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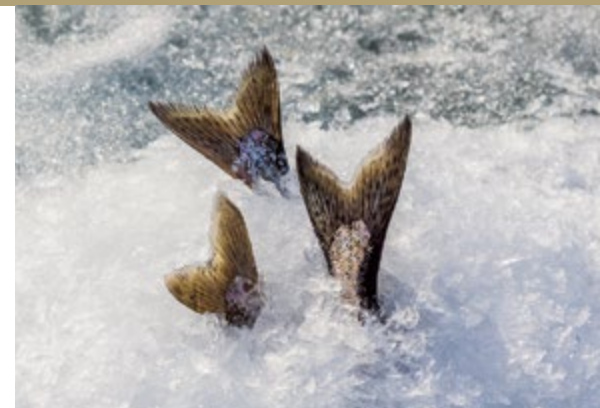


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2020 | OCEAN ALEXANDER | 70E
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2019 | AZIMUT | 66 MAGELLANO
SEATTLE



2020 | TIARA | 49 COUPE
SEATTLE



2019 | CARVER | C52
SEATTLE

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JERRY TODD | 206.963.6543



2005 | 46' CARVER | \$289,000
JERRY WHEELER | 949.375.2323



2009 | 39' TIARA OPEN | \$399,000
HENRY WOLD | 206.427.7167



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SEATTLE, WA | DEMO



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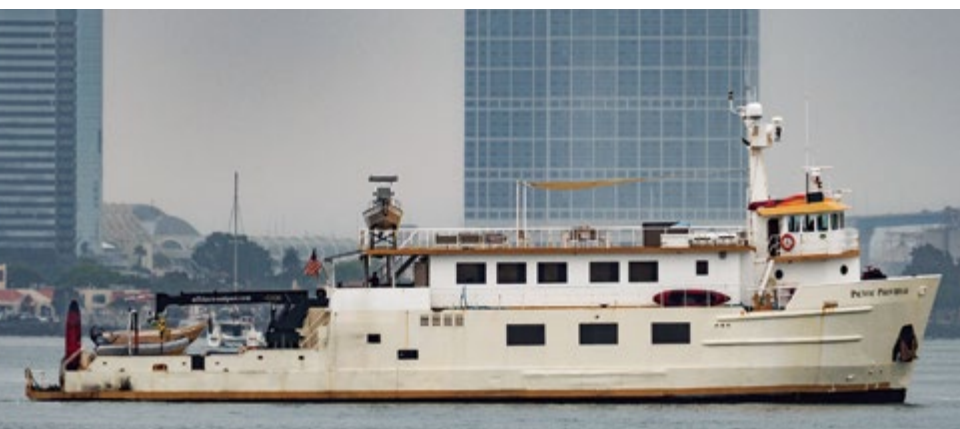
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MARCH 2020 ♦ VOL. 33, NO. 9 ♦ NWYACHTING.COM

COULD IT BE I'M

Falling in Love?

64

Just three Ocean Alexander 90Rs have been built so far, and seeing one, much less sampling one, is a rare treat. The capacious, fast, and luxurious boat came our way during a month of iron gray skies and constant downpours; but when it was time to take her out for a spin, the sun came out and made her a perfect valentine.



68

Happy Campers

2020 NORTHWEST YACHTING SUMMER CAMP GUIDE

Summer's coming, so this year we've put together a guide on finding the best boating and science camps for your aquatic kids.



74

Run Silent Run Deep

We're used to big ships, but some of Uncle Sam's most amazing boats are hiding in plain sight on the Kitsap Peninsula, or beneath our waters.



78

LAST LINE OF DEFENSE

THE COASTAL PICKET FORCE THAT SAVED AMERICA

They didn't make many headlines, but during WW2 a ragtag force of volunteer boats and merchant mariners helped keep our coasts safe.



84

PORTS OF CALL Friday Harbor, Washington

Deane Hislop takes us to Friday Harbor - the biggest little city in the San Juans and a jewel of a boating destination.

On the Cover

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



We photographed the stunning, Evan K. Mitchell-designed Ocean Alexander 90R off of Madrona on Valentine's Day. The pair of Canada Geese were just icing on the cake.

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1997 PACIFIC MARINER 65 PILOTHOUSE



Twin Detroit diesels, Fiberglass bridge hardtop with enclosure, Full electronics package, 3 staterooms with 3 heads + crew quarters, 2 generators, inverter, bow thruster, water maker, A/C & heating, built in electric heat, washer/dryer, and much more! very clean and well maintained. Priced at \$519,000. Call Dave Boynton at 206-949-6866

2002 CARVER 57 PILOTHOUSE



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2001 BAYLINER 3988



Twin Cummins 270 HP diesels, Stainless steel double arm dinghy davit, dinghy, Bimini top, electronics, generator, cockpit hardtop, two heads, two staterooms, full galley with stove and oven, electric heat, cabin heater, lower helm, clean and shiny! Sale priced at \$129,000. Call Dave Boynton at 206-949-6866

1998 BAYLINER 4788



Fresh water kept since new, twin Cummins 330 HP diesels, Electronics package, full galley with stove and oven, Bimini top, dinghy and davit, 3 staterooms, 2 heads with showers, inverter, generator, diesel heater, electric heaters, anchor windlass with anchor kit, and much more! Sale priced at \$189,000. 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.

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2001 BAYLINER 3488



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85' AZIMUT 2002 \$1,095,000



82' HORIZON 2008 \$1,975,000



80' OFFSHORE 2008 \$2,675,000



61' TOLLYCRAFT 1983 \$449,000



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55' OCEAN ALEXANDER 2003 \$789,950



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105 RAISED PILOTHOUSE
104' Hatteras 2020



92 PARAGON COCKPIT
92' 3" Paragon 2015



GOLDEN ROSE
92' Ortona Navi 1989



MARGARITA
78' Ocean Alexander 2010



BLUE EYES
76' Alaskan 2008



M75 PANACERA
74' 6" Hatteras 2020



LADY ANN
74' Ocean Alexander 2007



PARKER BLUE
68' Hampton Yachts 2017



M&M'S
54' Sabre 2009



TIARA Q44
44' Tiara 2016



CABO 41
40' 2" Hatteras 2020

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FROM THE HELM

The Perfect Boat



Schelleen Rathkopf

When you ask 10 people to describe the perfect boat, you will most definitely get 10 different answers. For some, the perfect boat is a fishing boat because fishing takes them to their happy place.

For others, it's a sailboat for racing or cruising. It might be a speed boat to waterski or wakeboard, others want something quiet and human-powered like a rowboat, kayak, or canoe. It may be a comfortable cabin cruiser where there's plenty of room to spread out. Possibly, the perfect boat is a luxury motor yacht, where all the comforts of home (and then some) come along for the ride.

This month, we feature the Ocean Alexander 90R, which was my date for Valentine's Day (on the cover and Page 64). She's a 90-foot, million-dollar-plus yacht with absolutely all the bells and whistles. I admit that I had a great time poking around her and taking in some of her many special features. For some, she is most definitely the perfect boat.

As we were returning the 90R from Lake Washington to her slip at Alexander Marine on Lake Union, I caught sight of a very rare vessel: a hot tub boat! Yes, that's right. It's a boat and it's a hot tub - all in one! "Soak in the Sea-nergy," encourages the Lake Union Hot Tub Boat Company's ad, and sure enough, this couple on board was doing just that. There they were enjoying Valentine's Day on the lake, in a hot tub, on a clear cold day that could not have been but a few degrees above freezing.

The couple was likely in their mid-to-late 60s. She was sporting a one-piece bathing suit, which we saw when she stood up proudly to toast us with a bottle in hand as we glided by. He, on the other hand, remained seated in the warmth of the water, but also raised his glass. Together, they were quite a pair, who obviously were having a great adventure on the water. To them, the perfect boat was one where they could have a great soak in 104-degree water, and steer her with a tiller in one hand and a cold beer in the other.

Kids often discover their favorite boats at summer camp, and I'd encourage you to check out our *Happy Campers Guide* (Page

68) for ideas for your children. Also in this issue, you'll find a story about the Group 9 subs in Kitsap County (Page 74), an important force in the US military defense system that you may encounter while boating in the Pacific Northwest. Richard Walker also shares a story about the civilian mariners and their role in World War II (Page 78).

What is the perfect boat? Shoot me a message and tell me about your dream boat. Maybe we could feature our visions of perfect boats in an upcoming issue of *Northwest Yachting*. Wouldn't that be intriguing? The important thing is that whatever the perfect boat is, we get out there and enjoy all the fun, adventure, and experiences that our waterways offer.

And with that, I'm off to Lake Union to take a hot tub boat on a sea trial. Anyone want to join me?!

—Schelleen Rathkopf
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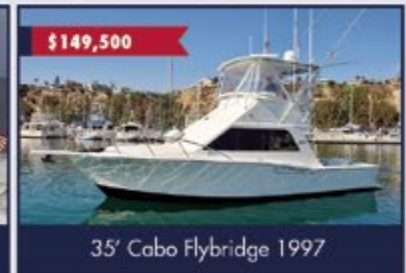
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Racing

Oregon Offshore kicks off Boating Season

By Randy Woods

To kick off the opening of the 2020 boating season, the town of Ilwaco, on Washington's Long Beach Peninsula, has been chosen as the site of this year's Pacific Northwest Offshore International Yacht Race. The multi-day race will start in Ilwaco at 11:00 a.m. on May 7 and finish in Victoria, B.C., on May 10.

The race centers around the week-long Pacific Northwest Sailing Days event (May 2-8), which will include the U.S. Coast Guard's "Blessing of the Fleet" festivities

(May 2), charter boat rides, small-town parades, a kick-off party and auction, a public market, and a photo contest.

As early as May 2, sailing yachts participating in the race will begin arriving at the Ilwaco marina, where the public will have an opportunity to view the moored boats. Entrants for the race, a qualifier for the Pacific Cup and the Vic-Maui International Yacht Race, currently include J/105s, such as *Escape Artist*, *Abstract* and *Free Bowl of Soup*, as well as *Aja*, *Red Sheilla*, *True Love*,

Margaret and *Velocity*. Also, *Rage*, a Wylie 70 built by race sponsor, Schooner Creek Boat Works, has been entered.

Charter boats will offer ticketed passengers a passage to view the start of the yacht race up close. Land-based platforms to watch the race include several spots, including the Cape Disappointment Lighthouse, the Lewis & Clark Interpretive Center, North Jetty, Benson Beach, the North Head Lighthouse lookout, Bell's View lookout, and a scenic overlook off the Highway 103 loop.

The Corinthian Yacht Club of Portland founded the 193-mile yacht race 45 years ago. The Port of Ilwaco is a historic fishing port with an 800-slip marina, boutique hotels, restaurants, pubs, a bakery, canneries, art galleries, shops and a seasonal Saturday Market.

For more Sailing Week details, please visit pnwsailingdays.com. Yacht race information can be found at cycportland.org/race-information.



Above: Competitors *Dilligaf*, *Fortuna*, and *Cantata* battle it out off the Oregon coast in the 2018 Oregon Offshore event. Left: *Cantata* in the churn near Cape Disappointment. (Photos: Maria Swearingen/SailingPDX)

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FLEMING 65 PILOTHOUSE 2009 - Original owner boat, lightly cruised in Southern California. **\$2,695,000**



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53' LITTLE HOQUIAM/VIC FRANCK 1986 Two staterooms, 2 heads. Fiberglass construction. Walk-in engine room. **NOW \$269,000**



OUR DOCKS - REDUCED

55' OFFSHORE 1992 Constantly upgraded. New davit, epoxy bottom. Stabilized. Boathouse kept! **NOW \$449,000**



83' MONK MCQUEEN 1980 Legendary Northwest yacht. Many substantial updates. Select trades considered. **\$389,000**



OUR DOCKS

REDUCED

48' DEFEVER FLYBRIDGE TRAWLER 1983 Fully refit 2010 to present. Must see to appreciate! **NOW \$329,000**



70' DENCHO 1995 Andrews-pedigree raceboat with recent modifications for short handed sailing. **\$415,000**



SLIP AVAILABLE - REDUCED

69' PACEMAKER Twin Detroit 8V71TI, two gensets. With transferable covered Lake Union slip! **NOW \$359,900**



OUR DOCKS - REDUCED

2004 DEFEVER 45 Twin John Deere, new thrusters, designer décor, washer/dryer. Two staterooms. **\$409,000**



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Boat Building



Armstrong Marine to Build Hat Island Passenger Ferry

By Schelleen Rathkopf

Hold Your Hat! The Hat Island Community is about to get a brand-new, spiffy, custom passenger ferry thanks to boatbuilder Armstrong Marine. Hat Island (also known as Gedney Island) is a small private island located in Possession Sound between Everett, Whidbey, and Camano islands and is the permanent or vacation home to around 260 "Hat Islander" families. In addition to a marina and yacht club, the community maintains a nine-hole golf course, fire station, a community bus, and, of course, the passenger ferry with service to/from the Port of Everett.

Armstrong Marine, based out of Port Angeles, Washington, was chosen by the Hat Island community to build the new custom 49-seat passenger ferry. Known for its welded aluminum catamarans, monohulls, RHIBs, and barges of

the highest quality and innovative design, Armstrong designed a 45-foot catamaran to service the Hat Island community.

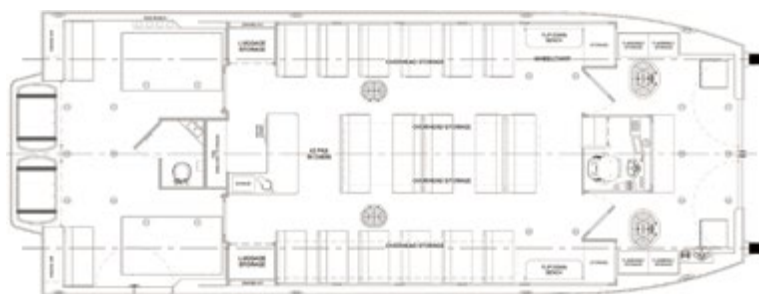
Charlie Crane, Armstrong Marine USA Sales & Marketing Director, commented on the con-

tract award, "Over the last two years, we've focused on taking our passenger vessels to the next level with thoughtful designs that improve not only safety and serviceability, but also the comfort and experience of each passenger. These changes are evident in the Hat Island Ferry; by closely collaborating with project stakeholders, we've designed a vessel that will be uniquely well-suited to their community's needs."

The USCG Subchapter T vessel features a comfortable seating area, galley, and head, with plenty of lockers and overhead bins to store luggage. It has been designed with shaft & wheel propulsion powered by twin Cummins QSL9 405hp engines and SeaStar EPS electronic steering. A ZF CruiseCommand system provides superior vessel control from the raised pilothouse or second station forward. Two bow thrusters and aluminum push knees, with rubber fendering, ease repeated mooring.

Two passenger gates at the bow plus a side door aft expedite the boarding process. Additional exterior customizations include 12 deck tie-down points and an aluminum davit (500 lb. SWL) for cargo transport.

Hat Island is a truly relaxing place to be and, with big thanks to Armstrong Marine, getting there will prove to be just as relaxing. To find out more visit hatisland.org or armstrongmarine.com.



The interior layout of the new Hat Island Passenger Ferry.

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90' STEPHENS CUSTOM 1977
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80' & 83' BURGER 1959 & 1967
Custom built steel motor yacht, major refurbishment & upgrades. Dan Wood, Seattle.



95' AZIMUT 1986/2006
\$2 million refit by Port Townsend Marine, new CAT 3412s, ZF transm. & all controls, Dan Wood, Seattle.



62' NAVIGATOR PILOTHOUSE 2010
Last year of the wide body, 17' 4" beam, 3-stateroom layout, pristine. Dale Partna, Seattle.



68' WEST BAY SONSHIP PILOTHOUSE 2002
Fresh water kept, close to our South Lake Union of fice, 20' beam, new hard top. Dan Wood, Seattle.



52' PRINCESS SPORT BRIDGE 2017
This boat is a 10. Large free board, dual walk-up transom, molded-in fb steps. Dan Wood, Seattle.



67' VIKING SPORT CRUISER 2006
Many upgrades, fresh water moored, no expense spared in maintenance. Dan Wood, Seattle.



66' QUEENSHIP PILOTHOUSE 1996
Widebody w/ huge saloon, 3408 Cats, loaded with equipment, new enclosure. Dan Wood, Seattle.



91' DELTA 1982
4 staterooms each w/ head & shower, Vic Frank design, sleeps 12-14 adults/kids. Dan Wood, Seattle.



65' FAIRLINE SQUADRON 1997
Like-new, 4-stateroom luxury cruiser, well maintained. Dale Partna or Matt Partna, Anacortes.



65' FOUNTAIN 2001
New CAT C-32 repower w/ only 400 hrs. Fresh prop/running gear tune-up. Dan Wood, Seattle.



51' SEA RAY SUNDANCER 2002
Extremely clean, direct drive, twin 3196 power, new electronics & canvas. Vic Parcels, Seattle.



50' NAVIGATOR 1994
Great open floor plan, huge pilothouse, great visibility, spacious bridge. Dale Partna, Seattle.



60' SEA RANGER PILOTHOUSE CP MY 1988
Spacious, inside helm, upper & lower galleys, new bottom paint, CAT 3208TAs. Dan Wood, Seattle.



50' SYMBOL PILOTHOUSE 2000
450hp Cummins, popular layout w/ amidships master, w/ ensuite head. Dale Partna, Seattle.



61' NAVIGATOR PILOTHOUSE 2004
Volvo D-12s, generator, inverter, fresh water kept, just waxed. Dan Wood, Seattle.



57' CARVER 2001
Comfortable, stable, extended cruising/entertaining, 3 staterooms/2 heads. Dale Partna, Seattle.



52' MIDNIGHT LACE 2005
Twin CAT C-9, heat/ac, Webasto, watermaker, custom paint, TNT lift. Dan Wood, Seattle.



49' ALDEN FLYBRIDGE EXPRESS 2007
Perfectly sized, comfortable, nothing compromised, easy to handle, bow thruster. Dan Wood, Seattle.



45' MERIDIAN 459 2006
Hard to find, 1 of a kind, well maintained, many upgrades & unique features. Dale Partna, Seattle.



57' BAYLINER 2002
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Waterfront

Chamber Closure at Ballard Locks

By Schelleen Rathkopf

On February 12, 2020, the large chamber of the Ballard Locks was closed for maintenance. The closure is due to run through early April as crews work to replace two Stoney Gate Valves. These valves are what opens the 102-year-old filling culvert gates and is the same technology that was used during the construction of the Panama Canal.

