- 28' Herreshoff Cat-ketch,** '83, recent full int/ext. refinishing. An unusual boat in the NW

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- 110' USN Barge,** '2-story house on 110'x34', good conversion for shop, quarters, crew
- 56' Monk McQueen,** '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!
- 36' Stockland Troller,** '68, Complete refit and conversion to yacht style 2013, new diesel!
- 34' Mainship '80,** single Perkins diesel, large salon, flybridge, in very good shape overall
- 34' CHB Puget Trawler,** '84 one owner, newer Perk. Sabre 6 cyl dsl, very nice in and out
- 30' Tollycraft Sport Cruiser,** '88, 2x Crusaders, one owner, very good condition NW quality
- 28' Bayliner,** '91, Merc. 7.4 with 400 hrs., TV, stereo, clean good condition, Model 2855

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
55' Seaton	1981	\$379,000	Waterline	43	65' Malahide	1972	\$775,000	Waterline	43
56' Ocean	1999	\$410,000	Stan Miller	15	67' Bertram	2005	\$1,100,000	Stan Miller	15
57' Bayliner	1999	\$449,000	Waterline	43	67' Tollycraft	1987	\$395,000	Stan Miller	15
57' Carver	2004	\$469,000	Emerald Pac.	NA	69' Pacemaker	1976	\$359,900	Chuck Hovey	17
57' Nordhavn	1998	\$995,000	Emerald Pac.	NA	70' Dencho	1995	\$415,000	Chuck Hovey	17
57' Real Ships	2002	\$835,000	Chuck Hovey	17	70' Monte Fino	1996	\$895,000	NWYachtnet	21
58' Chris Craft	1970	\$164,900	Worth 13, 65, 99		70' Nordlund	1984	\$485,000	Emerald Pac.	NA
58' Kadey Krogen	2001	\$975,000	NW Explor.	49	72' Bertram	1991	\$595,000	Stan Miller	15
58' Vantare	1989	\$289,000	Stan Miller	15	72' Hatteras	1981	\$399,000	Waterline	43
58' West Bay	2004	\$899,000	Emerald Pac.	NA	72' Monk	1977	\$525,000	West Yachts	37
60' Custom	1989	\$484,000	NWYachtnet	21	73' Northcoast	1998	\$889,000	Elliott Bay YS	25
60' DeFever	1984	\$394,500	Waterline	43	74' Ocean Alexander	2007	\$2,435,000	Worth 13, 65, 99	
60' Hatteras	2002	\$775,000	Stan Miller	15	76' Alaskan	2008	\$2,295,000	Worth 13, 65, 99	
60' MetalCraft	2003	\$699,000	Bristol	86	76' Tug	1906	\$130,000	Waterline	43
60' Offshore	2000	\$750,000	Emerald Pac.	NA	78' Custom	1927	\$625,000	NWYachtnet	21
60' Western	1987	\$395,000	Emerald Pac.	NA	80' Offshore	2008	\$2,675,000	Emerald Pac.	NA
60' Willard	1980	\$599,000	NW Explor.	49	92' Ortona	1989	\$745,000	Worth 13, 65, 99	
61' Tollycraft	1983	\$449,000	Emerald Pac.	NA	92' Paragon	2015	\$4,395,000	Worth 13, 65, 99	
					93' Custom	1908	\$89,500	NWYachtnet	21
					98' Broward	1984	\$849,000	Emerald Pac.	NA
					106' Horizon	2005	\$2,995,000	Chuck Hovey	17
					110' Cantieri di Pisa	1998	\$1,250,000	Chuck Hovey	17
					114' Nordlund	2003	\$5,999,000	Emerald Pac.	NA
					115' Westport	1994	\$3,950,000	Chuck Hovey	17
					150' Ferry	1936	\$1,699,000	NWYachtnet	21



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SAIL

20' Laser	2008	\$19,500	Marine SVC.	35
20' Schock Harbor	2007	\$21,000	Stan Miller	15
26' Island Packet	1983	\$16,500	Bristol	86
30' Catalina	1986	\$19,995	Bristol	86
30' Catalina	1992	\$30,000	Bristol	86
31' Beneteau	2010	\$79,500	Signature	29
31' Beneteau	2019	\$169,000	Signature	29
31' Cape George	1981	\$38,000	West Yachts	37
32' C&C	1980	\$29,500	West Yachts	37
33' Araminta	2000	\$180,000	Waterline	43
33' Ericson	1982	\$19,000	Signature	29
33' Hunter	2011	\$99,900	Marine SVC.	35
33' Mason	1986	\$79,500	Waterline	43
33' Nauticat	1985	\$79,900	Marine SVC.	35
33' Wauquiez	1983	\$49,000	West Yachts	37
34' Columbia	1974	\$59,995	Bristol	86
34' Gemini	2005	\$109,000	Elliott Bay YS	25
34' Jeanneau	2001	\$77,000	Bristol	86
34' KMV	1974	\$24,900	Marine SVC.	35
35' Baba	1979	\$62,500	Waterline	43
35' CheoyLee	1966	\$49,000	Stan Miller	15
35' Tayana	1983	\$53,950	Signature	29