According to the U.S. Army Corps of Engineers, crews will be

working 24 hours a day for three weeks of the closure to expedite the project. Much of the work takes place in the machine access area below ground, but visitors will notice visible signs of activity above ground as well.

Taking advantage of the closure of the large chamber, the Army Corps of Engineers will be offering guided tours of the locks starting on Wednesdays in

Continued on Page 22



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2017 Tiara 39 Coupe
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2016 Ranger R31-S
Pampered, Low hours on her 300hp Volvo diesel **\$249,900**

1997 61' BAYLINER 5788 PH



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61' Ocean Alexander 610
Niad Stabilized, Updated Interior, Nice! **\$649,000**



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2002 53' Prima
Pristine condition, Well maintained **\$429,000**



SOLD

2004 Meridian 490 Pilothouse
Boathouse kept and loaded with options! **\$309,000**



2013 43' Fathom Yachts 43 Pilothouse
One owner, Meticulously maintained! **\$455,000**



2004 41' Meridian 411 Sedan
Lower Helm, Thrusters, Clean! **\$259,000**



2018 39' Jeanneau NC11
Joystick control, 45hrs on twin diesel, Like NEW! **\$349,900**



2018 Sea Ray 350 Coupe
Thruster, Genset, Stored under cover, WOW! **\$359,900**



SALE PENDING

2001 American Tug 34
Boathouse Kept, Thrusters, Low hours, WOW! Loaded! **\$289,000**



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Chamber Closure at Ballard Locks

March. The tours will be offered in groups of about 15 people and last for an hour and a half. Participants on the tours need to be comfortable with entering the locks using 70 feet of construction scaffolding and maneuvering in dark tunnels with uneven footing. The tour is not recommended for anyone with a fear of heights, claustrophobia, with mobility impairment, or with a severe airborne shellfish allergy, as the locks contain mussels and other species.



You rarely, if ever, get to see the Ballard Locks looking like this. Now's your chance to take a tour.

The tours will be lead by engineers, and participants should bring flashlights, rain gear, warm layers, and footwear appropriate for 4 inches or more of water. Proceeds from the tours will go to the nonprofit Corps Foundation, which goes directly to helping the Locks. The suggested donation per tour is \$30.

For more information, reach the visitor center at (206) 783-7059. During the closure, the small chamber will remain open to vessels up to 28' wide by 123' long. The next extended closure is scheduled for Oct. 12 through Dec. 3, 2020.



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Environment

Seattle Boat Co.'s Conservation Mission

By Schelleen Rathkopf

Seattle Boat Company recently announced that it's working to offset its greenhouse gas emissions for each boat it sells in 2020 by purchasing forest carbon offsets from The Conservation Fund.

Alan Bohling, president of Seattle Boat Company shares, "We are very pleased to actively participate in protecting the envi-

ronment. Seattle Boat Company is diligently working to manage our carbon footprint utilizing new equipment standards like Tier 4 marina forklifts and relationships with The Conservation Fund to offset carbon influence. We will continue to lead the nation with green ecological practices whenever possible."

What exactly is a forest carbon offset? As forests grow, the trees absorb CO2 from the atmosphere through photosynthesis and stores it in their trunks, branches, leaves, and root systems. A forest carbon offset is a metric ton of carbon dioxide equivalent (CO2e)—the emission of which is avoided or newly stored—that is purchased by greenhouse gas emitters to compensate for emissions that occur as a result of their product or service.

Seattle Boat Company's offset purchase will give a boost to the Conservation Fund that is committed to reducing greenhouse gas emissions restoring wildlife habitats. Based on industry standard, the company's purchase will offset more than 1,000 tons of CO2 over the annual operating vessel use. The Fund earns 4-Star rating from Charity Navigator, A+ from Charity Watch, and is a Guidestar Platinum participant. For more information about the Conservation Fund, visit conservationfund.org.



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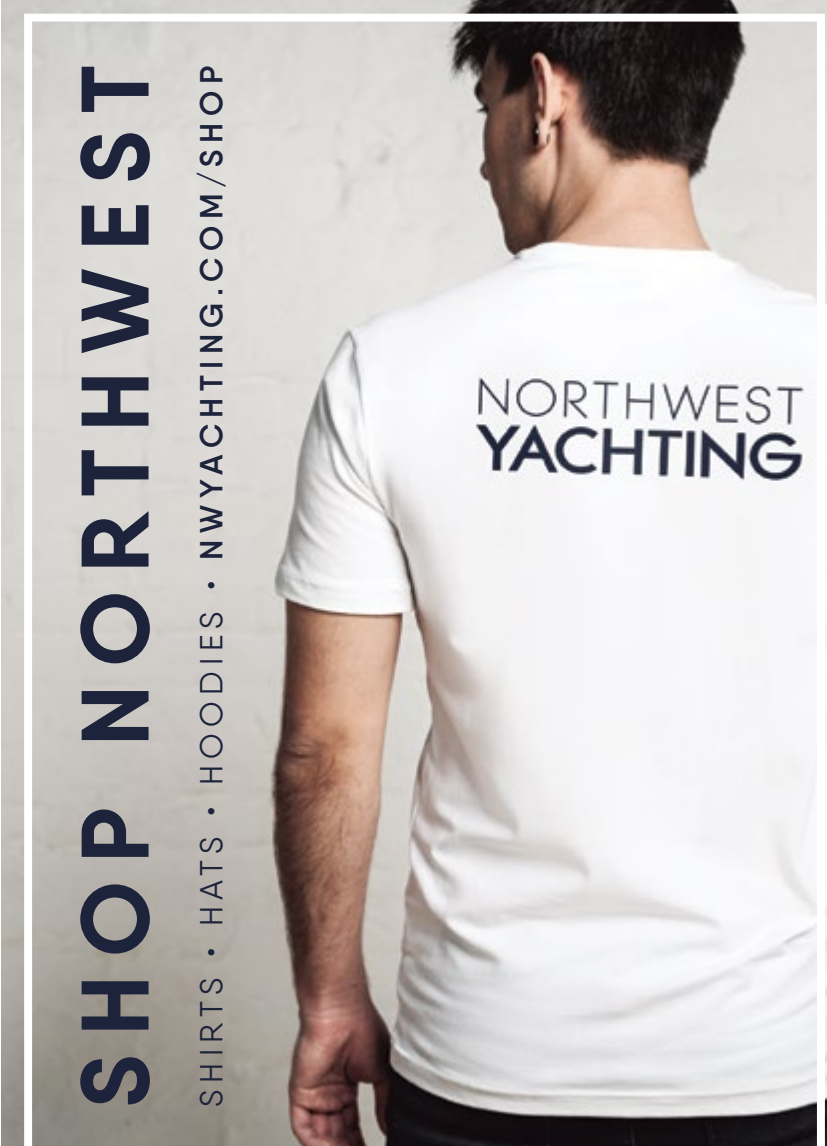
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35' Tiara



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32' Sea Ray



65' S&S "Amorosa"



47' Beneteau



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34' Boston Whaler Defiance '00..	\$125,000
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Boat Shows

TrawlerFest 2020 Seminar Line-Up

By Evin Moore

TrawlerFest is back in Seattle's Bell Harbor, with seminars starting on April 14 and the in-water show beginning on April 16. Hosted by *Passagemaker Magazine*, the show brings everything trawler to one spot and boasts an impressive seminar line-up for those looking to

expand their horizons. Here are just a few of the seminars available at this year's show.

Kicking it off is a returning favorite presenter, Nigel Calder, who along with Matt Mardesich will be covering everything you ever needed to know about diesel engines. Calder is known

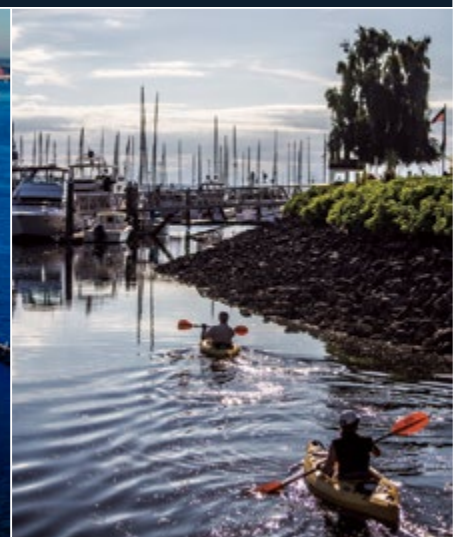
through out the boating world for his classic *The Boatowner's Mechanical and Electrical Manual*. Mardesich is an American Boat and Yacht Council (ABYC) certified master technician and the primary propulsion instructor at Skagit Valley College's Marine Maintenance Technology

School. Calder and Mardesich will take students through a two-day intensive diesel engine course with certification awarded upon completion.

There is growing interest amongst West Coast boaters in taking on the Great Loop as part of their boating bucket list. Anyone curious about heading out east to complete the Great Loop can stop by Kim Russo's seminar on April 14. Russo is executive director of the America's Great Loop Cruisers' Association and will be giving a detailed account of what to expect when tackling the loop. Topics include what boats

Continued on Page 28

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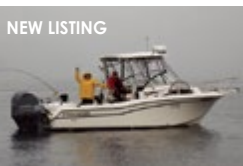
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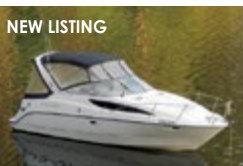
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- 50' JEANNEAU 50 DS '11**SOLD**
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- 41' JEANNEAU 410 3C/2H '20.....**Sale Priced** 319,948
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- 38' JEANNEAU 389 '20**Arriving** **SOLD**
- 34' JEANNEAU 349 '20**SOLD**
- 34' JEANNEAU 349 '20**Arrives March** 192,490
- 32' JEANNEAU SF 3200 '19**SOLD**
- 42' ISLAND PACKET 42 MOTOR SAILER '20 ..**Order from** 429,000
- 38' ISLAND PACKET 349 '19**SOLD**
- 62' LAGOON 620 '20**Arriving** **SOLD**
- 46' LAGOON 46 '20**Arriving** **SOLD**
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Trawlerfest 2020 Seminar Line-Up

Continued from Page 26

are best suited for the loop, how to get your boat there and back, and how to budget for the trip.

Captain Linda Lewis will be giving a seminar on boat handling theory in a class that includes an on-water session where students will practice what they've learned in close-quarters maneuverability. Lewis is a Professor Emeritus from the University of Washington with over 40 years of teaching experience. A certificate of completion will be awarded to students on the last day of the seminar.

Other seminars include topics like old-school navigation techniques for when the GPS is out, cruising in Mexico and Central America, taking on the Inside Passage, first aid at sea, off-shore essentials, weather basics, and many more.

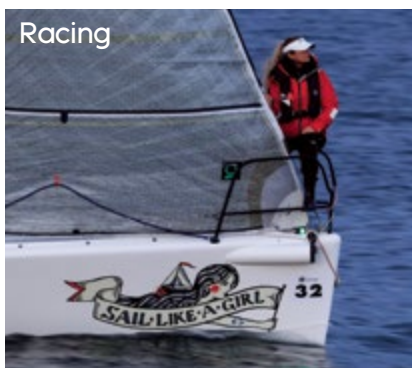
Seminar Highlights:

- **Everything You Need To Know About Diesel Engines**
With Nigel Calder & Matt Mardesich
- **The Great Loop: How To Prepare, What To Expect**
With Kim Russo & veteran loopers
- **Old-School Navigation**
With Capt. Robert Reeder
- **Mexico's 10 Best Trawler Destinations**
With Capt. Pat Rains
- **Boat Handling Theory**
With Capt. Linda Lewis

For a complete list of seminars, visit passagemaker.com/trawlerfest

All seminars will be held in the Seattle Marriott Waterfront. General admission to the show is \$15 and all seminars have an additional fee. The show runs from Tuesday April 14 to Saturday April 18. Visit passagemaker.com/trawlerfest to see a complete list of seminars and their prices. A general admission ticket is included in the price of the seminar.





Team Sail Like a Girl becomes a 501c(4)

By Schelleen Rathkopf

Team Sail Like a Girl recently announced the formation of a 501(c)4, now making them a not-for-profit promoting and inspiring women and girls. The team of all-women sailors made history when they won the R2AK (Race to Alaska) in 2018 racing on the Melges 32 *Maks to the Moon*, skippered by Jeanne Assael Goussev. R2AK, produced by the Northwest Maritime Center, is a 750-mile sailboat race from Port Townsend, Washington, to Ketchikan, Alaska, and must be completed using no motors and no outside support. The first team to finish claims \$10,000 and the second-place winner receives a set of steak knives.

Under Internal Revenue Service rules, a 501(c)3 is a non-profit for religious, charitable or educational purposes and donations to a 501(c)3 are tax-deductible. A 501(c)4 is a not-for-profit, but as a social welfare group, providing a community benefit (and often a sports team) so donations are not tax deductible to the donor.

As a new social welfare organization, Team Sail Like a Girl has big plans in the works to build adventure, empowerment, courage, inspiration, and community for women and girls in all walks of life. Their mission is to inspire women to push limits, challenge assumptions, and through teamwork, make the impossible, possible. Currently, the team is preparing for their third R2AK event, happening on June 8, 2020.



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49'	1980	TransPac 49	Sold	\$89,000
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40'	1994	Colin Archer Ketch		\$55,000
40'	1989	J/40 Performance Cruiser		\$79,000
37'	2015	Rustler		\$365,000
36'	1998	Jeanneau 36.2	.....	Sold	\$68,500
34'	2000	J/105	.....	Sold	\$64,900
33'	1989	J/33	.....	New Listing!	\$29,700
32'	2017	J/97e	.....	New Listing!	\$199,000
32'	1986	Nor' Star Gaff Rig	.....		\$38,000
30'	1997	Farr w/ Trailer		\$35,000
30'	1997	Henderson 30	Sold	\$23,000
22'	2012	J/70 w/ Trailer	Sold	\$34,000



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 Nautical News

Potions of the Ocean

Since 2016, we've brought you many cocktails. This month, we've decided to expand our section to non-alcoholic favorites too. Do you have a favorite drink you'd like to share? Drop us a line at editorial@nwyachting.com.

Cocktail

Caipirinha

By Bridget Charters

Caipirinha is Brazil's national cocktail, made with cachaça, a liquor made from sugarcane, sugar, and lime. Cachaça, like rum and tequila, has varying quality levels and aging characteristics. It is typically stored in the native Brazilian woods, which lends a unique flavor.

Similar to a bourbon old fashioned, Caipirinha is made with sugar and citrus and offers a bit of sunshine during these cold winter months. Let's imagine those hot, sunny beaches while we build our ark!

Caipirinha

- 2 limes
- 4 tablespoons sugar
- 4 tablespoons water
- Ice cubes as needed
- 4 (2oz) shots cachaça

Directions:

Wash and cut both edges of the limes.


Cut lime in half then cut each lime lengthwise in thin stripes.

Cut each half-lime crosswise and pour the small dice in a cup.

Repeat the process with all the limes.

Add 1 tablespoon sugar to each glass, then muddle diced lime by pounding and pressing with a wood muddler until sugar is dissolved. Over muddling will make the lime taste bitter.

Add 1 tablespoon water, 1 shot of cachaça and stir well.

Fill each glass with ice, stir well, and serve. 

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

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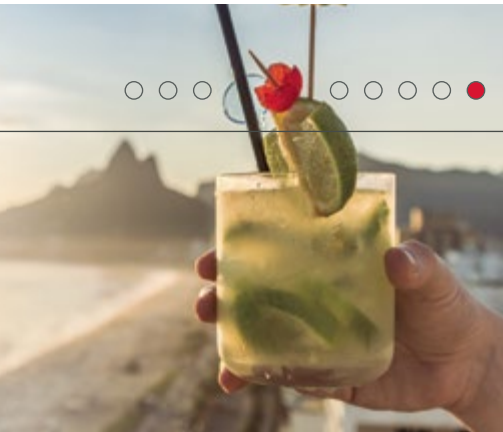
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Mocktail

Cherry Smoothie

By Evin Moore

As much as boating and a few drinks at the end of the day go together, every once in a while it's nice to take a break from the booze and enjoy an alcohol-free alternative. We asked around for favorite non-alcoholic drink recipes to accompany this month's *Potions of the Ocean* and heard back from Chris Bingham, a broker over at Emerald Pacific Yacht Sales, who told us about Cherrish, a cherry juice drink that can be drunk right out of the bottle or used as an ingredient in cocktails, smoothies, or as a base for stewed fruits and desserts.

Cherry juice is rich in antioxidants and anthocyanins. It's a great detox drink if you're laying off the alcohol.

Cherrish Smoothie

- 1½ - 2 cups of frozen fruit, your choice
- 1 cup of frozen or raw spinach & kale
- 1 three oz pouch of Cherrish
- ½ cup of almond milk
- Add 1 scoop of favorite protein powder (optional)
- Add a splash of water
- Add a little honey (optional)

Directions:

In a large blender, add the following ingredients and blend on a high speed for 1 minute or until fully blended.



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 40' Fountaine Pajot Lucia 40 '16 ..Sale Pending
 41' Beneteau Oceanis 41.1 '19 ..Arriving SOLD
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 46' Beneteau 461.....Sale Pending

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Business Notes

The Latest Marine Industry Dispatches



Outer Reef Yachts Launches QR-Code Video Library

By Randy Woods

Outer Reef Yachts, based in Fort Lauderdale, Florida, has introduced a new service video offering, featuring engaging presentations by Captain Randy Ives, the company's commissioning, warranty and service project manager.

The videos, based on several important topics, such as "Understanding the Outer Reef Fuel Transfer System," present simple, step-by-step video explanations by Ives. Boat owners and operators can view the videos via QR codes strategically placed on each

piece of Outer Reef equipment.

The goal of these service videos is to provide each owner/operator with helpful and relevant information that is conveniently accessible through a scan of a QR code with any mobile device. The videos eliminate the need to locate printed manuals for each piece of equipment.

Outer Reef began converting many of its technical manuals to QR-code-accessible digital formats four years ago. The resulting "Quik Code System" stores computer-generated images and information that could be reached without typing a URL into an internet browser, making it possible to look up information quickly through a smartphone or other handheld mobile device instead of a laptop computer.

The yacht-maker was also the first manufacturer to provide each owner/operator with an iPad version of each yacht's Owner's Instructional and Maintenance Manual, delivered via Wheelhouse Technologies. This enabled captains and maintenance technicians at every level to access vital information about each vessel, while also allowing Wheelhouse to provide automatic updates to the database, as needed.