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
35' Trident	1978	\$59,500	Marine SVC.	35	44' Spencer	1973	\$40,000	Marine SVC.	35
36' Bruce Roberts	2001	\$55,500	Waterline	43	45' Bruce Roberts	1983	\$62,000	Waterline	43
36' Catalina	1990	\$57,900	NWYachtnet	21	45' Jeanneau	2006	\$199,500	Marine SVC.	35
36' Hunter	2004	\$92,500	NWYachtnet	21	46' Hunter	2001	\$160,000	Marine SVC.	35
36' Hunter	2008	\$99,950	Signature	29	46' Jeanneau	2016	\$339,000	Marine SVC.	35
36' Islander	1978	\$37,000	NWYachtnet	21	47' Bowman	1997	\$215,000	Marine SVC.	35
37' Beneteau	2015	\$174,500	Signature	29	47' Vagabond	1983	\$184,000	Marine SVC.	35
37' Swan	1981	\$69,500	Marine SVC.	35	48' J145	2001	\$295,000	Signature	29
37' Tayana	1984	\$53,950	Signature	29	49' Jeanneau	2005	\$284,500	Marine SVC.	35
38' Beneteau	2018	\$249,900	Signature	29	49' Transpacific	1980	\$99,000	Elliott Bay YS	25
38' Hans Christian	1980	\$72,000	Marine SVC.	35	49' Transpacific	1986	\$169,000	Marine SVC.	35
38' Yankee	1972	\$38,900	NWYachtnet	21	50' Beneteau	2011	\$174,500	Signature	29
39' Cal 39	1978	\$27,500	Waterline	43	50' Beneteau	1999	\$168,500	Signature	29
39' Fast Passage	1977	\$75,000	Waterline	43	50' Jeanneau	2011	\$299,999	Marine SVC.	35
40' Beneteau	1994	\$85,000	Elliott Bay YS	25	51' Alden	1974	\$129,500	Marine SVC.	35
40' Beneteau	2011	\$169,500	Signature	29	56' Herreshoff	1956	\$215,000	Waterline	43
40' Beneteau	1997	\$90,000	West Yachts	37	65' Bruce Roberts	1997	\$295,000	Waterline	43
40' Marlow	2013	\$219,000	Elliott Bay YS	25	65' MacGregor	1990	\$139,500	Bristol Yachts	86
40' Nauticat	1985	\$139,000	Marine SVC.	35	65' Sparkman & Stephens	1968	\$350,000	Elliott Bay YS	25
40' Nauticat	1985	\$129,000	Waterline	43	83' Custom	1934	\$175,000	Waterline	43
40' Nordic	1994	\$84,995	Signature	29					
40' Passport	1984	\$149,900	Marine SVC.	35					
41' Beneteau	2019	\$315,932	Signature	29					
41' Hunter	2007	\$149,500	Signature	29					
41' Island	2009	\$274,500	Marine SVC.	35					
41' Islander	1977	\$67,500	Bristol	86					
42' Sabre	1987	\$145,000	Bristol	86					
42' SK	2004	\$124,500	Marine SVC.	35					
43' Luengen	1987	\$69,500	Waterline	43					
43' Wauquiez	1987	\$132,500	Marine SVC.	35					
44' Bruce Roberts	1993	\$38,500	Marine SVC.	35					
44' Bruce Roberts	1980	\$65,000	Marine SVC.	35					
44' Cheoy	1980	\$139,900	West Yachts	37					
44' Jeanneau	2019	\$379,985	Marine SVC.	35					
44' Nauticat	1980	\$185,000	Marine SVC.	35					

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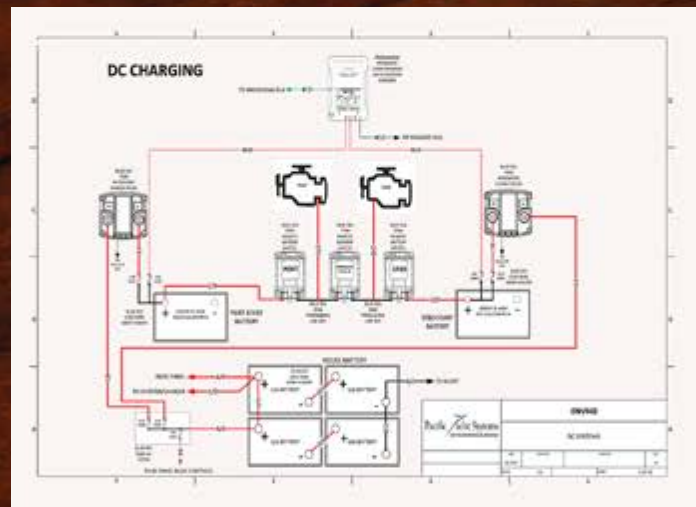
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2005 TAYANA 64 HULL #1 Best northwest luxury cruiser ever!! From Robb Ladd Yacht Design comes the 2005 Tayana 64 Deck Salon. Courtesy to brokers! **\$639,000. Location: Seattle, WA. Contact Alan Goldberg 808-489-6787. S908-2004**