The new video library has been merged with Outer Reef's Service Initiative, offered in 2018, to provide customers with their own personalized owners' portals, online, mobile-friendly, vessel-specific dashboards that present real-time information and service updates.

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Ken Monaghan Joins Swiftsure

By Randy Woods

Ken Monaghan, a yacht dealer and broker since 2015, has joined the brokerage team at Seattle-based Swiftsure Yachts.

The well-known broker began his career as a mate on commercial fishing boats while putting himself through college. In the process, he recorded five Inside Passage transits and gained important ship's operational knowledge. As a broker, he's handled several new boat lines and brokerage yachts.

"Ken's a natural fit," said Ryan Helling, managing partner of Swiftsure. "He brings a wealth of experience and energy to our team."

Monaghan's small boat experience comes from years sailing International 14s at the national and world championship levels. As a racing and delivery crew member, he has sailed many thousands of ocean miles. More recently, he worked as an engineer with Boeing and later moved into technology sales.

In the Pacific Northwest, Monaghan has been a regular crew on some of the most successful race boats in the area, including *Glory*, *Sachem*, *Jedi*, *Banshee*, *Terremoto*, *Baba Louie*, among many others.

Swiftsure Yachts was formed in 2002 to create a full-service brokerage for yachtsmen interested in buying or selling high-quality boats.

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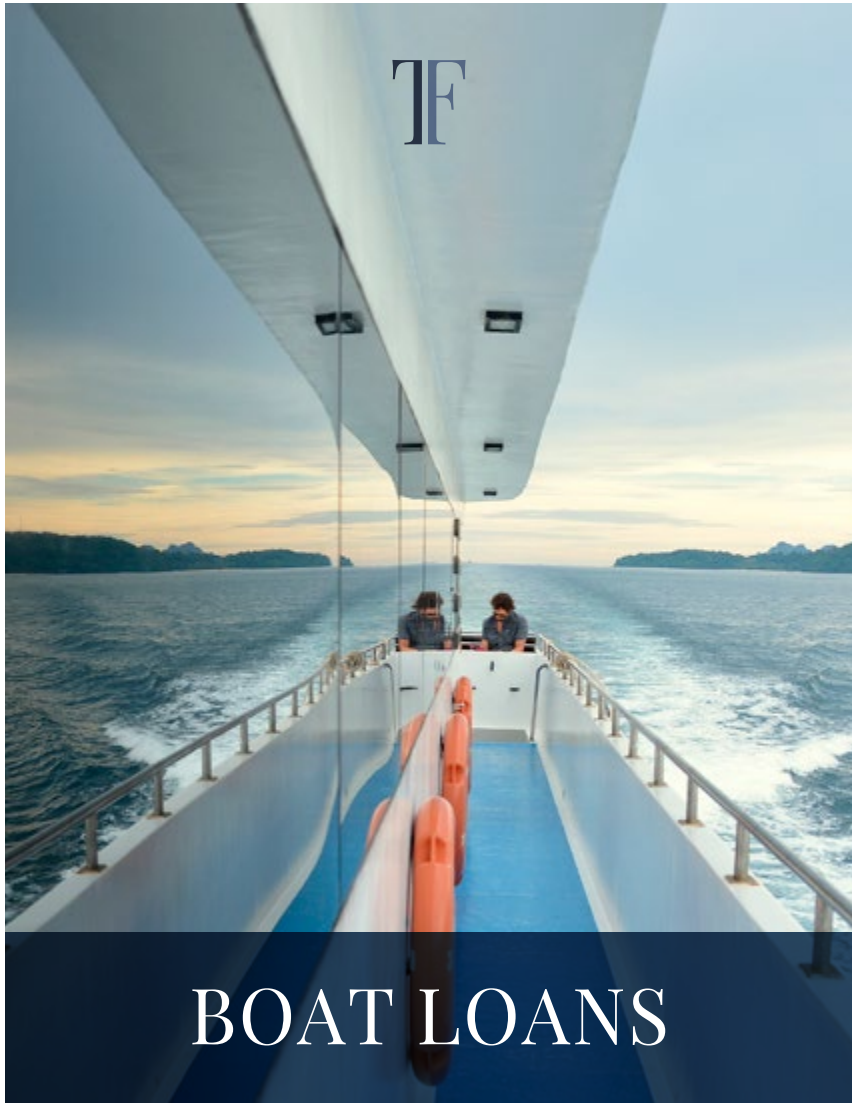
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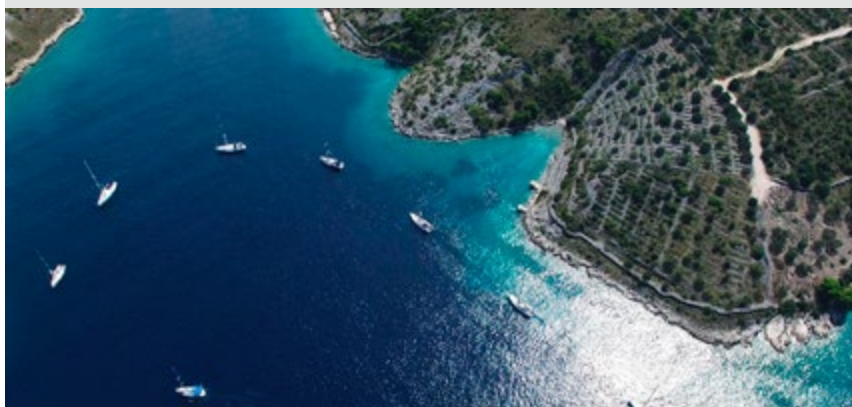
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Letters

Your Voices Heard!

DIY'ing it at Canal Boatyard

Dear Northwest Yachting,

In both your 2019 and 2020 Haul-Out Guides, I noticed that you have Canal Boatyard marked as not having DIY services. Is that just a mistake? Canal has always been one of the few on the canal allowing full DIY. And their website still reads, "Our yard caters to do-it-yourself boaters of all shapes and sizes".

—Patrick Davin



NWY: Thank you for catching this error, Patrick. You are absolutely right that Canal Boatyard, located in Ballard along the Ship Canal, does in fact cater to the Do-It-Yourselfer, and we've since added the DIY icon to the listing in the online version of our 2020 Haul-Out Guide. We attempt to make contact with all the listings featured in our special guides to ensure that the information is still accurate and relevant. In some cases, we are unable to make this contact – which may have been the case here. Thank you again for the catch!

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.



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Arrivals

New & Noteworthy Boats



Ranger Tugs R-25

The new Ranger Tugs R-25 arrived to enthusiastic cheers of many longtime adoring Ranger Tugs fans, who have come to love the quality cruising and welcoming community that characterizes Ranger Tugs boat ownership. The R-25 is sold fully equipped and ready to cruise and has been designed for comfort, ease of use, and most importantly, FUN!

Ranger Tugs started in 1958 on a philosophy of quality and doing things right, a commitment that continues to this day. "My father Dave works with me daily, and is probably the most accomplished boat designer in the world," shares John Livingston, Ranger Tugs' president. "In our shop, boats are put together by some of the most experienced boatbuilders in the Northwest." With factories in Kent and

Auburn in Washington state, Ranger Tugs are built for Pacific Northwest waters and weather conditions.

The main salon on the R-25 is designed with many creature comforts that make it perfect for cruising with the family or entertaining friends. Her forward V-berth is spacious and private and includes a fully enclosed head with sink and shower.

Additional sleeping areas are available with a quarter berth and a dinette that converts to another bed for two. One of the most innovative features of the R-25 is the swim platform that wraps around the outboard to provide extended exterior deck area. The R-25 is fast and efficient and includes an electronics package that will keep you safe and clear from getting lost.

When you buy a Ranger Tugs boat, you are inducted into a very special Ranger Tugs family. Many meet up together at the annual Ranger Tugs & Cutwater Boats Rendezvous that takes place the weekend after Labor Day in Roche Harbor in the San Juan Islands. This rendezvous is the event of the year for many Ranger Tugs families. "It's truly a special group of people. Never before have we felt such an immediate friendship with strangers that we meet than with this group of people," shared Ranger Tugs R-31S owners Greg and Cathy. It's plain to see that your customer base feels the same way we do about your company, your boats, your employees, and your service." If fun and community are what you're after, you'll want to check out a Ranger Tugs boat and the R-25 is a great place to start.



Specs & Info

LOA: 28' 5" • Beam: 8' 6"

Draft: 2' 8"

Tankage (Fuel/Fresh/Black):
99 gals./34 gals./14 gals.

Local Dealer:

Ranger Tugs Factory, (253) 839-5213,
factoryguy@rangertugs.com

Web: rangertugs.com



Burger 50 Cruiser

Burger Boat Company has begun building its newest yacht, the Burger 50 Cruiser. Following on the success and popularity of the recently delivered Burger Cruisers, the Burger 50 Cruiser is a powerful and luxurious aluminum cruiser developed in conjunction with Vripack Naval Architects and features an exquisite interior designed by Luiz de Basto of De Basto Designs.

Henry B. Burger founded the H. Burger Shipyard in 1863 in Manitowoc, Wisconsin, located on the shores of Lake Michigan. In 1938, the shipyard produced its first welded steel yacht and by 1952, the first welded aluminum yacht was produced. Since its founding, Burger Boat Company has built approximately 500 vessels. Of these, about 250 are still in service and continue to provide an excellent cruising experience for its many loyal followers. That's because Burger custom builds a boat with your preferences and requirements and they're built to last a lifetime.

"This yacht is a sparkling example of Burger's shipbuilding heritage," says Jim Ruffolo, Burger Boat Company



president and CEO. "The Burger 50 Cruiser is everything an owner is looking for in a yacht. Luxury, style, comfort, modern technology, and an heirloom to share with family and friends for a lifetime of adventures."

The Burger 50 Cruiser incorporates high-quality finishes and many custom design opportunities, including the color of the hull! The interior will feature two staterooms, unobstructed views in the open salon and galley area, and exceptional exterior spaces for entertaining family and friends. It's powered by twin 600hp Volvo Penta D8-IPS800 engines and incorporates

Vripack's revolutionary Slide Hull® design, which provides a cruising speed of 26 knots and a top speed of approximately 31 knots in comfort. She's NMMA certified using ABYC standards, and is now available for custom orders.

Specs & Info

LOA: 49' 8" • Beam: 15' 2" • Draft: 4' 3"

Tankage (Fuel/Fresh/Black):
565 gals./135 gals./60 gals.

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Arrivals

New & Noteworthy Boats



Prestige 590

Prestige Luxury Motor Yachts has a new kid in town, the 2020 Prestige 590, and she's a fabulous addition to this family-friendly line of power cruisers. Like her smaller sisters, the Prestige 590 has a top speed of 29 knots and a cruising speed of 23 knots with a range of 260 nautical miles. With four staterooms and three heads on board, she sleeps seven comfortably with a master, double, and twin cabins. She also offers a private staircase to the master cabin for optimum privacy (ooh la la!).

If you like to use your tablet, then you're in luck with the Prestige 590. She comes with the cutting-edge Ship Control feature, which allows her owner to manage all her onboard systems from the tablet!

Designed by Garroni Design, located in Genoa, Italy, the Prestige 590 includes a spacious flybridge and sleek interior styling that reflect Garroni's commitment to Italian design and engineering. Her hull is infusion-molded fiberglass.

The structures and deck are created to cut down significantly on unnecessary weight while maintaining durability and strength. She comes complete with two Cummins engines that will get you to the San Juan or Gulf Islands in no time. She would also be an exceptional cruiser to take up the Inside Passage.

The quality with which Prestige Yachts are constructed is unsurpassable. The 590 belongs to someone who wants to explore

the waterways in comfort, possibly with a glass of Chianti in hand, making wonderful memories while underway. Bellissima!

Specs & Info

LOA: 61' 4" • Beam: 15' 11" • Draft: 4' 5"

Tankage (Fuel/Fresh/Black):
581 gals./ 201 gals./ 45 gals.

Local Dealer:

Sundance Yachts (Blaine, Portland,
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Web: sundanceyachts.com



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Arrivals

New & Noteworthy Boats



Nautique 210

If you were lucky, you caught sight of Nautique President Greg Meloon at the Seattle Boat Show this past January showing off his new toy – an electric version of the popular Nautique 210 towboat!

“This boat is a prototype of the technology we’ve been working on for several years to make electric boats possible at a high-performance perspective for creating wakeboard and wake surfing wakes, as well as for skiing” says Meloon. “We’re excited about the future.”

This will come as great news for wake surfers, wakeboarders, and skiers who can now play in

clean air as the electric version delivers absolutely no exhaust fumes. Additionally, the new electric Nautique will create less disruptive wake patterns and it’s silent, to boot! It will be much easier for those being towed to communicate with the boat crew.

“But what about its torque?” U.S. towboat manufacturer Nautique assures their fans that the electric motor provides the vessel with “unmatched torque,” allowing it to quickly pull riders up and out of the water. The power is provided by an Ingenuity drive system and Nautique’s parent company, Correct Craft, acquired the Ingenuity technol-

ogy from Austria-based Ortner Electric in 2018. The Ingenuity P220 has been offered in the company’s Super Air Nautique 210 and GS20 models sold in Austria ever since.

The electric Nautique 210 is only second prototype electric towboat that the company has

shown in public. The first time was the introduction of the Ski Nautique E at the Miami Boat Show in 2011. Well, there you have it. The makings of a perfect new electric boat. First production models will be available later this year through Union Marine.

Specs & Info

LOA: 21' • Beam: 8' 2" • Draft: 2' 4"

Dry Weight: 4,200 lbs

Max Capacity: 12 people

Local Dealer: Union Marine, Formerly Lake Union

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Fender of the Future

Textile Fenders

Fenders aren't given much thought except when they're doing their job, protecting your boat from the dock or contact with other vessels. And when you're underway, they tend to just take up valuable space onboard that could be used for other necessities. The textile fenders from Fendertex, a popular brand in Europe, have been made available in North America for the first time through PYI Inc.

These ultralight fenders are 95% lighter than the traditional PVC fenders and 40% lighter than inflatable PVC fenders. Fendertex fenders deflate and fold up when not

in use and re-inflate quickly. The fenders are made from a durable technical textile that can withstand a large amount of force and compression. They are strong enough to be used on some of the world's largest yachts.

The design of the fenders allows them to change pressure depending on changes of temperature, keeping them effective in different weather conditions. Available in 10 colors, the fenders

are solution-dyed so their color won't fade even after countless hours in the sun. The

fenders come in several different sizes and styles, and can be customized with a pattern, a message, the name of your boat, or a logo. To check out the selection of textile fenders, head over to pyiinc.com.



Rest Easy

Basta Boatlifts



If you've got the space to use one, a boatlift will eventually pay for itself with the amount of money you'll save in wear and tear on your boat's hull. Corrosion and algae are almost non-existent when your boats are only in the water during use. Basta Boatlifts, a company based in the Northwest, makes lifts for personal watercraft, jet skis, fishing boats, jet boats, and rigid-hulled inflatables, with a wide range in lifting capacity. One of the most versatile units is the 5,000-pound capacity model, which can hold any boat or personal watercraft under that weight. The body of the lift is constructed from galva-

nized steel to reduce rust buildup. The boatlift is solar-powered and self-contained, eliminating the need for a power source at the dock.

Fully carpeted bunks protect the hull of your boat from scratches and other damage. The lift can be controlled from two wireless key fobs or manually from the control switches on the power box. Centering guides on the lift gently move the boat into the correct position for lifting, while also providing references for fore and aft movement of the boat. If you'd like to add years to the life of your boat and reduce the number of haulouts needed over the course of ownership, check some of the boatlifts from Basta at bastaboatlifts.com. Contact Basta Boatlifts for pricing.



Decked Out

POP Boards Floating Dock

Extra square footage onboard is always a plus, even if that space comes in the form of adding bonus area to the swim step. The Floating Dock from POP Boards might just be the thing to add more swimming space this summer. When the dock is inflated using the included dual action pump, it measures 8' by 7' and can hold multiple people, with a maximum weight capacity of 1,500 pounds.

The whole family can relax on the water at one time. Made from military-grade PVC and featuring a faux-teak surface that provides a comfortable and stable platform, the dock is secured with ten stainless steel D-rings positioned strategically around the floating structure. The faux-teak surface is slip-resistant and will not become overly hot when exposed to sunlight.

When not in use for summer fun, the dock can be employed to provide an in-water platform for cleaning and working



Maybe you have only a small swim step, or none at all. The Floating Dock can give you a large and supportive platform to relax on with minimal hassle.

on the hull of the boat in normally hard-to-reach spots. When not in use, the dock deflates and weighs just 49 pounds and can be stored in the carry bag that is included. For a multipurpose, stowable extension to your boat's swim step, head over to poppaddleboards.com. Floating docks sell for about \$750.

Short Take

JBL Clip 3

The JBL Clip 3 Portable Speaker is just small enough to take with you anywhere on land and waterproof enough to take with you anywhere you go on the water. Take it on the boat, on a kayak, or even a paddleboard, and use it confidently knowing it has an IPX 7 waterproof rating. The Clip 3 has an upgraded built-in carabiner clip that attaches to clothes, bags, or equipment and makes the speaker easy to take anywhere.

The speaker has the battery life for 10 hours of playtime, thanks to its 1000mAh rechargeable Li-ion battery. A built-in speakerphone with noise-cancelling capabilities provides clear phone calls with the press of a button. Head over to jbl.com if you're in the market for a pint-sized speaker that can handle any environment. Speakers sell for about \$50.



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No More Knock-Overs

Mighty Mug



Most spill-proof cups for boaters take the form of ordinary glasses with silicone bases or suction cups on the bottom. These work fine for most boating situations, with the only inconvenience being that they can sometimes be hard to pick up. The difference be-

tween the Mighty Mug and other no-spill glasses is that the Mighty Mug is easy to pick straight up, but can't be knocked over when hit sideways. The Mighty Mug's base works by creating a small low-pressure zone when it is placed on a flat surface.

This low-pressure zone works as a suction cup, preventing the glass from falling over when struck or moved from the side. But when the mug is lifted straight up, the inner portion of the base lifts separately from the rest of the base, instantly break-

ing the suction cup effect. The mug works on just about any flat, solid surface, whether it's glass, metal, plastic, marble, or wood.

The only surfaces it does not work on are tablecloths, carpets, or any bumpy or textured surface. Mighty Mug sells more than just travel mugs; their unspillable drinkware comes in the form of tumblers, wine glasses, pint glasses, water bottles, ceramic mugs, and more. The standard travel mug is insulated and keeps drinks hot for 6 hours or cold for 24 hours, is water-tight, BPA free, and dishwasher friendly.

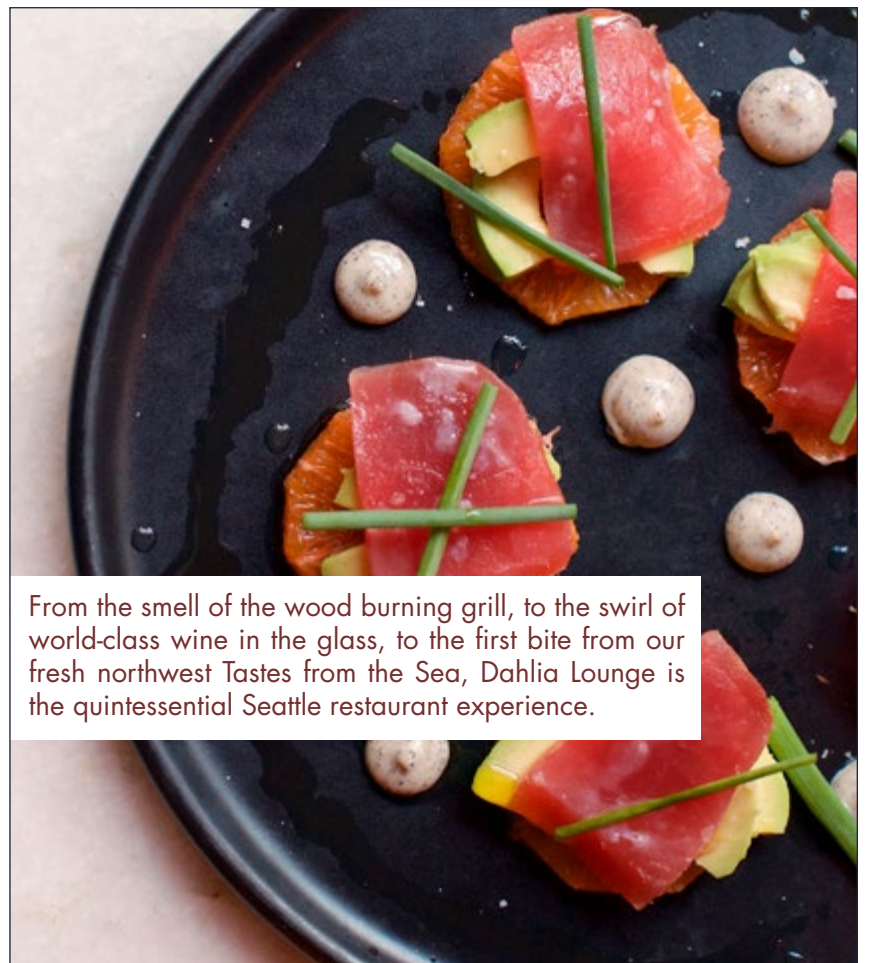
To grab a mug, glass, or water bottle that is as spill-proof on the water as it is on land, head over to themightymug.com and check out what's in stock. Mugs start at \$30.

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Charge Ahead

WS500 Advanced Alternator Regulator

The WS500 Advanced Alternator Regulator from Wakespeed was developed right here in the Northwest, where years of cruising on local waters led to the creation of the only regulator that can utilize battery current and make charging decisions based on amps in and amps out at the battery.

This method of determining charge is more accurate than other methods and is closer to manufacturer's recommendations when it comes to recharging batteries.

Connect the WS500 to a current shunt,

and it can monitor current flow to and from the batteries, which allows the regulator to control charging based on system voltage and amperage delivered from



the alternator to the batteries. The regulator can detect the voltage of the system, be it 12V, 24V, or 48V, and automatically adjust. Almost every type of battery is compatible with the WS500, which has built-in profiles for eight common designs, including standard and deep cycle flooded lead acid, standard and high-density AGM batteries, carbon foam AGM (Firefly), Gel, and LiFePO4. You can also create custom battery profiles for the regulator using the WS500 Configuration Tool or a terminal program like Putty.

The regulator can also be made to support less common battery voltages, like 32V. For more information, check out wakespeed.com. Alternator regulators start at about \$500.

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DEFEVER 49 RAISED PILOTHOUSE



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JEANNEAU SUN ODDYSEY 49



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Goods & Gear

New Products



Spring into Action

Boa Bungee Cord

When you're headed for the dock and need to get those fenders in place quickly, an adjustable bungee cord is just the thing to get them in the right position.

Traditional-style bungee cords have a set length that requires finding the right one for the job. However, the Bungee Cords from Boa have an adjustable length that allows one cord to perform multiple jobs. The Bungee Cords use two carabiner clips with a cord-locking mechanism that keeps the fender, or what ever you have clipped

to the other end, at the perfect length. The hook is made from ABS plastic that can stand up to most weather conditions. The gated clips are made from spring steel for added security.

The cords can hold up to 60 pounds and are made from latex rubber and covered in polyester that is resistant to mildew and weather exposure. In addition for use with your fenders, these bungee cords can be used in many other ways onboard. Check out the Boa Bungee Cords on showtvshop.com. A four-pack sells for about \$20.

Future of Water

Blu Element Water Maker

Traditional water makers weigh a lot and eat up their fair share of power onboard. And while the importance of fresh water goes without saying, we're still hesitant to dedicate so much space and energy to the water maker.

The Blu Element Atmospheric Water Maker attempts to address some of these problems by fitting everything into a compact design and reducing the power needed. It makes water by pulling in condensation from the air and filtering it and providing up to 10 gallons of water a day in conditions of 70° F and 50% relative humidity. You won't need to worry about maintenance and pickling, unlike more traditional designs of water makers.

The unit requires less than 1/6 of the power of other water makers and can be operated on a 12V system. The water maker is compatible with solar panels, meaning you could eliminate one of the biggest power drains from your boat all together. The Blu

Element is portable and small enough that it can be moved from one boat to the next, saving you money on installation fees. A built-in mineralization system adds magnesium and calcium to the drinking water for better taste and hydration.

If you'd like to learn more about the Blu Element, head over to atmosparktech.com and pre-order the water maker, or join the pilot program.



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Podcast Preview // Addicted Fishing Podcast

The Addicted Fishing Podcast covers all things fishing, with an emphasis on the happenings in the Pacific Northwest. The podcast is hosted by Addicted, formerly known as Fishing Addicts NW, an online resource for fishing news, gear, articles, and videos. Podcast episodes arrive once or twice a month and range in duration from 30 minutes to over an hour. Episodes cover a wide range of fishing topics plus interviews with pro anglers.

Recent podcasts feature Chinook and coho fishing tips, an interview with Bass Fishing Hall of Famer Kevin Van Dam, secret bait formulas, the Offshore World Championship, and more. Salmon, bass, steelhead, trout, walleye, and more are all frequently discussed. To get your fishing fix, head over to addicted.fishing and download the latest podcast or check out their library of past episodes.

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locations, fish species, photos of the area, and buoy locations. Fruitful locations can be bookmarked on the app for return visits. Fishing forecasts offer 7-day marine weather reports, plus wind, waves, water temperature, and tides. The fish logbook feature automatically logs your catch and includes the date, time, water temperature, and weather conditions, and commonly used bait, lures, flies and hooks. A fish database with over 33,000 fish species, including all species and variations of bass, trout, walleye, helps you identify any unknown catches. Get social and share your catches with your friends, share tips, and get local, national, and global fishing news. To add another tool to your fishing arsenal, download the FishAngler app, free for iOS and Android.

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The Boater's Pocket Reference is a popular printed book now available in app form. It provides a handy reference for boaters of all experience levels and is full of information with over 800 illustrations, photographs, charts, and maps. It offers users how-to tips and reference facts, formulas, graphs, figures, and tables about boating. The app covers VHF, SSB, satellite, and communication best practices and standards.

Get an introduction to the rules of the road, weather conditions and challenges, the most common boat designs and the terminology to describe them. Master essential knots, learn the basics of engines and onboard systems like batteries, chargers, and inverters. The app also includes useful boating calculators, reference tables, and unit conversion tables. Check out the Boater's Pocket Reference, available on iOS for \$4.99.

Anchor!

\$2.99 for iOS



In an ideal world, we would always have a competent, experienced, and alert crew member pulling an all-night watch, but until then, we have apps that

can sound the alarm whenever the boat moves too far from its original location in the middle of the night. The Anchor! app is an alarm which allows you to set the location with just a tap, then set the alarm radius with another tap, making the alarm as sensitive to movement as you'd like. The app can be set up to alert you on a second device, doubling the number of onboard locations that the alarm can be heard. A custom alarm and bright flashing visual alarm will grab your attention. Any movement of the boat will be recorded as a color line on the map, allowing you to tell how far the boat has moved at a glance. The app will also work offline. To get a little more peace of mind when you drop anchor for the night, check out the Anchor! app on iOS for \$2.99.



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Onboard

By Margaret Pommert

Role Models: Carol Hasse

E Everyone needs role models. Someone who can model behavior. Inspire. Teach by example. Demonstrate what's possible. Recreational boating in the Pacific Northwest needs role models. Boaters who can lead others down appropriate channels to their dreams. Especially for under-represented groups, such as women who skipper their own boats. Women leaders in the boating community can act as beacons. When more women are actively enjoying boating, exploring the Salish Sea, introducing others to the sport, or supporting our local marine trades, then everyone wins. This month, I'd like to introduce a role model that has been so important to me and to countless other women (and men) on the water: Carol Hasse.

Most friends and colleagues just call her "Hasse." But for me personally, it feels disrespectful to call someone by their last name alone. So, she lets me call her Carol. Carol is an expert sailmaker who has owned Port Townsend Sails, Inc. since 1978. Her loft produces what she proudly calls "Cape Horn worthy sails." When the Seven Seas Cruising Association surveyed their membership worldwide to find the best sail loft for offshore cruising sails, for two decades the answer was the same: Port Townsend Sails. This world-renowned, sail-making team is all women, boasting over 100 years of collective sail-making experience.

Carol doesn't just see her mission, nor that of her business, as just sail making. At Port Townsend Sails, "Our mission is to contribute to the self-reliance and confidence of our customers and to the integrity and tradition of the sail-making craft by providing hands-on education and by building the highest quality cruising sails available anywhere."

Carol is an outstanding teacher. She's been active in women's sail training since working on the schooner *Adventuress* in the 1980s. Carol's been active in Safety at Sea education in the Pacific Northwest for decades, so I've had the privilege of working with her many times. Carol always inspires, not only with her expertise, but with her kind and generous nature, the way she quietly holds her space, and anchors a team.

Like Carol, my passions include sailing instruction, promoting women in boating, and Safety at Sea. I went to her for guidance on how I could help contribute to Safety at Sea in the Pacific Northwest. She guided me to The Sailing Foundation, a Seattle-based non-profit. Now I serve on their board of directors and as their Offshore Safety at Sea hands-on training organizer.

It's appropriate that years later, I had a chance to help Carol with the next generation of Safety at Sea training: Online Safety at Sea Training

In June, I had the opportunity to join Carol and a team from US Sailing's Safety at Sea and Education groups in Port Townsend. The task was to create the last five modules for the online Offshore Safety at Sea training. This is world-class online training, developed by experienced professional educational designers, writers, videographers, and editors. The development of this training was funded in part by The Sailing Foundation.



Carol Hasse, being filmed for the next generation of safety-at-sea training.

This training is applicable for power boaters as well as sailors. It covers 15 modules in all, with topics including; Giving Assistance, Personal Safety Gear, Care and Maintenance of Safety Gear, Fire Safety, Marine Weather, and Waves. More information is available on the US Sailing website under the Safety at Sea heading. Appropriately enough, Carol teaches the Storm Sails and Reefing module. In the online videos, she first takes you to her sail loft to demonstrate how storm sails are built, then onto the deck of a blue water cruiser to show how the sails are rigged and reefed. I'm so glad this online format

allows Carol to share some of her expertise with a global audience and continue sharing her knowledge even after she retires from running her loft.

Carol's Next Chapter

Visit the home page of Port Townsend Sails, and this message pops up:

"ANNOUNCEMENT: With immeasurable gratitude for our customers, friends, and crew, Carol Hasse will be retiring in early 2021. Her intention is to leave the business in good hands and good health; she is actively seeking a buyer and welcomes the opportunity to talk with anyone interested in taking the helm."

I spoke to Carol about this transition, and her next chapter. She's committed to finding a new owner who shares her commitment to the craft, clients, community, and employees. What then? Happily, she's going to write a book to share some of her expertise on sail making and voyaging. Can't wait!

NWY



Margaret Pommert is a Puget Sound native who started sailing as a teenager and is now a licensed captain and certified sail and power boating instructor. She's a leader in the Pacific NW community of women who sail and powerboat, a leader with the International Offshore Safety at Sea with Hands-On, Training Organizer for The Sailing Foundation, and co-leader of the annual Waggoner Guide Inside Passage flotilla to SE Alaska.

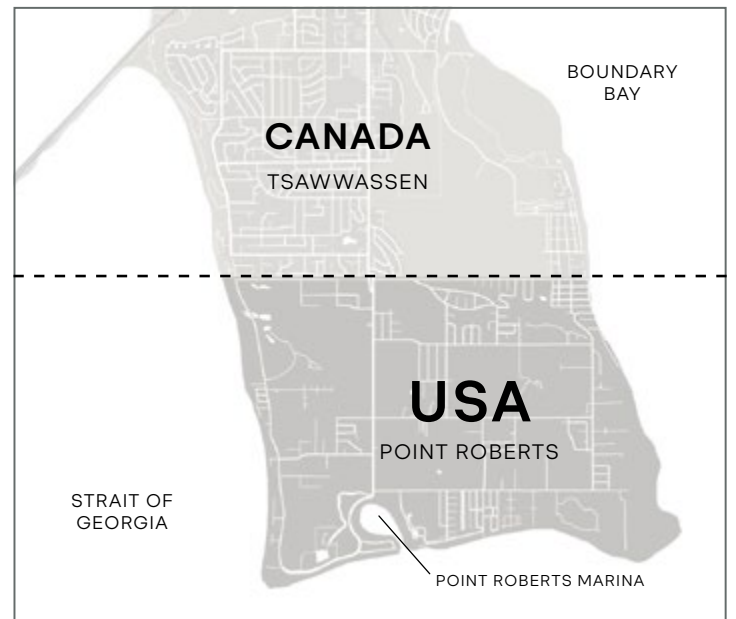
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After 37 years on Whidbey Island, Race Week's new home in Point Roberts, Washington features a deep water marina, plenty of sail area, and a stellar post-race party area. The race management team includes John Abel (PRO for Sperry Charleston Race Week, Swiftsure, VanIsle 360, Melges 24 World Championships) and Paul Evenden (PRO for Hobie North Americans) and a qualified team of US Sailing certified judges and umpires.

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.



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PointRobertsRaceWeek.com

Is it Time for a New Battery Technology?

The global battery market is estimated to reach \$140 billion this year. However, since the introduction of the Absorbed Glass Mat (AGM) sealed or valve-regulated lead-acid battery, we have not seen a considerable shift in battery technology for the marine industry until just recently.

There has been a definite buzz on the docks about the benefits of the proven Firefly Oasis carbon foam AGM battery. It is an almost perfect storm of battery technology meeting the requirements of several different functions across a myriad of applications.

The Firefly Oasis carbon foam AGM battery was developed by Caterpillar to replace the lead-acid batteries used in their work vehicles. Caterpillar found the old battery technology could not, consistently, withstand constant vibration, inconsistent charging, or long periods without charging. This new technology is based on the sealed valve-regulated design of a conventional lead-acid battery but the negative plate has been replaced by a light-weight, sulfation-resistant, microcell material.

The number one reason that boat batteries fail is that the batteries are not regularly charged to completion. The microcell material gives the battery a higher density, allowing it to accept and disperse power faster. The Firefly can deliver 80% of usable battery capacity (depth of discharge or DOD to 20%) and still offer three to four times the battery life of a standard AGM.

For boaters, one of the most significant benefits of this technology is that the battery can be left in a partial state of discharge (i.e., extended cruising, sitting on a trailer or at a dock without power) and it will not lose any permanent capacity. You simply charge the battery, and it will return to 100% of its original capacity.

Boaters are taking more and more land-based comforts on the water, so they are looking for more power, in less

space, with less weight. In many cases, there is not enough room to add more batteries, so boaters are looking for an increase in usable battery capacity with a much faster ability to charge.

When a boat has no space for additional batteries, we often recommend upgrading from flooded lead-acid to AGM lead-acid. More usable battery capacity with AGMs can translate to increased battery capacity if you keep the same number of batteries, or you can reduce the battery bank size and still have the same amount of usable capacity. For example, four Group 31 AGMs will provide about the same usable amp-hours as six Group 31 flooded lead-acid batteries.

Only three Firefly Oasis Group 31 batteries provide the same usable capacity as six Group 31 flooded lead-acid batteries. To top it off, the battery life cycled to 20% DOD would be three to four times that of a flooded lead-acid battery cycled to 50% DOD.

There are a few things to remember if you are going to change the battery chemistry on your boat, especially if you are switching from flooded lead-acid to AGM lead-acid. The profiles must be adjusted on your battery charger, external regulator, battery monitor, and solar controllers. Some of the newer chargers offer a programmable mode that allows you to enter specific voltages. In a 12-VDC battery bank, you will want to charge the Firefly to 14.4 VDC for the target absorption voltage and 13.4 VDC for the float phase.

In terms of cost, flooded lead-acid batteries will always have the lowest upfront price tag, but you have to factor in the maintenance of consistently topping up the fluid levels, the inability to always discharge below 50% DOD, the need for a battery box to contain the liquid electrolyte, and the low amount of cycles. Even if you are super conscientious, a flooded lead-acid battery will only give you 300 cycles at 50% DOD, whereas a carbon foam battery will provide you with 3,600 cycles at 50% DOD for the Group 31 and 4,900 cycles at 50% DOD for the L15+ Firefly batteries.

If you have been contemplating replacing your battery bank, these new batteries make sense. Although the upfront cost is significant, the value proposition is unbeatable because of the combination of increased depth of discharge, faster charging, and the ability to leave the battery in a partial state of discharge (either on purpose or by mistake) and never lose any capacity. It is quite possible that this could be the last battery you buy for your boat. **NWY**



The highly efficient Firefly Oasis carbon foam AGM battery.