35 Ft Halberg Rassy Rasmus with Dual Citizenship WA and BC Registration Swedish built ketch bluewater capable Has been to Mexico and Alaska good condition. The book "Passage to Juneau" was written on her A New York Times Recommended read. Great book - Great Boat! WA registered and BC registered. Asking 1/2 of prices on Yachtworld 39 to 45K. Beautiful interior, Perkins 50 HP diesel, good sails. Canvas enclosed cockpit, roller furling etc. **\$22,000. Location: Victoria, BC, Canada. Contact Lawrence Stiles 250-588-6202. S909-1912**



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POWER



42' RAWSON PILOTHOUSE Twin 671 Marine Detroit Diesels, 2 staterooms, 2 heads, roomy salon and galley, fiberglass, great condition. 1964 Must see in Anacortes. **\$25,000. CONTACT CHUCK CHAMBERS 541-813-9143. P921-2003**



1994 BAYLINER 43' TRI CABIN GREAT liveaboard!! Newrugs, rat fur, all new seats, all new canvas, new windless 300' chain, heavy duty power cord (\$1200), 2 new vhf radios, new a l sicom, new antennas, new simrad chart ploter, 12 volt color TV plus 110 color tv, am fm CD player, 1500 hrs on the engines, new raw water pumps, sea wise dinghy lift 2 outboard motors 4 stroke 8hp merc, 4 stroke 15hp Nissan, 10' hard bottom Achilles, new bow thurster, to much stuff to list. **\$79,500. LOCATION: KIHEI, HAWAII. CONTACT DON FOR MORE INFORMATION. 808-870-3567. P929-1912**



OUTSTANDING 1965 70' LONG DISTANCE OCEAN CROSSING FLUSH DECK CRUISER This "little ship", 100 tons, designed for comfort and safety with lots of redundant systems built to military specs. Exceptional engine room with workshop. Cummins 250NH mains; 2-40kw Cummins gens; 2 Outback 3500W, 32V inverter/chargers; 1,000 gals. water; 3,900 gals. fuel. Large aft king master stateroom and aft galley with pass through to huge aft deck where you can enjoy the world sail by, full-size stairways, wide side decks and 6'6"+ headroom everywhere, Three staterooms, 2 heads, walk-in deep freeze. Beautiful use of Burmese teak, mahogany, Am. Black Walnut and oak throughout boat. Large hanging lockers, good storage. Teak boarding ladder. PNW location, **\$399,000. Contact Bill. 619-850-7113, echopalm@yahoo.com. P914-1912**



38' Ocean Alexander 1986 Twin Ford Lehman 135 HP Diesels. Recent survey and oil samples "normal". Bow Thruster, Webasto hydronic diesel heat, Electric dinghy tilt davit system with 9.9 HP Mercury outboard, Custom Hull side boarding gates, Custom steel fixed Bat Wing Stabilizers, Northern Lights 5 KW Gen Set, Propane Galley, Vacuflush Heads, Radar, Chart Plotter, Autopilot, Many upgrades, VERY CLEAN and shows pride of ownership. **\$128,500. Location: Bellingham, WA. Contact San Juan Yachting, (360) 671-0829, brokerage@sanjuansailing.com P932-MZ**



1947 CLASSIC EUROPEAN CANAL BOAT 54' LOA Classic steel hulled canal boat built in Antwerp, Belgium. Major refit in late nineties with new bottom plating, new decks and totally rebuilt interior. Equipped with Dickinson Pacific galley range and Newport cabin heater in forward stateroom. Powered by a Gardner 5LW 94HP diesel with low revs and high torque to cruise at 7.5 to 8 knots at 1 gal/hr fuel consumption. Has 24v. engine start bank and 12v. house bank managed by Sure Power Duvac and Heart Interface 2500 watt inverter. Excellent, cozy live-aboard and cruiser. Same owner past 37 years. Berthed Squalicum Harbor, Bellingham. **\$39,500 Contact Steve 206-850-9017. P890-2004**



56' MONK MCQUEEN 71' Immaculate in every sense, she's been moored in a freshwater boathouse for the past thirty years. Always had regularly scheduled maintenance and upkeep. A treasure for those who appreciate a truly gorgeous wooden boat. See seventy photos and all specs at pacificmarine.org. **206-225-3360. P582-MZ**