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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Boating with Missy

By Melissa Gervais

The Power of Words



One of my favorite destinations in the Gulf Islands is Conover Cove on Wallace Island. It is located in the Trincomali Channel between Galiano Island and the northern tip of Saltspring Island. My sister gave me a copy of the book *Once Upon an Island* by David Conover, and after reading it, I knew I had to go there. The story is set just after the World War II, when David Conover and his wife Jeanne purchased the island, and together they built a bed and breakfast resort called the Royal Cedar Cottages. Our modern-day trials and tribulations pale in comparison to what they overcame such as their commute to the island in a very small boat or building dock pilings without quick-dry cement.

In the mid- to late 1960s, the Conovers sold the majority of the island to a group of teachers from Seattle. Disagreements among the owners led to court proceedings, and the property was again put up for sale. Wallace Island was purchased via a court-ordered sale and became a provincial marine park in 1990 through the cooperative efforts of the Provincial Government and BC Marine Parks Forever. One of the original cottages is still standing and it is well worth the visit, just be prepared for some very shallow anchoring and a tricky entrance.

Jedediah Days: One Woman's Island Paradise by Mary Palmer is also the story of an industrious couple who purchased Jedediah Island, a 640-acre island located between Lasqueti and Texada islands in the Strait of Georgia. The book documents their life on the island between 1949 and 1994. Once again, after reading the book, I knew I had to visit.

We met our good friends and anchored in Deep Bay close to the beach so we could row ashore and hike to the bluff on the far side overlooking Sabine Channel (which is also the only point on the island with cell reception).



Missy and her Dad on the docks at Genoa Bay Marina.

It's an absolute paradise. We returned to the boat for dinner, and our friend, Sue, made her now-infamous "Jedediah Jumbalaya."

Another great read about a pioneering woman cruising the coastal water of British Columbia is *The Curve of Time* by M. Wylie Blanchet. This amazing adventure of a thirty-five-year-old widower and her five children takes place in 1927. For fifteen summers, they cruised the coast in a 25-foot boat! I can't imagine the courage it takes to load your entire family on a small boat with no real navigation equipment and set out in relatively uncharted waters. That is really inspiring and makes me laugh when I second guess myself pulling into the gas dock.

However, my favorite back deck read is *Jonathan Livingston Seagull* by Richard Bach. My dad was a pilot and our family grew up with a small Cessna 172, our station wagon in the sky. He was also a teacher and reading was a big part of my childhood and he gave me the book when I was very young.

Many years ago, while my parents were vacationing in Hawaii, my dad called me. He was sitting poolside reading an aviation magazine. There was an advertisement that Richard Bach would be speaking for the now-closed Out of The Blue Flying School, previously located at the Arlington Municipal Airport between Mt. Vernon and Everett, Washington. The event was sold out, but I managed to wrangle a seat.

When I arrived, there were cars parked all along the runway. Somewhere in an old photo album, I have a terrific picture of my beloved old Camaro parked in front of Richard's beloved SeaRey amphibian plane, "Puff". I took my copy of the book along with my Dad's copy to be signed. There were more than one hundred of us packed into an actual airplane hangar when Richard started to talk about the "seagull" book. It was one of those surreal moments that I will remember for the rest of my life.

To this day, I still search second-hand bookstores and purchase as many copies of the book as I can find. I always have a copy on board in case someone says, "I've never read that book." I also make a point of re-reading the book every summer. To some, it is a simple story of a silly bird experiencing an existential crisis, but therein lies a profound message that we can all be so much more than we believe.

My dad passed away recently, and I have his copy of the book. Inside the front cover, the inscription reads, "Leo, so glad we share a sky." **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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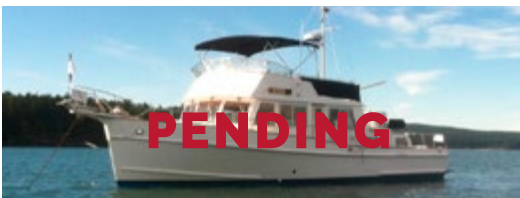
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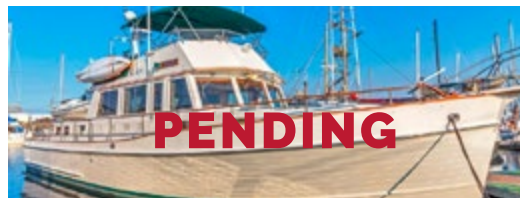
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THEA

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PERFECT LINES

Photo: Charl Jordan

***Blue Eyes* in The Wild Blue Yonder**

She's seen here in sunny Fort Lauderdale, but this gorgeous 76' Alaskan has traveled far and wide, and has connections to both Florida and Washington state. *Blue Eyes*, as she was named by her original owners, was built when Alaskan boats were produced by Oviatt Marine in Fort Lauderdale. She was delivered new in Seattle in 2008. The big, Arthur DeFever-inspired cruiser features four staterooms and a vast and fully-equipped galley. The interior was custom designed for the vessel by Silvia Bolton and even includes an integrated electric piano for entertaining. She'll cruise at 12 knots all day and take you over the ocean if you like, all in stylish comfort.

The original owners cruised extensively in the Caribbean, but *Blue Eyes* has since returned to the Pacific Northwest and is currently on offer from Worth Avenue Yachts in Seattle. Want to know more, or maybe take *Blue Eyes* home? Call them at (206) 209-1920.



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Tight Lines

By Mark Yuasa

Welcome to Tight Lines!



I've been fortunate enough to write scores of fishing and outdoors columns in a variety of publications for more than 28 years, and now I'm excited to share my passion with the readers of *Northwest Yachting*!

For me, the saltwater salmon fishing scene in March and April has always warmed my heart with fond memories of trips on Puget Sound, the San Juan Islands, and westward into the Strait of Juan de Fuca. The obsession of pursuing winter Chinook is an annual affair, and three major marine locations opened February 1 with anglers scoring fairly decent catches.

Those focal points include the San Juan Islands (Marine Catch Area 7) open through April 15; and northern Puget Sound (9) and east side of Whidbey Island (8-1 and 8-2), which are both open through April 30.

While most winter Chinook—often referred to as blackmouth for their dark gumline—are 4 to 8 pounds, it's their bigger siblings in the 13 to 20-plus pound range that have anglers losing sleep the night before a fishing trip. These blackmouth, raised and released from Puget Sound hatcheries, are three-, four- or five-year-old immature fish. They tend to stay in our local waters and pack a voracious appetite for baitfish like herring and candlefish as they prepare to migrate back to natal rivers later in summer or fall.

Working tidal sequences at the right place, keeping tabs on the fish finder for schools of bait, and waiting for a salmon the size of "Bruce the Great White Shark" in *Finding Nemo* to eat a bait or lure is my strategy. OK, maybe salmon aren't quite the size of Bruce, but you get the picture.

If you're a numbers guy like me, then the Washington Department of Fish and Wildlife's (WDFW) catch statistics can also be a useful tool. WDFW San Juan Islands data from January 1 through April 15 of 2019 showed 6,255 boats with 13,236 anglers keeping 3,761 hatchery Chinook and releasing 2,555 hatchery and 2,563 wild Chinook. This equates to 0.6 fish per rod or 1.41 fish per boat. That's about as good as it gets anytime of the year!

In the San Juan Islands, try Waldron Island; Parker Reef; Spring Pass; north side Orcas Island from Lawrence Point to Point Thompson; President Channel; Rosario Pass; Sucia Island; Smith Island; Tide Point; Lopez Pass; Obstruction Pass; and Thatcher Pass.

In northern Puget Sound, head to Point No Point; Pilot Point; Possession Bar; Midchannel Bank off Port Townsend; Browns Bay; and Double Bluff, off southwest side of Whidbey Island. On the east side of Whidbey Island, target fish at the "racetrack" between Camano Head and Hat Island; Sandy Point near Langley; Elger Bay; Baby Island; Rocky Point; Greenbank; Holmes Harbor; Onamac Point; and Columbia Beach.

Central Puget Sound (Area 10) is open through March 31; and south-central Puget Sound and Hood Canal (Areas 11 and 12) are open through April 30. So far, the numbers game in central Puget Sound haven't lived up to expectations as early WDFW data from Jan. 1-26 revealed 246 boats with 477 anglers kept a paltry 12 hatchery Chinook and released 118 hatchery and 52 wild Chinook.

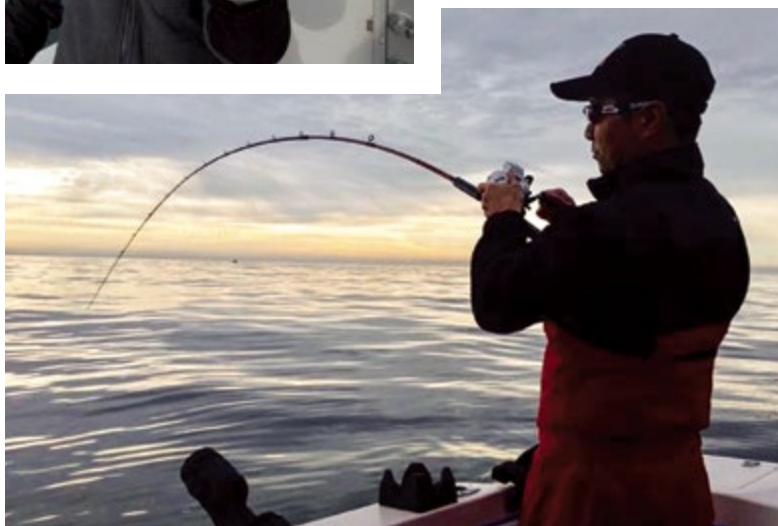
Despite the light catch, it's still worth a try at Jefferson Head; Kingston; West Point south of Shilshole Bay; Point Monroe; Fourmile Rock; Rich Passage; Southworth; Manchester; Allen Bank off Blake Island's southeast side; Clay Banks off Point Defiance Park in Tacoma; the "Flats" outside of Gig Harbor; Quartermaster Harbor; and Point Dalco on south side of Vashon Island.

In Hood Canal try Misery Point, Hazel Point, Pleasant Harbor, Toandos Peninsula, Seabeck Bay and Seal Rock.

Continued on Page 86



Mark Yuasa in action: holding a nice-sized Puget Sound Dungeness crab (left); and fighting a king salmon off the coast near Westport in the summer of 2015 (below).



Mark Yuasa is a long-time fishing and outdoors writer. Born and raised in Seattle, and a U of W alum, Mark joined the Northwest Marine Trade Association in 2017 as the Director of Grow Boating Programs after 33 years at The Seattle Times. He also volunteers with the BSA Chief Seattle Council and National Order of the Arrow organizations, and enjoys fishing for salmon and other fish species in local waterways.

Ask Nigel

By Nigel Barron

The Boat Expert



In the boatyard, it's best to have broad knowledge, and when it gets to details, know whom to ask. Much like in sailing, I've been fortunate to surround myself with smart people. So many systems and disciplines are involved in boating that you often need a team of experts to find the right answer to even the most common of questions. That's the case with this common question from Mike S. about buying a boat from out of state. Mike was curious if there are specific questions he should be asking, and he wanted to hear some rough cost estimates. We're going to look at the cost question specifically as it relates to bringing a boat in from the Great Lakes.

A boat from fresh water is a big deal when people are searching for a boat or even selling a boat. There are some advantages to freshwater moorage, mostly on the mechanical side. However, there are some important questions to ask that can really change the price, especially once the boat gets to Seattle. First, what paint is on the bottom? A common paint in the Great Lakes is VC-17, a good hard paint that goes on with a thin film. It contains Teflon to keep the slime off, but that can also be a problem.

If you never plan to leave freshwater, you'll be fine, but the lack of copper in VC-17 will degrade the paint's effectiveness once you hit saltwater. In saltwater, you're trying to control both soft growth (like slime) and hard growth (like barnacles). Teflon will not impede barnacle growth.

There are lots of different theories on how to remove VC-17 paint, from pressure washing to wiping it off with acetone. In our experience—and the paint representatives will agree—that the best method is sanding it all off, which is time-consuming and costly. Once you have all the paint sanded off, you'll need a barrier coat, and new bottom paint. On a 40-foot boat, depending on the condition of the bottom, this could easily add \$10,000 to the price.

After factoring in the cost of new bottom paint, consider the cost of trucking the boat here. Using Milwaukee as a starting point, a 14-foot-wide, legal-height boat would be around \$12,000 to transport. The boat gets longer with a mast on deck, and the price goes up. A TP-52 with the keel off would be around \$18,000 to truck to Seattle because of the additional length of the mast. Pilot cars and police escorts are not free.

The next item to think about is getting the boat ready to go on a truck. This will vary depending on the size and if it's a sailboat or a power boat. You're basically trying to get the package to fit in an imaginary box on a trailer, so you must decide what comes off. With a power

boat, you're typically taking off props, any canvas, and the electronics on the arch. In many instances, the arch or the flybridge bucket need to come off to get under the height limit. Once those things are off, they need to be stowed for transit. Electronics and canvas are easy; they can go inside the boat. The bucket or arch often goes on the bow on foam blocks.

A sailboat is a little more complicated. After the mast comes down, the keel likely needs to come back off to get under height. If you're close to height limits with the keel on, you can start looking at the cabin top winches, mast guards, or stanchions and pulpits. You have the same canvas to stow, and maybe a radar post on the stern that can come down.

Once the sails are off and the mast is down, the spreaders and rigging come off. The lights and antennas also come off, and the mast and the furler are packaged for the trip down the road. Taking the keel off is sometimes difficult. Did the person that put it on use 3M marine adhesive 5200? Was it epoxied on? Is the keel/hull joint faired and glassed? Remember, whatever happens to remove the keel will need to be undone so the boat can be reassembled. In broad numbers for a 40-foot sailboat with the keel off, you should expect a yard bill on each end in the \$6,000-\$9,000 range. For a 40-foot power boat, substitute the bucket and arch for the mast and keel, and you're in the same range.

There are lots of things as an owner you can do to keep costs down. For a sailboat, take the canvas down, take the boom off, remove all the lines, and tape the threads on the turnbuckles. Taping the threads makes it that much easier to put the mast back together, because you're taking the rig tension back to the tape marks. On a powerboat, you can take care of the canvas, deflate the dinghy, stow the cushions, pack up the interior, and purge the systems.

Whether sail or power, you'll also need to think about winterizing the systems, depending on the time of the year. For the Seattle Boat Show this year, we had a boat coming in that spent four days stuck in a snowstorm. Fortunately, all the systems were winterized.

After factoring in all the costs, is the boat that you're going to truck across the country still the best one on the market and the one you must have? There are other things that you should consider having done while the boat is

Continued on Page 95



Nigel Barron was born in England and developed his sea legs at an early age. He is currently the Project Manager at CSR Marine in Seattle where he has worked for 15 years as a rigger, then an installer, and now in his current role. He is also the captain of *Crossfire*, a Reichel-Pugh designed and McConaghy built custom race boat from Seattle.

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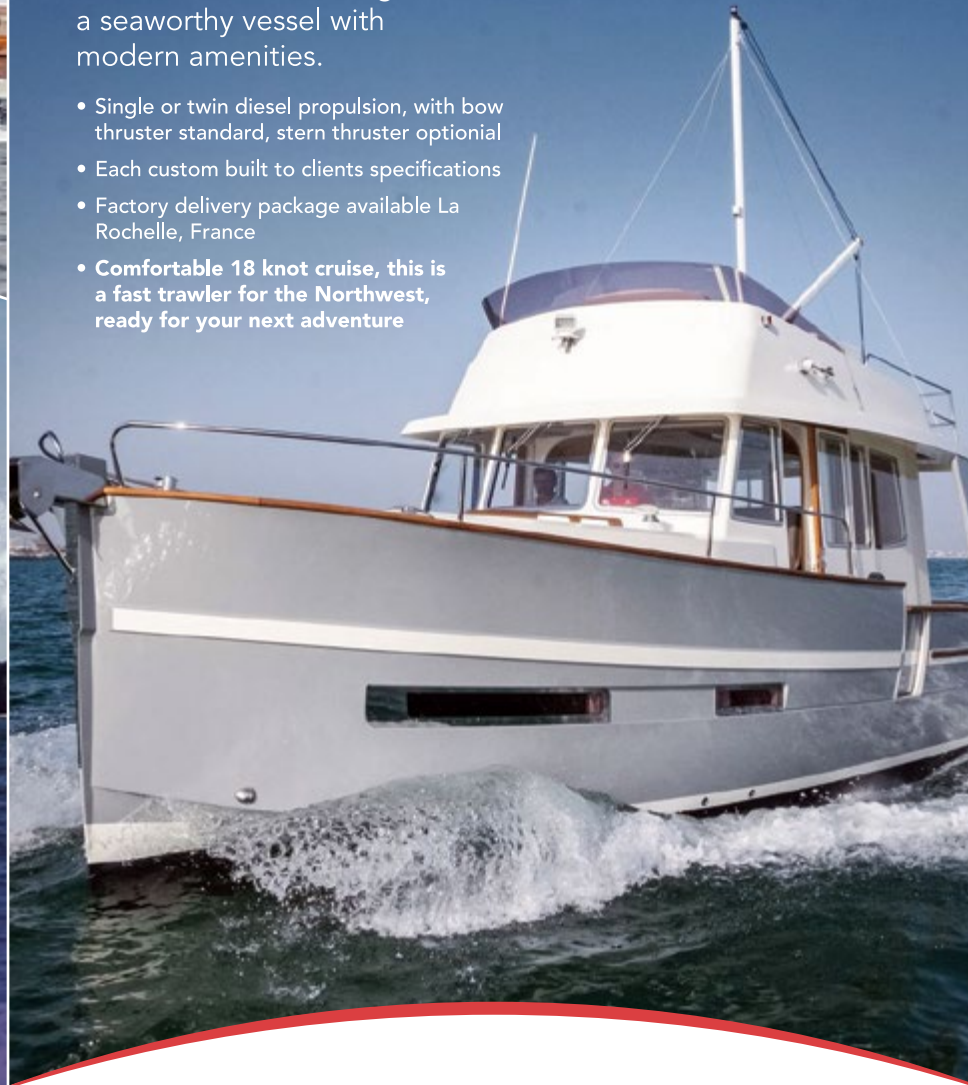
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On Watch

By Peter Schrappen

Words that Work

T

There are few better books out there on lobbying and advocacy than Dr. Frank Luntz's *Words that Work: It's Not What You Say, It's What People Hear*. It's true. This mindset has saved me all along my career and shown itself

to be true once again during the recent effort to improve language around the copper-bottom-paint ban.

To refresh your memory, the current ban on copper paint for recreational boats in Washington starts on January 1, 2021. You're correct: That is right around the corner. To give boaters and the state's \$7 billion industry a path forward, the Northwest Marine Trade Association (NMTA) and a cobbled-together coalition, which includes the Recreational Boating Association of Washington (RBAW), have led the charge with the simple message "No ban (on copper paint) without a plan."

And guess what? Our message resonated with the right lawmakers. It was the words "Why are we banning a product with a safer alternative in place" that carried the day. (While it's too early to say the bill is as good as passed, it does appear to have the elements of successful legislation.) If you remember last month's "On Watch", the two fundamentals to any successful legislative win are 100% about consensus wrapped around a priority. Both pieces are present here in equal parts.

Getting back to words that work, there are some words that simply do not work in Olympia. Words like "campaign", "contributions", "quid pro quo", and "politics" do not sit well with lawmakers. On the boating front, common words like "yachts" or "superyachts" are no-nos. Other words used sometimes make me wonder, "Um, who told you that was a good word choice?" Once in a while, you'll hear "Don't they realize that they (elected officials) work for me?" or the ever-popular "I'm a taxpayer." If you put yourself in the shoes of the decision-maker, what you are saying is in line with a threat.

Thinking about this issue, I'd increase my chance of failure if I used the words "yacht" (for example: "boat paint for yachts and superyachts"). Legislators do not sympathize with the plight of the yachtsman. They just don't. That said, they do care about marine trades and not wanting to get calls from angry boaters and anglers. As this bill wound its way through the legislative process (think of a game of Chutes and Ladders), many of the same truisms of using the precise right terms to frame our winning frame have played out perfectly, too. The committee

hearings were pretty much pro forma. The lion's share of the work was done in legislative offices and hallways. Texting and weekend conference calls with the NMTA-led coalition to ensure we were on the same page added to our momentum.

Again, none of this would have amounted to a hill of beans, however, if real-life legislative champions were not present. Thankfully, we had the right people at the helm from both parties and who were on the right committees, had the right committee assignments and stature, the right amount of boating interests in their districts, and the pre-existing relationships with yours truly to take up the struggle to convince the other side that a ban in 2021 was problematic.

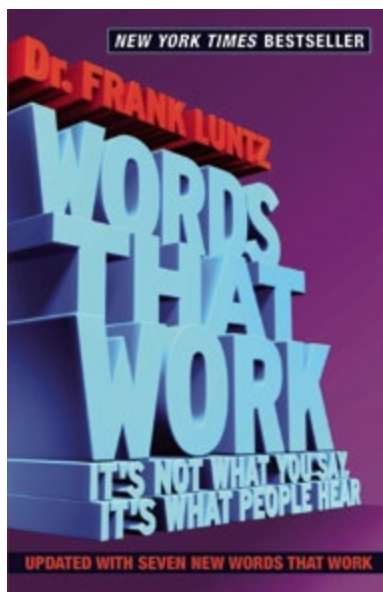
As this column goes to press, an agreement is in place with the industry (a word that I believe does not work, how about "marine trades"?), the environmentalists, and the Department of Ecology. Keep in mind that it's always easier to not do something than to do something in Olympia. Put another way: It's easy to kill bills in Olympia when there is no consensus. Now that we have consensus with a myriad of concerned "stakeholders" (an overused word), the barrier of success is reduced ten-fold. Lawmakers loathe inserting themselves in the middle of two (or three) important groups that are not on the same page.

The path to victory is agreed-upon language. Playing this out, the ban on copper-bottom paint is lifted unless alternatives are "feasible, reasonable, and readily available" by June, 2024. Voila!

As with all the other issues that fill my day, this bill's passage (knocking on a fake wood desk) does not mean my work is done. Just as I have chipped away at this issue since 2011, the onus on us (interested boaters and marine trades) shifts to participating in the 2024 report required in this bill that will look at the different alternatives.

The more pro-active evidence I can provide, the more we can frame the outcome. It really is that simple at the core and that important. It's all about using the right language at the right time with the right intent. That's what really works!

NWY



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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Galley Gourmet

By Bill Shaw

Blackmouth Bounty

A

After our long rainy winter, anglers from all over the Northwest look forward to the opening of blackmouth salmon fishing in the San Juans. Blackmouth are juvenile king salmon, and unlike their older Chinook siblings, they resist the urge to head for deeper water. Instead, they like to hang out in the shallower waters of the San Juan Islands and Puget Sound. They get their name from the dark black gum line that distinguishes them from other Pacific salmon. Each year, I am proud to fish the blackmouth derbies in the San Juans and catch my fair share of these tasty winter salmon, which are excellent eating and known for their delicate mouth feel and clean finish.

There is only one way to get your hands on these delicious winter blackmouths—go fishing. If you don't fish, maybe you know a local sports angler. Take them a freshly baked apple pie and tell them how much you love blackmouth salmon, and then maybe, just maybe, you'll be gifted with a filet or two.

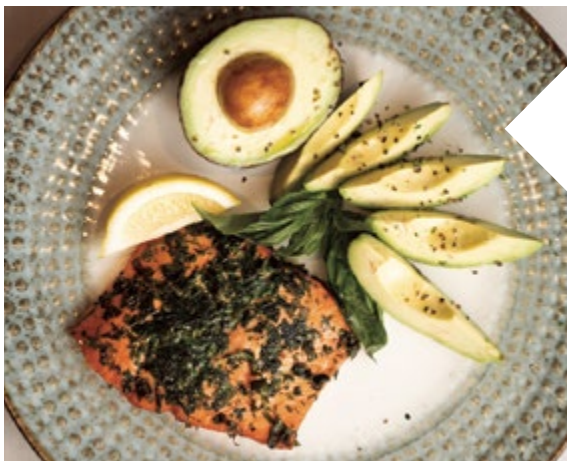
I have prepared three recipes this month that showcase the flavor of blackmouth salmon. Each of these recipes is best prepared with a specific section of the salmon filet. First is the tail, which

is the thinnest section and can be less fatty and a little tough. It should be used in salmon cakes. The remaining filet can be divided into three sections, the top loin, middle loin, and belly. The top loin is the top 2" to 3" of the filet and is considered the premium cut because of its high fat to flesh ratio and is best for grilling, roasting, poaching, and sautéing.

The middle loin has a higher fat to flesh ratio and a delicate mouth feel. It is ideal for sushi and poke. Last is the belly, which has the highest concentration of Omega-3s and is a true delicacy. I like to season the belly with a pinch of sea salt, then pan-sear over high heat for a few seconds on each side, and then serve with a cold, crisp glass of sauvignon blanc. The delicate natural flavors of the young salmon basted with its own succulent oils make blackmouth some of the finest salmon you will ever eat.



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.



Basil Crusted Blackmouth Salmon

My grandfather was a commercial fisherman, I have processed salmon on the Yukon River and have served salmon every day in my restaurants for 40 years, but I always look forward eating fresh salmon. Sadly, most salmon served in restaurants is overcooked. You know that your salmon is perfectly cooked when clear salmon nectar streams from the filet as you cut into your first bite. This experience is practically impossible in even the finest restaurants due the delicate nature of the fish and the time it takes to deliver to the table.

For the home cook, all you need is a 220° probe thermometer and well-timed side dishes to create a perfectly cooked salmon experience. Before starting to cook the salmon, set the table, prepare the sides dishes, pour the wine, and have everything ready waiting for the main event to arrive straight from the sauté pan. While preparing the salmon, insert the pointed end of the thermometer into the center of the salmon and when the temperature reads 122 -125° moving toward 130°, this is the time to quickly remove the filets and rush them to the dinner table. Without hesitation, invite your guests to cut into the salmon and savor their first bite by inhaling the salmon aroma, then slowly rolling the juices over the middle of the tongue.

Serves 6

6 each salmon filets cut from the loin of the salmon
2 tablespoons olive oil
2 teaspoons sea salt
¼ cup fresh basil, finely chopped

½ cup fresh flat-leaf parsley, finely chopped
¼ cup olive oil
¼ cup unsalted butter, melted
2 each lemon sliced into wedges
½ cup Sauvignon Blanc

Directions: Rub olive oil over the entire surface of each filet. Season with sea salt.

In a small bowl combine basil and parsley. Sprinkle the herb mixture over the entire surface of each seasoned salmon filet. Using your hands, press the herbs into the filet by applying light pressure.

In a 10-inch skillet over medium heat, add the olive oil and butter. When hot, gently lay the salmon filets in the skillet in a single layer. As outside edges of salmon begin to brown, turn the filet over, about 2 to 3 minutes. Continue cooking the filet until the internal temperature of the salmon in 125° using a probe-type thermometer.

Quickly transfer the pan-fried salmon to a warm serving platter and squeeze a small amount of fresh lemon juice over the top of each filet. Serve immediately.



Fresh Salmon Cakes

Makes 6 entrée size cakes

- | | |
|--|---|
| 12 ounces fresh salmon trim and tail pieces | ½ teaspoon white pepper |
| 1 teaspoon kosher salt | 1 teaspoon Old Bay Seasoning® or seasoning salt |
| ½ teaspoon black pepper ground | 4 drops Tabasco |
| ¼ cup butter | ½ cup Best Foods® mayonnaise |
| 1 tablespoon lemon juice | ½ cup panko breadcrumbs |
| 2 ounces smoked salmon, hand torn into ¼" pieces | Breading: |
| ½ cup red pepper, finely chopped | 2 cups panko breadcrumbs |
| ½ cup yellow onion, finely chopped | 1 tablespoon flat leaf parsley, finely chopped |
| ½ cup celery, finely chopped | 2 each eggs, whipped |
| ¼ cup fresh flat leaf parsley, finely chopped | ½ cup all-purpose flour |
| 1 tablespoon fresh dill, finely chopped | ½ teaspoon kosher salt |
| 1 teaspoon fresh garlic, minced | ½ teaspoon black pepper, ground |

Directions: Combine all ingredients (except for the breading ingredients) in a medium bowl and mix well.

Create a breading station using three bowls. In one, combine breadcrumbs and parsley. In another, place the whipped eggs. And in the last bowl, combine the flour, salt and pepper.

For appetizers, measure ½ ounce of fish cake mixture and form into a tight ball with the palm of your hands. If preparing as an entrée, measure 3 ounces of mixture. Once all the fish mixture has been rolled into balls, roll in seasoned flour, followed by dipping in whipped eggs, and lastly, roll the balls into the breadcrumbs and parsley.

Coat fish cakes in bread crumbs and form into a "hockey puck" shape in the palm of your hand, using your thumb to form a vertical edge. Place complete crab cakes on baking sheet, wrap and store in refrigerator until ready to cook.

Place a large skillet over medium heat with vegetable oil about a ½-inch deep. When oil reaches 300 degrees, drop fish cakes into skillet cook for about 1-2 minutes on each side or until golden. Place cooked salmon cakes on a plate lined with a paper towel, and then transfer them to a serving dish when ready to present. Serve with tartar sauce and fresh lemon.

Tartar Sauce with Capers and Artichoke Hearts

- | | |
|--|--|
| ½ cup refrigerator dill pickles, rough chopped and drained | 1 tablespoon Italian flat leaf parsley, finely chopped |
| ½ cup yellow onion, rough chopped | 1-¼ cup mayonnaise, Best Foods |
| 4 each green olive with pimento | 1 tablespoon fresh lemon juice |
| 1 tablespoon capers, drained and rinsed | Pinch kosher salt |
| ¼ cup artichoke hearts, drained, rough chopped | Pinch white pepper, ground |

Directions: Assemble food processor with metal blade. Add pickles, onion, green olives, capers, and artichoke hearts in processor bowl. Using the on-off pulse to finely chop, about 8 pulses should net 1/16" to 1/8" pieces. In a medium bowl, combine mayonnaise, parsley, lemon juice, salt and white pepper. Add finely chopped pickled ingredients and mix well to combine. Refrigerate for at least 12 hours before serving to develop flavors.

Blackmouth Salmon Poke Tacos

Serves 6

- | | |
|--|---|
| 1 lb. fresh salmon middle loin, cut into ½" cubes | ¼ cup red onion, finely chopped |
| ⅓ cup dark soy sauce | ¼ cup green onion, finely chopped |
| 1 tablespoon brown sugar | ½ each avocado, cut into 1/4 inch cubes |
| 1 each nori sheet, using scissors, cut into ¼" x 1" rectangles | 2 tablespoons cilantro, finely chopped |
| 2 teaspoons fresh lime juice | 18 sheets won ton wrappers, round |
| 1 teaspoon ginger, grated | ½ cup greens |

Directions: Combine all ingredients into a non-reactive bowl (I like to use a glass bowl). Gently toss the ingredients together and coat well. Cover with food film and store refrigerated for 1 to 2 hours.

Heat 2 cups of vegetable oil in a 2-quart saucepan to 350° F. Fry each won ton wrapper, one sheet at a time, until light brown and crisp, about 30 seconds. To make a taco shell shape, trim a 2-inch wooden dowel into lengths of 4". Wrap the won ton wrapper around the dowel. Using tongs, hold the won ton-wrapped dowel and submerge in the hot oil until the desired shape begin to hold. Remove the dowel from the oil and allow the won ton taco shell to continue to crisp. Place crispy shell on paper towel lined plate and allow to cool. Fill each shell with cold salmon poke and top with micro greens. To hold the poke tacos upright, place a lime wedge between each taco.



Note: If you are not comfortable with making the taco shell shapes, simply fry the won tons flat and serve poke on top of shell tostada-style.

COULD IT BE I'M

Falling in Love?

WORDS: SCHELLEN RATHKOPF // PHOTOS: ALEX KWANTEN



Valentine's Day came amid weeks of gloom, but sun broke through when the Ocean Alexander 90R came out to play. We take you aboard.

It had been weeks of rain and iron gray skies since the turn of the new year. Day after day of downpours and cold winds. In January alone, it rained 28 out of 31 days – tying with the all-time record (set in 2006 and 1953) of rainy January days. Cold, gray, and wet aren't exactly ideal boating conditions, especially if the mission is to photograph the new Ocean Alexander 90R, an enclosed bridge luxury motoryacht. Then Valentine's Day came, the rain stopped, and we got lucky.

There are only three 90Rs in the world so far, which makes designer Evan K. Mitchell's distinctive lines a rare treat to see out and about.



Valentine's Day is celebrated all over the world with candy, flowers, and gifts exchanged between loved ones, all in the name of the mysterious St. Valentine. Fortunately, we have a more tangible symbol of Cupid. The naked cherub definitely worked his magic in Seattle on this sunny February 14th, because only a few moments passed after setting foot inside the 90R, and I was hooked.

CAPTAIN TIM

Our captain for the shoot was Tim Curry, Alexander Marine USA's West Coast Director of Service Operations. Tim's reputation and experience with Ocean Alexander yachts makes him the go-to for all questions relating to these boats. "I don't mean to pat myself on the back," he says as he reaches over his shoulder and pats himself on the back, "but if you dig around the Ocean Alexander website long enough, eventually you find my phone number."

Anative Seattleite, Tim became a merchant seaman right out of high school and has been on boats ever since.

"There are very few people out there with my level of boat experience. And what I enjoy most is helping people with their Ocean Alexander," he shares before picking up an incoming phone call.

IT DOESN'T TAKE A VILLAGE

After getting settled on the boat and letting the heat permeate the bridge, Tim explained that he was going to ready the yacht for our departure. Our plan was to leave the slip in Lake Union, head through the Montlake Cut and meet up with NWY Creative Director Alex Kwanten, who would be shooting from shore. With the dock lines, fenders, and all those necessary checklist items required to leave the marina, I was surprised that with a yacht nearly 100 feet long, more hands were not on board to assist with the effort.

"Can I help?" I offered, excited to participate in what would most certainly be a rare occasion to play crew on a million-dollar luxury yacht. "Thanks, but no! I got it!" With that, he vanished to the lower decks.

I caught sight of Tim on the security monitor streaming live views from the cameras positioned on board. He was

handling dock lines with great precision and speed. Next thing you know, we started moving but Tim was STILL on the dock and there was no one at the helm!

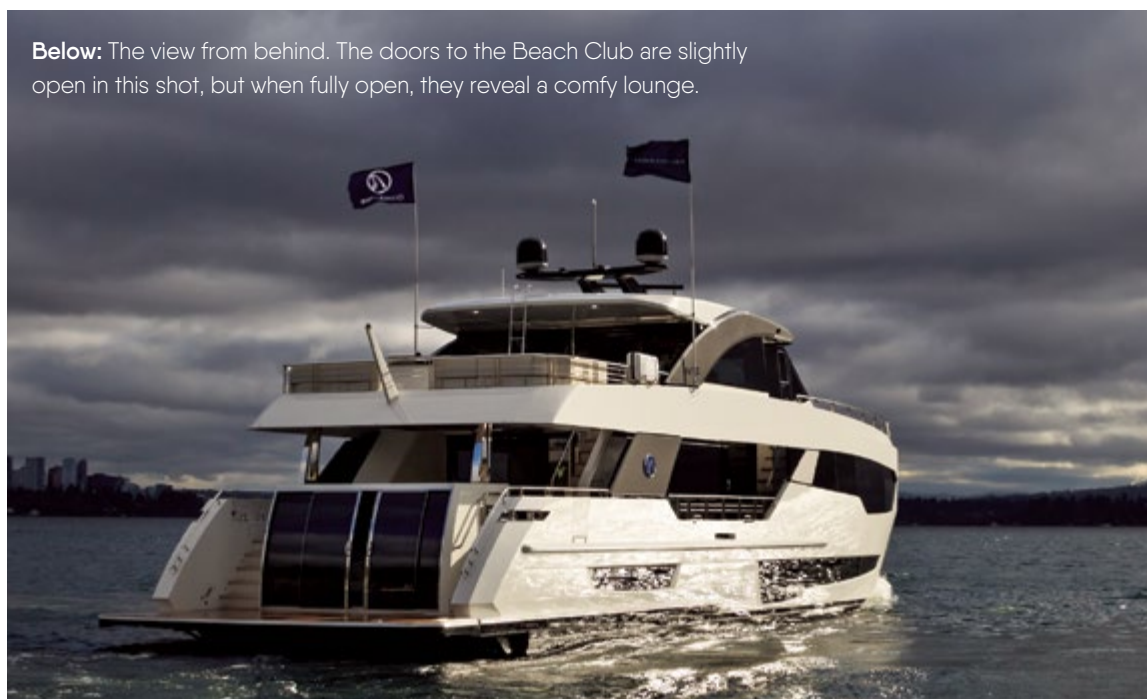
It turns out that Tim was operating the boat with the magical Glendinning handheld remote control, one of the many special features of the 90R that makes her so user-friendly. With a 35-foot cable attached, it gives boat operators total control of both transmission and throttle from either side of the boat.