60' Modutech 1977/2010 Twin Cat 3306 engines. Onan 10 KW, 400 water, 1400 fuel, hydronic heat with Olympic boiler. Master stateroom 10'x15' with 2 doubles forward. Single berth midship and 2 pilot berths on bridge. Galley has 2 lower type refrigerators, propane stove and mid size chest freezer in mud room. 2 toilets (vacuflush) and 2 showers. Arctic stove in salon. Mudroom aft has utility sink and shower, washer dryer, and cutting board. Full hydraulics with anchor wench, boom wench and pot puller. Large hayrack for kayaks. Large lazarette. Ideal for charter or live aboard. **LOCATION: ASTORIA, OREGON. \$295,000. CONTACT JOHN 206-612-3310 P930-2005**

CLASSIFIEDS



37' Carver Voyager, Yr 2000 LOA 40'1" (+ Dinghy ~42'6") Beam 13' 3" Twin Cummins 6BTA5.9-M3 Diesels 330 hp ea @ 2800 rpm, 906 Hrs. Kohler 5kW Diesel Genset 556 Hrs, Bow Thruster: Side Power SP75T, 10'6" ABC Centre Console Dinghy, 15 Hp elect start Yamaha, Trickle charger, Sounder/Plotter, Retractable shore wheels (new, uninstalled), Bungee anchor system, Custom cover, Ace prawn trap puller: traps, lines, custom mounts, SeaWise hydraulic davit system, Dinghy Trailer, Furuno chart plotter/radar 2 Stn VHF Portable VHF / multi-band 200' 5/16 G4 chain + 200' 5/8 3-strand nylon Electric Winch c/w 3 station control Delta Anchor, 2 LightSpeed 9' 6" Kayaks w rudders/sail pkg, Custom transom mount kayak rack, Hurricane hydronic heat (New, un-installed), Trace inverter/charger 60 amp C-Charger, Bennett hydraulic trim tabs, 2 stn control, Dual Ritchie compasses, Tilt hydraulic steering, Transom hot/cold washdown Isinglass bridge windows Seaview glass insert, bridge 550 ft stern line, reel Bridge, Upholstery covers, Halon fire system, Teleflex shifters, Full set manuals, Reclining sofa, bed pull-out, Sport Extreme BBQ, Fridge/Freezer 12V / 120V, Electric Cooktop. **\$102,000. Not for sale to US purchasers. Contact Lorne 604-538-0217 or lrgw456@gmail.com. P928-2006**



DILIGENCE 42'X12'X6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Gardner 120, 6L Diesel. Twin Disc. HD Hydraulic Windlass Spool. 500 fuel, Electric, Plumbing 1st rate. Systems & tanks replaced. Hydronic Heating. Register AC Heaters. Elec. Head, sewage system. Full Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Great Galley, Salon, Pilothouse, Elec Head, Shower. Quality systems. Turn-key. Professionally built & maintained. Cedar / Oak. Aft station helm jog & controls for fishing. Hinge mast, boom, Dinghy All Batteries 2016. 12/32v. Inverter, Sleeps 5. **\$120,000. PHOTOS, SPECS, INFO: charlotdeny@gmail.com. P841-2005**



37' LORD NELSON VICTORY TUG, 1983 Standard configuration. Well maintained, classic beauty, turn-key, cruising ready. BMW 136HP turbocharged diesel, cruise 7 knots, 1-1.5 gal/hr, 268 gal fuel, 200 gal water, Magnum MS Series inverter/charger, 2X large D8 batteries, start battery, Espar heater, Dickenson Diesel heater, bow thruster, double V-berth forward, double pullout berth aft/salon settee, full canvas. 2017-2019 upgrades: Next Generator Power UCM 1-3-5, Spectra Catalina 340Z water maker, Force 10 galley range, GPS Map 7400/7600 series with radar display (24" dome), Adler/Barbour cold machine and evaporator, 65# anchor and reconditioned windlass. Dinghy: 8'10" Achilles rigid hull inflatable, 6 HP Mercury. **\$145,000. Location: Anacortes, WA. Contact Denny Mahoney at 360-293-6105. P920-2002**



1951 CLASSIC 52' FAN-TAIL TRAWLER One of a kind Classic Fan Tail Trawler built by noted Benson Brothers yard in Vancouver BC. Great live aboard/cruiser SE AK Veteran, 2 state rooms/heads, stand-up engine room with economic single 6-71 Detroit 6:1 Twin disk gear, 7 knots at 3 gals/hr, Westerbeke 7.5 KW get set, 1000 gals. fuel, 230 gals. water, 40 gal holding tank, large enclosed aft deck, newly covered fly bridge. Would consider trade for a smaller glass boat. **\$89,500. Call or Email for photos and information. Capt. Vic Cano, 360-319-8195. victorjcano3@gmail.com. P894-1912**