The portable control station puts the same operational features of the 90R's fixed control station into the boat operator's hands, which makes for easier docking and maneuvering – especially in tight spots. Discovering this, I had an ah-ha moment that cemented the handling ease of the 90R in my mind, and I understood how Tim previously singlehanded the 90R through the Ballard Locks and up to Anacortes. With this device in hand, it doesn't take a village to control her.

Armed with the knowledge that the 90R has essentially a mobile helm, I relaxed and started poking around her for a better look. What was immediately noticeable was how quiet she was for a yacht her size. I expected big engines to make big sounds, and in turn make big vibrations, but none of these assumptions rang true. In fact, before pulling out of her slip I had noticed a silver tray on the wet bar surface with tastefully placed martini glassware. I made a mental note to save the day and pull the staged pieces to safety before heading into the Montlake Cut, where they would most certainly fall to the ground and break into a thousand pieces.

THE DESIGNER

The Ocean Alexander 90R is big, bold, and beautiful, and she represents the im-



Below: The view from behind. The doors to the Beach Club are slightly open in this shot, but when fully open, they reveal a comfy lounge.



Top Left, Clockwise: Tim Curry at the helm on Lake Union; The upper deck skylounges - inside and out. There's definitely room to party and a bar is stationed right outside; The mighty 90R on Lake Washington. She cuts a dashing figure but be sure to check your bridge clearances!

pressive collaboration between visionary designer Evan K. Marshall and Arrabito Naval Architects. With a length of 90 feet, and a beam of slightly over 22 feet, Marshall was clearly on top of his game with the 90R yacht design.

Marshall grew up near Central Park in New York City, surrounded by the cutting edge of design and architecture. He has been known to say that if he wasn't a designer, he would most assuredly be an architect - which is evident in the care and attention to space in his work. Not surprisingly, his favorite architectural structure is the Guggenheim Museum designed by renowned architect Frank Lloyd Wright (1867-1959), an American architect and designer who believed in designing buildings that were in harmony with their environment.

Frank Lloyd Wright's architectural influences are easily identified in Marshall's yacht designs, including the Ocean

Alexander 90R. The clean lines, modern simplicity, and the integration of window design reflects the "form follows function" principle associated with late 19th and early 20th century architecture and industrial design. This principle suggests that the shape of a building or object should primarily relate to its intended function or purpose and the 90R nails it. With oversized windows on all decks, the 90R floods the interior with natural light and brings in the outdoors, a basic tenant of Wright's architecture.

UNDERWAY

The transit through the Montlake Cut in a multi-million-dollar yacht was a new experience for me. I've done this connector between Lake Union and Lake Washington many times before, but mostly in a single kayak or a small power boat. Missing in this luxurious experience was the urgency

ALEXANDER MARINE USA

Every Ocean Alexander product can give you an impressive journey through waterways around the world or locally. A walk along the docks of Roche Harbor in the San Juans will reveal many glowing blue Ocean Alexander lights! The company has offices around the globe in Australia, Europe, Asia, and the Americas. That includes Alexander Marine USA offices all along the West Coast and right here in Seattle. To make an appointment, contact the team of Yacht Consultants at Alexander Marine USA on Lake Union.

Address: 901 Fairview Ave. N. C170, Seattle, WA 98109

Phone: (206) 344-8566 | **Website:** alexandermarineusa.com

to paddle harder or give it some gas to maintain some control through the swirling waters that typically rock everyone (or everything) from side to side. Not even those martini glasses budged from their spots, and no, they were not taped down.

This yacht provides an environment that is comfortable, stylish, and deeply impressive. The wide beam allows for spacious open floor plans that create exceptional space for indoor and outdoor entertaining and living.

INTERIOR BLISS

With four spacious staterooms, seven heads, a full-size galley, tasteful salon, and wet bars strategically placed on all decks, this is an impressive boat that provides an owner with thoughtful and stylish amenities that characterize so much of Marshall's designs. Wood accents and finely finished cabinetry throughout creates sumptuous surroundings while maintaining simplicity.

There are some distinctive qualities found in all four staterooms. The oversized windows provide fantastic natural light and spectacular views. Marine window film on the windows ensures full privacy from the outside without sacrificing visibility from the inside. The staterooms also feature cedar-lined, walk-in closets with built-in drawers that light up with the press of a button.

One of the master suites features a king-size bed, while all other staterooms can be configured with queens or twins. Each stateroom has its own spacious head with granite countertops, and one en suite decadently offers two separate heads with a shared shower in the middle. Between the finishing details and built-ins, all the staterooms share qualities of luxury and efficiency. They have been designed for privacy and to keep all persons on board comfortable in their home away from home.

The salon features a formal dining room table with seating for eight and another large seating area designed to create a dynamic modern feel without sacrificing comfort. There is also a wet bar with double sink next to the dining room table that can be retracted to a full countertop for food presentation. Touch screens located throughout the 90R control the inset mood lighting, room temperature, recessed TV screens, and speaker functions, adding to the ease of commanding one's surroundings.

From the main salon, a set of pocket doors opens into a spacious and gorgeous galley. I liked this layout, as it keeps the potentially distracting sounds of food prep or clean up

Two Hearts

BEATING IN TANDEM

that may be coming from the galley from disrupting the conversations happening at the dinner table. The full-sized refrigerator, freezer, and other appliances in the galley will make everyone on board happy and there's plenty of space for several cooks to work in the galley at once. There is also plenty of storage space. I love cooking aboard, and during our transit to Leschi, I mentally "moved in" thinking about placing all my own kitchen tools in the galley. It's a strange happenstance, but have you noticed at most parties that people inevitably gather in the kitchen? I really love that the 90R galley has a built-in seating area with a small slider table designed for those who like to spectate in the galley over a glass of wine or cup of coffee.

IN POSITION

All the while, Tim was at the helm receiving instructions from ashore to make a slight turn to port or a 45 degree move to starboard. There was a spectacular break in the clouds that gave way to a wonderful beam of sunlight and the idea was to line up the 90R in Mother Nature's perfect spotlight. For her part, the 90R was fully responsive and her agility pure. Maneuvering her into place was like magic.

From the aft side of the salon, double-sized, floor to ceiling glass doors open at the push of a button to reveal an outdoor bar and exquisite aft deck. Expansive teak decks combined with wide steps and walkways make getting around her easy for all. The elegant exterior seating areas are designed for entertaining and offer comfortable seating for any number of guests, complete with wet bars and well-placed mesh sunshades that provide shade without compromising light.

The helm, located in the enclosed bridge

The 90R may be a very large boat, but it's also a fast one. A pair of quiet giants reside in the 90R's engine room - twin MTU 12V2000 diesels, each 1,920hp. Optional 16V2000 diesels can take a 90R to 27 knots, but a more typical top speed with the standard 12V models is 22 knots. These big engines, made by MTU Friedrichshafen GmbH, are high-tech and relatively clean - using two-stage turbocharging to maximize the understressed performance while keeping soot emissions low. A cooled EGR reroutes up to 30 percent of exhaust gases back into the engine, further lowering emissions. The gentle giants, also seen in heavy trucks and stationary generator use, are whisper quiet and always at the ready.



deck, is a skipper's dream with fully functioning touch screens and the latest aeronautical-inspired technology to make travel on the 90R safe, efficient, and as easy as possible. Ocean Alexander has used the latest glass technology and engineering, employing large plates of glass to present a nearly 360-degree view. From the captain's chair, I could clearly see the bow.

The Octoplex system, a program that gives easy monitoring and control of all the electrical systems on board, is just one example of those sophisticated systems that are included as standard. It was originally designed for the aerospace industry and other "zero failure tolerant" environments. Having it on the 90R provides great security for offshore adventures, and I imagined myself at the helm crossing the Pacific. I noticed the walnut flooring in the pilothouse, which I learned is a custom product for Ocean Alexander yachts and

provides a rich and traditional feel. The specialty lighting, walnut flooring, and superior visibility creates a bridge space that's special whether anchored or enjoying top speeds of 24 knots while underway.

THE BEACH CLUB

The lowest aft deck features a fun beach club room behind the black slider doors that open to a spacious teak swim deck. This room is unique in that it creates an amazing outdoor space with moveable furniture, a wet bar, and all the electronic bells and whistles. I imagined that this would be where the teenagers might hang out as it is private, has electronics galore, and is closest to all the water toys.

After looking at my photo of this space, my friend Brad Cole, who runs Prism Graphics in Seattle and who specializes in boat graphics, commented on how im-

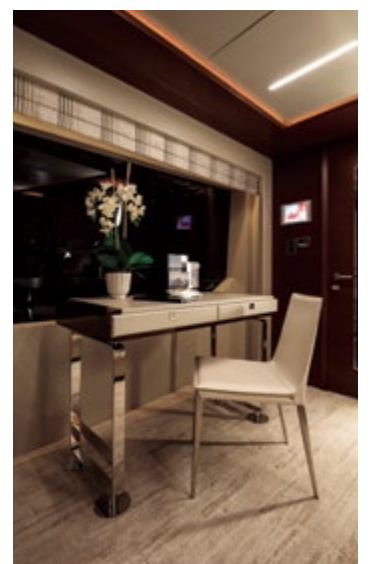
Continued on Page 90

est. 1977

OCEAN ALEXANDER

In 1977, Alex Chueh gave Ocean Alexander his name, his steely endurance, and his insistence on engineering that leads the industry. Today, the first boats he produced sell for triple their original price. Now under the direction of Alex's son, Johnny Chueh, Ocean Alexander creates revolutionary ideas, astonishing beauty, and luxury—never compromising its high engineering principles. Ocean Alexander has built its early Taiwan roots into U.S. manufacturing, worldwide service, and strong alliances with the finest architects and designers in the world.

Below: The vast galley, complete with all modern conveniences, is large enough for several cooks. If your pursuits are more intellectual, a brilliant desk with a panoramic view awaits in the main deck state room.



Happy Campers

2020 NORTHWEST YACHTING SUMMER CAMP GUIDE

COMPILED BY EVIN MOORE

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Summer is coming! And now is the time to make summer camp plans for your kids! To make it easy for you, we've assembled this Happy Campers Guide that features wonderful aquatic, sail, and boating programs to engage your kids and get them boating!

Inside you'll find a lot of ideas to get your kids out on the water, learning to sail in Optimis, Lasers, Lidos, and Splashes or taking to the surf in kayaks,

canoes, or stand up paddleboards. Why not give windsurfing a go or try rowing on a crew team? And if water sports aren't your child's thing, try one of the science camps in our guide, where kids can learn about marine life at the aquarium, or collect water samples and spend time in the lab at the Science Center. Regardless of age or interest, *Northwest Yachting's* Happy Campers Guide will have something that will pique your child's interest!



Happy Campers

SCIENCE CAMPS



ADVENTURESS SUMMER CAMPS

Ages: 7th grade to 12th grade

Sound Experience, the non-profit that owns the schooner *Adventress* hosts two different summer camps for teens. The Fantastic Voyage camp brings teens on the schooner overnight for five days where they learn about being a crew on a large ship and perform science experiments. The Girls at the Helm camp focuses on girls learning about sailing, Puget Sound, leadership development, and STEM.

Location: 211 Seton Rd, Port Townsend, WA 98368

Contact: soundexp.org | (360) 379-0438

NOAA SCIENCE CAMP

Ages: 6th Grade to 12th Grade

NOAA's Sand Point center in Seattle hosts several camps for both middle-schoolers and high-schoolers. The middle-schoolers learn about marine animals, diving, marine science, nautical charts, and interact with NOAA scientists. A separate camp gives middle-schoolers the chance to build a Remotely Operated Vehicle and pilot it as they learn about robotics and underwater physics. High-schoolers focus on science research, communication of scientific ideas, and leadership.

Location: 7600 Sand Point Way NE, Seattle, WA 98115

Contact: wsg.washington.edu | (206) 543-6600

PORT TOWNSEND MARINE SCIENCE CENTER

Ages: 3 to 15

Camps at the Port Townsend Marine Science Center focus on the marine environment and are broken down by age. At camps for younger children, they explore local beaches and play games while learning about marine animals. Kids ages 10 to 12 can become junior scientists while spending time on field trips and in the lab. Students 13 to 15 can join a long-ship crew and learn about the Salish Sea as they take a two-day expedition. Another camp for students 11 to 13 has them sailing on a Science Center vessel as they perform experiments.

Location: 532 Battery Way, Port Townsend, WA 98368

Contact: ptmsc.org | (360) 385-5582

SEATTLE AQUARIUM

Ages: 4 to 14

The Seattle Aquarium hosts a variety of science-focused camps that will bring your child up close with nature and marine animals at the aquarium. Camps for kids ages 4 to 5 get them interacting with tide pools and learning about fish of the Puget Sound, plus games, stories, and crafts. Kids 6 to 7 can learn about marine mammals or learn about the Puget Sound through the eyes of a salmon. Eight to 9-year olds learn more about sharks or underwater kelp forests and the animals that live there. Ten to 12-year-olds spend their days at the beach learning about marine invertebrates or sustainability. The oldest campers learn about careers in conservation at the aquarium.

Location: 1483 Alaskan Way, Seattle, WA 98101

Contact: seattleaquarium.org | (206) 386-4300

VANCOUVER AQUARIUM 🍁

Ages: 4 to 12

The camps at the Vancouver Aquarium are centered around hands-on activities for kids ages 4 to 12. Campers will interact with marine animals, both local and exotic, and learn about their diets, habitats, and life cycles.

Location: 845 Avison Way, Vancouver, BC V6G 3E2, Canada

Contact: vanaqua.org | (604) 659-3400



Clockwise from top of page: Seattle Aquarium; NOAA science camps; Vancouver Aquarium Aquacamps

Happy Campers

BOATING & SAILING CAMPS

ROYAL VANCOUVER YACHT CLUB 🍁

Ages: 5 to 17

The Royal Vancouver Yacht Club offers several different camps for kids and teens. Campers ages 5 to 7 can join the 'Wet Feet' camp where they will be introduced to boat safety and grow more comfortable being around water. There are several levels of camps where students will hone their sailing skills in Optis. More advanced camps will get students out in RS Feva dinghies to master doublehanded sailing skills. The most advanced sailors can take racing camps that will introduce them to the rules and strategies of racing.

Location: 3811 Point Grey Rd, Vancouver, BC V6R 1B3, Canada

Contact: royalvan.com | (604) 224-1344

MACSAILING 🍁

Ages: 6 to 16

MacSailing of Vancouver, B.C. is a sailing school that offers a wide variety of summer camps. Their Beach Kids camp gets students ages 6 and 7 on sailboats and canoes to learn about safety on the water. The Sail Optis course is for beginner sailors, while the CanSail course is more rigorous and for more experienced sailors. If your child is not interested in sailing, the canoe camp might be the right fit, or the Marine Ecology camp where they will learn about aquatic life in the area.

Location: 1300 Discovery Street, Vancouver V6R 4L9, British Columbia

Contact: macsailing.com | (604) 224-7245

WEST VANCOUVER YACHT CLUB 🍁

Ages: 6 to 17

Campers at the West Vancouver Yacht Club can choose from several different types of camps depending on their interests. The multi-activity camps lets students try a variety of water activities like kayaks, sailboats, and stand up paddle boards. Or try the multi-level Opti programs where sailors of all skill levels can find something to suit their abilities. The 'Learn to Sail' courses take the most experienced sailors and introduce them to the world of racing.

Location: 5854 Marine Dr, West Vancouver, BC V7W 2S2, Canada

Contact: wvyc.ca | (604) 921-7575

HOLLYBURN SAILING CLUB 🍁

Ages: 10 to 17

The Hollyburn Sailing Club offers an in-depth and structured sailing camps for beginners all the way to advanced, introducing them to double-handed sailing, advanced maneuvers in all kinds of conditions, and racing. There are also more casual cruising camps, and an Intro to Opti camp for 6 to 10 year olds.

Location: 1326 Argyle Ave, West Vancouver, BC V7T 1C1, Canada

Contact: hollyburnsailingclub.ca | (604) 926-5744

BC SAILING 🍁

Ages: 6 to 14

The camps from BC Sailing will take place in various locations throughout the summer, and will generally be hosted by local sailing clubs. Campers will learn to pilot sailboats, usually 7' Optis, sailboats and kayaks. Kids will learn the ins and outs of sailing and kayaking.

Location: 195-3820 Cessna Drive Richmond, BC, Canada

Contact: bcsailing.bc.ca | (604) 333-3628

Photos, Clockwise from top: the Youth Sailing Association's JAM regatta (Photo: Dave Shemwell); The Center for Wooden Boats; Sail Sand Point (Photo: V. Owen, SSP Staff).



BELLINGHAM YACHT CLUB

Ages: 8 to 18

The Bellingham Yacht Club offers two camps; one for beginner sailors and one for more advanced sailors. Campers will have the opportunity to sail on a keelboat in courses that emphasize boating skills and teamwork. Membership at Bellingham Yacht Club is not required to attend camps.

Location: 2625 S Harbor Loop Dr, Bellingham, WA 98225

Contact: byc.org | (360) 733-7390

COMMUNITY BOATING CENTER

Ages: 9 to 18

The Community Boating Center offers several different camps, the first being Adventure Camps, which allow campers to try out kayaks, paddleboards, and sailboats. There are also camps that emphasize sailing skills, with beginner and intermediate camps for youth, and beginner and intermediate camps for teens. Campers will be learning on RS Quests.

Location: 555 Harris Ave, Bellingham, WA 98225

Contact: boatingcenter.org | (360) 714-8891

WWU LAKEWOOD JUNIOR SAILING CAMP

Ages: Grades 6 to 12 (minimum age 11)

The Western Washington University hosts several camps, with an emphasis on either sailing or windsurfing. The sailing camps are designed for both beginner and intermediate sailors. Campers must be at least 11 years old, 100 pounds, and know how to swim.

Location: Lakewood Watersports Facility,
2410 Lake Whatcom Boulevard, Bellingham

Contact: oce.wvu.edu/youth-programs | (360) 650-3308

SAIL ORCAS

Ages: 8 to 18

The camps at Sail Orcas are designed for both beginner and intermediate sailors. Campers will have the chance to sail on Vanguard Prams, Lasers, and 6 Bics. Lessons will focus on basic sailing skill and incorporate some classroom education.

Location: 876 Deer Harbor Rd, Eastsound, WA 98245

Contact: sailorcas.org | (360) 376-5577

SAN JUAN ISLAND PARKS AND REC

The San Juan Island Parks and Rec Department hosts a summer sailing camp and information will be available starting in April.