Meridian 411 2007 Hard to find Meridian 411. Includes 11' Zodiac with Olson davit system. Twin Cummins QSB, 380 diesels, 525 hours. 11.5 kw Onan, 170 hours. Both with quick change oil system. Bow/stern thrusters. 400 fuel, 150 water, holding 50. Dual helms, full heat & a/c. 2 strms, 2 heads w/Vacuflush. Raymarine radar/plotter, exshade covers for all windows, bridge/aft deck custom marine carpet. Glass window added to bridge at helm. Freezer. Full canvas enclosures bridge/aft deck. Carpet cover protectors, salon, galley. Sound system, Magnum BBQ. Tender w/center consul, newly installed Olson electric davits. Yamaha 40hp, aluminum trailer, full custom cover. **\$329,000. Contact Joe or Pam at 360-366-1007 or 541-846-7665. P909-1912**



2005 33' Welded Aluminum Cruiser Built Built for whale watching, bare hull finished as couple's cruiser with single 200 hp Yamaha in well under pilothouse for trawler speeds and economy, 2200 hours., 1000 at less than 1000 RPM. Pod/swim grid allows installation of larger single or twin outboards for more speed. Sistership does 30 k with 14 people on board with twin 225s Panoramic windows so you can see the world. Queen berth big galley, dinette for 3/4. Possible additional 2 single berths under pilothouse or huge storage area. Windlass, bowthruster, electric toilet, Force 10 stove, Dickinson propane fireplace, auto pilot, solar panels, racks for 2 bikes and 2 kayaks, Floscan fuel gauge, lots of drawers and storage. Hoist for dinghy engine. Pilot house with hydraulic steering, enclosed with hardtop and convertible curtains twin pilot/co-pilot swivel seats, for shirt sleeve travelling or happy hour for 6+. Compare price to plastic fantastics or new aluminum construction. **\$49,900. Located in Victoria, BC, Canada. Contact Gerry Porter. 250-592-3484 or harlingpoint@gmail.com for pictures and further description. P925-2003**



1947 MONK FULLY RESTORED CLASSIC BRIDGE-DECK CRUISER Own a Northwest classic! In 1947, a prominent Seattleite commissioned Ed Monk, Sr. to design a 43' bridge-deck cruiser to accommodate his love of fishing and desire to cruise Alaska. The result is the incomparable Josephine, built by Blanchard Boat Yard with 1" Western Red planking, wedge seamed above the waterline, held to a fir backbone and oak frames by bronze fasteners. Josephine sports an airy interior, amazing visibility, and unusually large cockpit and aft deck. Her interior design allows for comfortable living for two while easily accommodating 10+ for dinner. After 17,000+ hours of professional restoration Josephine is as 'done' as a wood yacht can be. Proud winner of the PNW Classic Yacht Association Restoration Award and People's Choice Awards, Josephine embodies the perfect balance of "restoration" and "new," combined in a yacht that is both elegant and modern. To say her restoration and her current owner of 30 years is "meticulous" would be an understatement. See her to truly appreciate her. 2019 survey, covered moorage available. **\$169,000. Marshall Johnson 206-730-5700 mvjosephine1947@gmail.com. P927-2003**



32' NORDIC TUG 2010 Florian is a vessel that shows pride of ownership. Equipped with a reliable Cummins 270 HP diesel, bow/stern thrusters, AGM batteries, Espar diesel furnace, Raymarine plotter/radar/autopilot, VHF with AIS, dinghy with 8 HP Yamaha and davit arms off the stern. Wide open sundeck to enjoy the view at anchor. Recently surveyed, very clean and well maintained. **\$254,000. Please call or email for details. San Juan Yachting - Bellingham Wa. 360-671-0829 email brokerage@sanjuansailing.com. P885-MZ**



58' MONK TWIN DIESEL FLYBRIDGE CRUISER 1950 Ed Monk Sr. Twin Detroit diesels. Low 748 hrs! See 60 photos on BOAT TRADER. (click Classic Boat, then type Monk as manufacturer). Lavish quarters and amenities. Cash only. Live-aboard slip possible. **\$146,500 CALLS ONLY (805) 206-4394. P910-2005**



36' STOCKLAND TROLLER has custom refinished interior. New tanks, wiring, plumbing, Volvo diesel, and more. Veteran inside passage-maker, stout and able. A true adventurer's yacht. See 20 photos and specs at pacificmarine.org **206-225-3360. P529-MZ**

CLASSIFIEDS

CLASSIFIEDS FAQ

Have questions about Classified Advertisements? Look no further!

I placed my ad on September 5.
What issue will I see it in?

The ad submission deadline is the 5th of each month for the next month's issue. In the above example, all ads submitted before May 5 will be in June's issue. Ads submitted after May 5 and before June 5 will be in the July issue.

What is the best way to ensure that my ad ends up in my preferred issue?

Sometimes snail mail submissions arrive too late for the issue you intend. The most efficient way to place your classified ad is to use our simple online form. Visit nwyachting.com and click "Place a Classified." The form will walk you through the ad-placing process. We accept Mastercard, Visa, Discover, and PayPal.

My photo won't upload.
What do I do?

If your photo is smaller than 800 pixels wide, and/or smaller than 480 pixels high, our online form won't accept it. The files must be high enough quality to print in our large-format magazine, which is why these restrictions exist.

I placed a "6 Months / 'Til it Sells" ad, why has my ad been removed from the magazine?

If you refer to our "Place a Classified" page, you'll see that the "Until it Sells" ad will run up to six months. However, if the boat sells before that six months is up, we will remove the ad per the client's request.

How do I know when my ad expires?

Keep an eye on your email! You'll receive an email notification when your ad expires with the option to renew.

For more information, please contact the Advertising Coordinator at advertising@nwyachting.com



US DOCUMENTED 32' GRAND BANKS 1974 METICULOUSLY MAINTAINED X 19 YEARS! RELIABLE EASY & PERSUASIVE IN THE SEAS! Documented 32' Grand Banks 1974, Fiberglass house and hull. Meticulously maintained x 19 years! Reliably seaworthy! 2005 New American Diesel 132 hp, total 845 hrs, & Entire Exhaust system replaced. Performance: 8 kts @ 1800 rpm, 9.2 kts @ 2200 rpm. Burns 2gph at cruise = 800 nm range. Custom 200 gallon aluminum fuel tanks in 2017 w/even fuel flow. 2018: New Electroscan + holding tank & plumbing. Teak decks resealed. 2016: Four new 6V AGM for house & Custom upholstery. Survey 11/ 18 by North Beach Marine, Fair Mk value = \$73.5-\$75K. Will share if genuine interest. Xantex inverter, Link 20, Garmin GPS. Radar, Propane oven stove. Dual helms. Comfort. **\$73,000. Contact Edward Drum: 360-678-6074. P906-2005**



60' STEEL Beautiful motorsailer conversion by Dutch shipyard DeHaas. Originally designed for offshore fishing in the rugged North Sea, this Corten steel yacht was luxuriously converted in mid-nineties to a ketch rigged motorsailer. Former owners sailed her to the Northwest from the Canary Islands. Strong, low hour Iveco 6 cyl. diesel, 16kw genset, Euro 230v/50hz. systems, rewired in 2008. Bow thruster and hyd. stabilizers. Extensive electronics and nav. setup. Sleeps six in three staterooms. All of the original and conversion plans onboard. Finally planning that lifelong dream cruise to Bora Bora?...call us! See one hundred photos and the full specs at pacificmarine.org. **206-225-3360. P657-MZ**



Grand Banks 42 Classic - A NW Cruiser 1984 trawler configured for NW cruising and elegant dockside entertaining. Well fitted, excellent condition. Single 3208 Cat, bow/stern thrusters. Garmin 5212 GPS's bridge/flybridge, radar, Raymarine autopilot. For extended cruising, 110 volt not required. 6 golf cart batteries, 12 volt refrigeration, propane stove. 8kg genset and 2.5kw charger/inverter for backup. Hydronic furnace for NW comfort. Aft, island queen with head and separate shower aft; forward, "v" berths combined head/shower. Diesel 600 gallons, water 278 gallons. Deck stepped RIB, 9.9 hp outboard, electric winch. Much more. **\$179,000. Location: Hansville, WA. Contact Jack Tallman, 206-283-1417 P931-1912**



42' 1970 GRAND BANKS CLASSIC (INCLUDES 65' BOATHOUSE!) Beautiful Honduran mahogany. well maintained. powered by twin Ford-Leman 120hp diesel engines-approx. 3500 hrs. Recent engine work, tuned & ready to go. Northern Lights 6kw generator. 600gal. aluminum fuel tanks. Full electronics with auto-pilot. Comfortable living with AC/DC refer, 110V freezer, propane stove & oven, furnace, stereo system, 2 berths with separate heads and showers, water heater. Boat was recently dry docked with hull being cleaned & repainted. boat is located in Port Angeles, Washing ton. Includes a 65ft. boathouse with loft. **\$75,000. Contact Mike Kerley: 208-420-0427. P926-1911**



1978 OCEAN ALEXANDER MK1 PILOT-HOUSE Power 2 Ford Lehman's 120hp, 8 kw NL generator, 1000g fuel tanks, 450g water, 2 heads, Master w/walk around bed, Vberth w/3 bunks, 13'Aksano Catamaran Tender w/40 do Honda. This vessel has been boat-house kept and update lovingly as follows: All new teak decks on bow c/w hatch. Intelian for TV, Magnum 2800 inverter, Granite countertops in galley & bar, Flatscreen TV w/DVD, Princess propane stove. Microwave, Ice maker 2019, Sigmar diesel fireplace w/granite surround, New washer, New Radar, New Tadi Screen w/2 side and 1 back camera, New batteries. The Grey Pearl is a very seaworthy and comfortable yacht. **North Vancouver, British Columbia, Canada. \$225,000. If interested in more pictures email: bccoasters@gmail.com Contact Neil Anderson 604-929-4474. P924-2003**



1998 CARVER COCKPIT MOTOR YACHT 8.3 Cummins (1750), 18.5KW Kohler Genset (7000), New appliances w/ 4 yrs, upgraded electronics, Nobeltec, Intellian DTV, Strong Mechanics, just polished, 1999 Avon Dinghy w/ 25 merc running great. **\$229,000. Contact Bruce at 214-783-6975. P911-1912**

REAL ESTATE



105' BOAT HOUSE FOR SALE 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built in 2006. Owner getting out of boating and wants it sold. **\$450,000. Call or email Jim for more details at 360-961-0120 or captbadjim@com-cast.net. R906-1912**



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THEA FOSS - LAKE UNION, WA CAPTAIN

The 120-foot, 260 GRT Thea Foss is a steel-hulled luxury yacht designed by famed naval architect L.E. (Ted) Geary and built by Craig Shipbuilding Co. in Long Beach, California in 1930. The vessel carries between 5 and 6 crew members and up to 20 day-cruise guests or 10 overnight guests. The vessel is in excellent operational and cosmetic condition. Thea Foss is homeported in Seattle on Lake Union and is used for the enjoyment of the customers and guests of the Saltchuk family of companies. **Contact Erin Kittleman 206-652-1133. Please go to www.saltchuk.com for the full job description. E889-1912**

THEA FOSS - LAKE UNION, WA ENGINEER

The 120-foot, 260 GRT Thea Foss is a steel-hulled luxury yacht built in 1930. The vessels carries 5 to 6 crew members and up to 20 day cruise guests or 10 overnight guests. The Engineer is a shared position with the ship's Chief Engineer, allowing rotation of on-board and shore-side responsibilities to ensure that a qualified, trained engineer is available at all times. Experience aboard antique or traditional yachts or small passenger vessels of 100 to 500 desired. **Contact Erin Kittleman 206-652-1133. See the full job description at <https://www.saltchuk.com/job-board.com>. E890-1912**

BUSINESS OPP.



BOAT PARTNERSHIP OPPORTUNITY IN A 43' EGG HARBOR 49% boat partnership available on my 43' 1969 Egg Harbor S/F. Her beam is 14'3" and she's extremely well maintained and seaworthy with twin Cummins 300 hp engines, auto fire system, stateroom, enclosed V-berth, command bridge with ample seating. She was originally purchased in San Francisco Bay and I'm only her 3rd owner. Currently, she is moored in a covered slip at Loc Lomond Marina in San Rafael, CA but should be cruised in the Pacific Northwest and entered into wooden boat festivals! **Partnership Cost: \$40,000. For more information and photos contact Brian Tugwell, blt4997@hotmail.com, 250-487-1528. B901-2002**



Sun Valley Property Trade for Power Boat Looking to trade a beautiful .89 acre residential lot in Sun Valley, ID for a power boat. The lot has beautiful views with an assessed value of \$370,000. **Contact Matt Murray (206) 399-8300 or wmattmurray@gmail.com B902-2005**

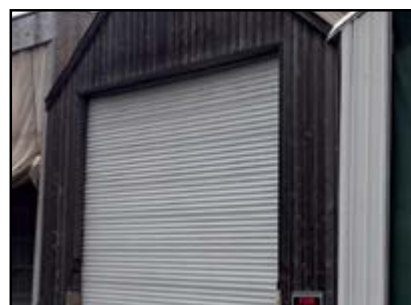
MOORAGE

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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-MZ**

EAGLEDALE MOORINGS MARINA, Bainbridge Island Two 50' +/- end tie slips available in addition to a 45' and 36' slip. **206-842-7751. eagledalemoorings@gmail.com. <https://www.eagledalemoorings.com>. M902-1911**



MOORAGE AND BOATHOUSES 22 x 58' Boathouse, Great newer floats, roll up door, remote controlled, work bench, Loft, great shape. \$49,000 OBO **Contact Dick Cahan at 425-301-7599. Tacoma, WA. M903-2003**

Lopez Island Spencer's Landing Moorage 50' Open Slip at Spencer's Landing - Shoal Bay, Lopez Island available for sublet beginning November 1, 2019. \$450 per month + electricity. Location Clinton, United States. Please contact Jason 206-963-1414. M904-1912



Anchor Cove Marina Open Slip Open slip is 40' x 16' single berth (max length is 45'7"). The slip is a very desirable location as it is close to the ramp and has no current or windage issues. Marina has security gate entrances and also a tender or trailer storage area (at no additional cost). There are nice restrooms and showers, and socializing area that includes a crab cooker and BBQ. \$170,000. Location: Anacortes, WA. **Contact Alan, 425-691-9515. M905-2001**

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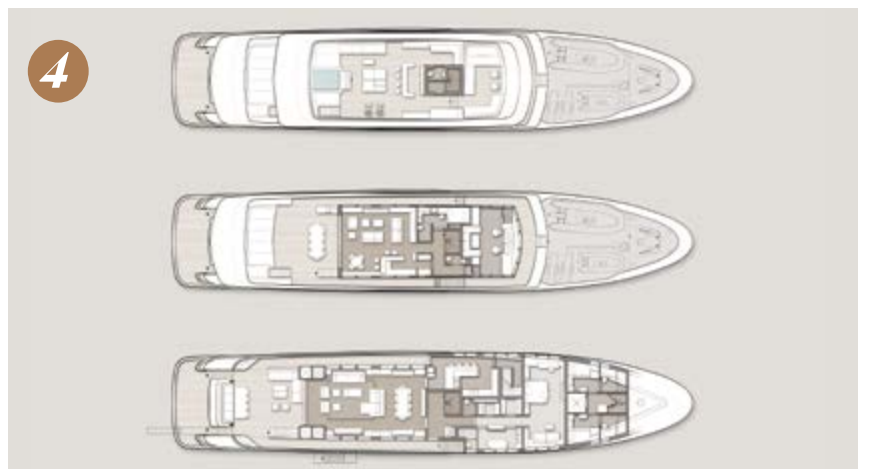
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Out & About

1. **Sea Star feeling the Holiday Spirit:** Here we see *Sea Star*, a charter boat from Mukilteo, Washington-based company North Pacific Expeditions, with her holiday lights. Photo: Tracy Meyer
2. **Spreading Good Cheer:** *Sea Star* underway on a quiet winter's night, Seattle skyline off the bow. *Sea Star* spends the cruising season on adventure-style charters in waters between Puget Sound and South-central Alaska. Photo: Tracy Meyer.
3. **Superyacht Ambitions, Nordhavn 148:** What's a new year without some big dreams? Nordhavn released design renderings for plans for a Nordhavn 148 superyacht, a collaboration with the Vripack design firm.
4. **N148 Layout:** Here's the what the proposed layout for the announced N148 looks like. Roaring Twenties, indeed!
5. **Healy is Home:** The U.S. Coast Guard Cutter *Healy* is an iconic Seattle-based icebreaker that carries out seasonal scientific, diplomatic, and military operations in the high Arctic. She returned home to Pier 36 after a three-month, 14,000 nautical-mile deployment.
6. **For Science!** Here we see crew of the *Healy* doing what they do best; getting out on the ice and fulfilling their mission. The research aboard is sponsored by the National Oceanic and Atmospheric Administration and the Office of Naval Research.
7. **USS Olympia Nuclear Submarine Decommissioned:** According to the Navy Office of Community Outreach on October 31, "The Los Angeles-class fast-attack submarine *USS Olympia* (SSN 717) transits the Puget Sound, arriving in to Bremerton, Washington, and is scheduled to begin the inactivation and decommissioning process at Puget Sound Naval Shipyard. The 35-year-old *Olympia* was commissioned on Nov. 17, 1984." (U.S. Navy photo by Mass Communication Specialist 3rd Class Victoria Foley)
8. **Talking 'round the Turkey (Bowl):** Corinthian Yacht Club in Seattle played host to the annual Turkey Bowl Regatta, attracting 80 boats (including Optis, 505s, RS Aeros, and Lasers) over a long and soggy November weekend. Pictured here are the 505 competitors that had 12 boats racing. The fleet organized a post-race day dinner discussion at CYC to talk about the race day to make everyone in the fleet better racers with conditions that were changing with each race. This show of sportsmanship and willingness to help each other become better sailors is a great model for all One Design fleets hoping to build fleet interest. Miles Johannessen (Bellingham Yacht Club) was 1st 505 overall winner, followed Angus Bracket (Seattle Yacht Club) in a close second. (Photo: Schelleen Rathkopf)
9. **Swans are Back:** Late fall and early winter means that trumpeter and tundra swans are returning to western Washington waters this fall—particularly Whatcom, Skagit, and Snohomish counties—on their way south. Washington Fish and Wildlife urges anyone who sees a dead, sick, or injured swan to report it to (360) 466-4345 (extension 266).
10. **Rudder McPherson Strikes Again:** Rudder, one of our office dogs that was named by you readers, keeps our managing editor Norris Comer in line on Press Week. "We need one more *Spyglass* picture, stat!"
11. **Red Jacket Resurrection:** Longship Marine, a marine supply and consignment store in Poulsbo, Washington, teased a few pictures of *Red Jacket* being hauled out. *Red Jacket* is a 72' historic wooden schooner designed by Ted Geary and built by Blanchard Boat Co. in 1920. She is in dire need of repair, so hopefully she's found a forever home.
12. **In Longship's Words:** "We somehow fell in love with *Red Jacket* and are now the proud caretakers of the 1920 Ted Geary Schooner. Some would call us crazy, others would say just plain silly. I think they're just jealous. She's a great boat with a rich history and deserves much love. Not certain what our goals are with it at this point other than continuing her life and enjoying some epic sails." -Nico Jensen of Longship Marine.





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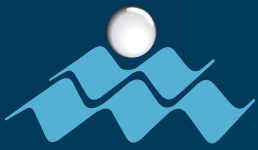
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