Location: **580 Guard St. Friday Harbor, WA 98250**

Contact: islandrec.org | (360) 378-4953

LOPEZ ISLAND FAMILY RESOURCE CENTER

Ages: **9 to 18**

The sailing camps at the Lopez Island Family Resource Center will accommodate beginner, intermediate, and advanced sailors. Campers must have completed the proceeding camp to move to the next one or have an instructor's permission. Campers will be sailing in either Lidos or Splashes.

Location: **23 Pear Tree Lane, Lopez Island, WA**

Contact: lifrc.org | (360) 468-4117

CITY OF ANACORTES PARKS AND REC

The City of Anacortes Parks and Rec Department offers summer sailing camps. More information should be available in the spring.

Location: **Parks and Rec 904 6th Street, Anacortes, WA 98221**

Contact: cityofanacortes.org | (360) 293-1918

OAK HARBOR YOUTH SAILING

Ages: **9 to 15**

The camps sponsored by Oak Harbor Youth Sailing are for beginner, intermediate, and advanced sailors. Campers must have instructor permission to take the more advanced sailing camps. Camps will focus on basic sailing skills and build from there.

Location: **1401 SE Catalina Dr. Oak Harbor, WA 98277**

Contact: oakharboryouthsailing.org | (360) 675-1314

PORT ANGELES YACHT CLUB

Ages: **12 to 17**

The camps at the Port Angeles Yacht Club are designed for beginner sailors and introduces students to basic sailing techniques and gets them comfortable on the water. A Friday Family Day let's them show off their new skills to friends and family.

Location: **1305 Marine Dr, Port Angeles, WA 98363**

Contact: payc.org | (360) 457-4132

NORTHWEST MARITIME CENTER

Ages: **5 to 17**

The youth summer camps at the Northwest Maritime Center can be broken into two programs: Messing About in Boats and Learn to Sail. The Messing About in Boats program is aimed at kids ages 5 to 10 and involves getting out on the water in boats, field trips to the beach and Marine Science Center, arts and crafts, and meeting real sailors and captains. The Learn to Sail program is designed for students 8 to 17 and focuses on sailing skills, safety, and more advanced sailing when they are ready. Campers will be sailing in Optimist Dinghies or Vanguard 15's.

Location: **431 Water St, Port Townsend, WA 98368**

Contact: nwmaritime.org | (360) 385-3628

SOUTH WHIDBEY YACHT CLUB

Ages: **12 to 17**

The South Whidbey Yacht Club hosts sailing camps for both beginner sailors and intermediate sailors. Beginners will learn on their own 8' El Toro, and intermediate sailors will practice on Pelicans, Lasers, or Lido 15s.

Location: **SWYC P.O. Box 316 Greenbank, WA 98253**

Contact: swyachtclub.org | Phone Not Listed



SAIL KINGSTON COVE

Ages: **8 to 17**

The camps from Sail Kingston Cove are for youth beginner and intermediate sailors, teen beginner and intermediate sailors, and the 'guppy' program for kids 5 to 7. These camps will cover rigging, sail and tiller control, and handling the equipment. Campers will be learning in Optis.

Location: **23976 S. Kingston Road, NE, Kingston, WA 98346**

Contact: sailkingstoncove.org | (808) 282-8839

CITY OF POULSBO YOUTH SAILING

Ages: **5 to 16**

Campers at the City of Poulsbo Youth Sailing camps are divided into 5 to 7 years and 8 to 16. Sailors of all skill levels will be together and campers will be paired up with the partner best suited to their skill level. Students will learn on Optis.

Location: **19540 Front Street, Poulsbo, WA 98370**

Contact: cityofpoulsbo.com | (360) 779-9898

POULSBO YACHT CLUB

Ages: **10 to 15**

The Junior Sailing Program at the Poulsbo Yacht Club is divided into the Learn to Sail program and the Double Handed. The Learn to Sail program is for new sailors and covers points of sail, basic tacking and gybing, sail trim, and other introductory topics. The double-handed program is for students who have passed the previous program, and has them working in teams on larger sailboats.

Location: **18129 Fjord Dr NE # T, Poulsbo, WA 98370**

Contact: poulsboyachtclub.org | (360) 779-3116

BAINBRIDGE ISLAND PARKS AND REC

This summer sailing program offers keelboat classes for teens and adults and dinghy classes for ages 6-adult using fleets of Optis, RS Teras, and Flying Juniors. . Beginner and intermediate-level camps run all summer, and special camps include all-female week for teens and adults, a multisport week, and intermediate-advanced weeks to learn racing skills. All instructors are certified in teaching their sport as well as 1st aid/CPR/AED.

Location: **7666 High School Rd NE Bainbridge Island, WA 98110**

Contact: biparks.org | (206) 842-2302

SAIL SAND POINT

Ages: **5 to 17**

Camps at Sail Sand Point are broken down into three age categories; 5 to 7, 8 to 12, and 12 to 17. The youngest sailors will sail in Hobies with a parent or in a Junior Opti with a partner. Campers 8 to 12 can join an Explorer camp where they will take to the water in kayaks, SUPs, and catamarans, or they can attend an Opti sailing camp. Campers 12 to 17 can take different levels of sailing camps, plus other camps like the Sailing to STEM camp, which combines sailing instruction with science education.

Location: **7861 62nd Ave NE, Seattle, WA 98115**

Contact: sailsandpoint.org | (206) 525-8782

Happy Campers

BOATING & SAILING CAMPS

GREEN LAKE SMALL CRAFT CENTER

As the new Green Lake Small Craft Center is under construction, their summer program has been cancelled for 2020. Please check back in Summer 2021.

Location: **5900 West Green Lake Way N, Seattle, WA 98103**

Contact: <https://bit.ly/32okkRF> | (206) 684-4074

LAURELHURST BEACH CLUB

Ages: 8 to 14

The Laurelhurst Beach Club hosts camps for students ages 8 to 14. Campers 8 to 10 can take half-day Opti sailing camps, and campers 11 to 14 can take full-day beginner Opti camps or advanced sailing camps with introductions to racing.

Location: **5041 NE Laurecrest Ln, Seattle, WA 98105**

Contact: laurelhurstbc.com/sailing | (206) 524-2010

QUEEN CITY YACHT CLUB

Ages: 9 to 14

The Queen City Yacht Club offers a sailing camp for students of all skill levels, ages 9 to 14. Campers will learn boating safety, small boat handling, rigging, sailing fundamentals, and knot tying while using the club's in-house fleet. Camps are small and each camper can expect to receive at least one individual session with an instructor.

Location: **2608 Boyer Ave E, Seattle, WA 98102**

Contact: queencity.org | (206) 709-2000

SEATTLE YACHT CLUB

Ages: 7 to 17

Seattle Yacht Club offers a variety of sailing camps for all experience levels. The Lil' Luffers camp gets kids ages 7 to 9 out on Vanguard 15s and 420s as they learn the ins and outs of sailing and safety. The Overboard Opti camp gets sailors in their own Opti where they further increase sailing skills and confidence. The Junior Jibber's camp has campers working in pairs to sail on Vanguard 15s and Lasers. High school camps and learn-to-race camps are also available for more advanced sailors.

Location: **1807 E Hamlin St, Seattle, WA 98112**

Contact: seattleyachtclub.org | (206) 325-1000

CORINTHIAN YACHT CLUB

Ages: 7 to 18

The Beginner Opti 1 and 2 camp introduces young sailors to the fundamentals of sailing. The Intermediate Opti Camp is for sailors with several weeks of sailing experience from previous camps, with the end goal being to have all sailors comfortable sailing both upwind and downwind in medium breeze. The Advanced Opti Camp is geared to the most experienced sailors, where they will be introduced to the basics of racing sailboats and rules.

Location: **7755 Seaview Avenue Northwest Pier V, Seattle, WA 98117**

Contact: cycseattle.org | (206) 789-1919

MERCER ISLAND PARKS AND REC

Ages: 7 to 12

The Paddle Camps from the City of Mercer Island Parks and Rec gets kids out on the water in kayaks, canoes, and stand up paddleboards. Kids will learn to maneuver all crafts and basic water safety.

Location: **2040 84th Ave SE, Mercer Island, WA 98040**

Contact: mercergov.org | (206) 236-7321

MY SAIL YOUTH SUMMER CAMPS

The camps from the MY SAIL (Multihull Youth Sailing) Foundation take place at two locations and get kids out on multihull craft. One camp is based out of Corinthian Yacht Club and will bring campers out onto Shilshole Bay, which is known for its steady winds. Kids will learn on Hobie Cats. The other location is on the Olympic Peninsula at the Lake Quinault Rain Forest Resort Village Campground. Campers will sail on the lake and stay in tents at night.

Location: **Corinthian Yacht Club and Lake Quinault**

Contact: mysail.org | (206) 992-6637

MOUNT BAKER ROWING & SAILING CENTER

Ages: 8 to 18

The Mount Baker Rowing and Sailing Center offers several different camps featuring multiple water sports. Besides the sailing camps and rowing camps, the Youth Adventure Camp has campers ages 11 to 14 sailing, kayaking, canoeing, and windsurfing. The Junior Multi-Sport Camp for ages 11 to 15 covers the fundamentals of rowing, windsurfing, and paddling. The sailing camps are for all skill levels and will be utilizing V15s, FJs and Lasers. Rowing camps are available for students of all experience levels.

Location: **3800 Lake Washington Blvd S, Seattle, WA 98118**

Contact: mbrsc.com | (206) 386-1913

CENTER FOR WOODEN BOATS

Ages: 8 to 14

The summer programs at the Center for Wooden Boats fall into two broad categories: woodworking and sailing. Woodworking camps are designed so kids can learn to use basic woodworking tools and make their own toolboxes. Teens will learn the basics of woodworking and work on more advanced wood working projects. Sailing camps are for ages 8 to 14 and gets kids out in El Toros in beginner, intermediate, and advanced sailing camps. There are also options for racing and basic keelboats.

Location: **South Lake Union 1010 Valley Street Seattle, WA 98109 and**

Cama Beach State Park, 1880 SW Camano Drive, Camano Island, WA 98282

Contact: cwb.org/youth | (206) 382-2628

MEYDENBAUER BAY YACHT CLUB

Ages: 8 to 18

The sailing camps at Meydenbauer Bay Yacht Club use Opti sailboats for kids ages 8 to 11, Vanguard 15s for ages 11 to 18 and Lasers for experienced solo sailors ages 11 to 18 and over 100 pounds. Weather conditions at Meydenbauer Bay mean that more serious sailing takes place early in the summer and more casual sailing takes place towards summer's end.

Location: **9927 Meydenbauer Way SE, Bellevue, WA 98004**

Contact: mbycwa.org | (425) 454-8880

Photos, Facing page: Bainbridge Island summer campers; Sail Sand Point boarding (Photo: V. Owen). **Below:** Happy campers on Bainbridge Island.





TACOMA YOUTH SAILING

Ages: 6 to 18

Summer sailing camps at the Tacoma Yacht Club are broken down into three general age ranges: 6-8, 8-12, and 11-18. The youngest kids will sail with an instructor, learning the terminology of sailing and developing comfort with being in a boat. The 8- to 12-year olds will learn to sail independently in an Opti and learn sailing skills including tacking, jibing, sailing upwind and downwind. There are also camps for teens new to sailing, where they will learn the basics of sailing in a two-person 420 sailboat. Intermediate camps are available for youths and teens, and an advanced teen camp for those who would like to build skills through focused time with a coach.

Location: 5401 Yacht Club Rd, Tacoma, WA 98407

Contact: Tacomajrsail.org | (253) 242-3616

GIG HARBOR YACHT CLUB

Ages: 6 to 18

Gig Harbor Yacht Club offers several sailing camps for campers between 6 and 18. The Guppies program, for kids 6 to 7, provides them with a mixture of land-based and on-water activities that teach them about safety, basic knots, wind and sails, and lots of games. Kids 8 to 12 can participate in sailing camps that cover all the basics of sailing. Teen introductory camps cover the same topics, while the Intermediate Opti camps get kids or teens to the next level of sailing in Opti sailboats.

Location: 8209 Stinson Ave, Gig Harbor, WA 98332

Contact: ghycjuniorsail.org | (253) 214-6131

OLYMPIA YACHT CLUB

Ages: 8 to 18

The Olympia Yacht Club teams up with the City of Olympia Parks and Rec Department to host several sailing camps. Students are divided into 8 to 12 and 13 to 18. Campers 8 to 12 can take either Opti 1, Opti 2, or Opti 3 depending on experience level. Teens can take either the J24 or Vanguard 420 sailing camps.

Location: 201 Simmons St NW, Olympia, WA 98501

Contact: olympiayachtclub.org | (360) 357-6767

GORGE JUNIOR SAILING

Ages: 5 to 18

Sailing Camps at Gorge Junior Sailing are divided into Minnows, youth, and teens. Introductory classes cover basic sailing skills including rigging, knot tying, and safety. More advanced classes cover complicated boat designs and the basics of racing. Campers will learn on Optimists and Club 420s.

Location: 1000 E Port Marina Dr, Hood River, OR 97031

Contact: gorgejuniorsailing.org | Phone Not Listed


WILLAMETTE SAILING CLUB

Ages: 5 to 18

The camps from the Willamette Sailing Club get students out on the water in Opti, Laser, and 420 dinghies. There are beginner and intermediate camps for both youths and teens. Willamette also has a river adventure camp that explores the Willamette River while learning sailing techniques.

Location: 6336 SW Beaver Ave, Portland, OR 97239

Contact: willamettesailingclub.com | (503) 246-5345



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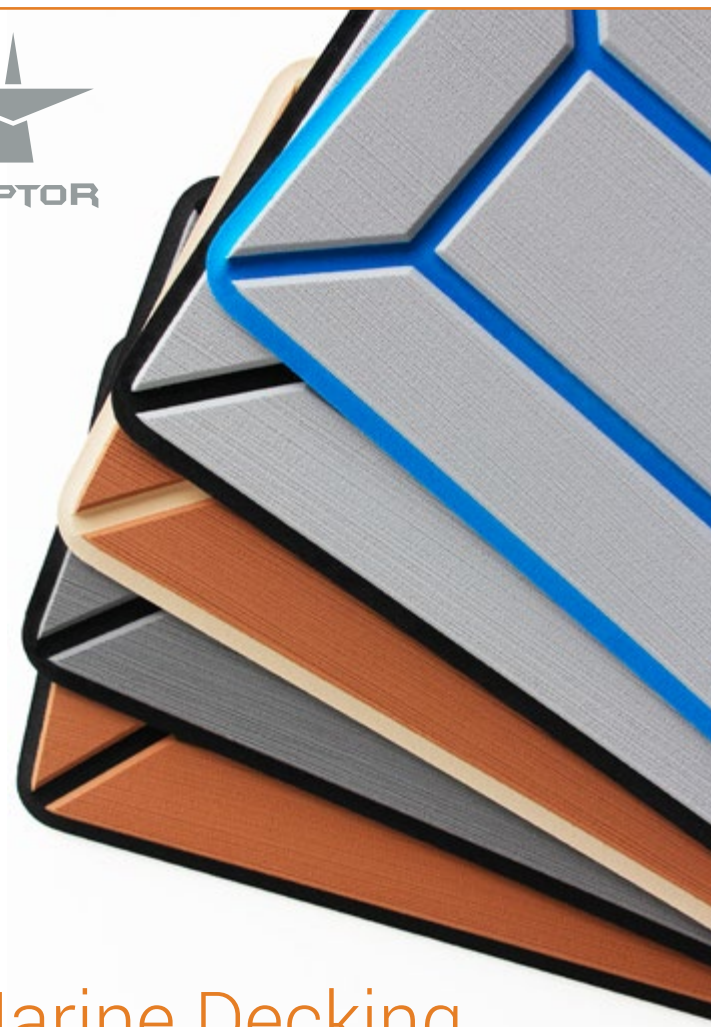
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Run Silent Run Deep



By Schelleen Rathkopf

You may not be aware of it, but Uncle Sam's arsenal of democracy is hiding in plain sight on the Kitsap Peninsula.

K Keyport, Washington, is a sleepy little town on a small peninsula between Poulsbo and Bremerton in Kitsap County. There's not a whole lot of fanfare to this unincorporated community of 552 residents.

There's the Torpedo Down Diner and the Keyport Bible Church, which claims the largest parking lot in town. There's the Keyport Mercantile, where neigh-

bors gather and notice the sight of an unfamiliar car. Across the street from the Mercantile is a small park with a spinner merry-go-round that might look lonely if not for the few dogs roaming around. There's a small post office, an automotive shop, a Mexican restaurant and some houses. That's about it. Yet, behind this seemingly sleepy civilian cloak sits the starting point of our national defense sys-



Naval Base Kitsap-Bangor

Naval Base Kitsap-Bangor was formed in 2004 by merging Naval Air Station Bremerton with Naval Submarine Base Bangor. Bangor is exclusively a submarine facility, while Bremerton operates aircraft carriers and subs too. The dark-ened area is the Bangor facility.



one of these ten Ohio-class Ship Submersible Ballistic Nuclear (SSBN) submarines and not even known it.

We can't see them. We can't hear them. Those in the know have said that people will have better luck finding a needle in a haystack than finding a submerged SSBN submarine.

When on patrol, the SSBN submarines provide an incredible strategic deterrent system. They patrol the world's oceans with one single critical purpose: to deter an enemy nation from making a nuclear attack on the U.S. And they live right here, in our very own backyard.

PRODUCT OF THE COLD WAR

The Cold War was an arms race, dominated by the constant threat of nuclear war. In the early 1960s, the Soviets unveiled sophisticated ICBMs and other supporting missile defense systems. In response, the U.S. government launched a classified study called STRAT-X, which was basically a classified brainstorm session to come up with alternative missile systems. Of the 125 ideas that developed from STRAT-X, the study endorsed nine. One of these nine ideas called for

enormous ballistic submarines carrying missiles. And with that, the Navy's missile program was born and the SSBN class of ballistic missile submarines were designed.

The *USS George Washington* was the world's first nuclear-powered, ballistic missile carrying submarine. It's unlimited endurance while submerged combined with its nuclear tipped Polaris missiles changed the shape of international power politics. The *USS George Washington* could carry up to 16 Polaris missiles that were to be launched while submerged and would remain undetected for several minutes after firing. In time, the Polaris missiles were replaced by Poseidon missiles, which were then replaced by Trident missiles. Each model upgrade improved range and accuracy of the missiles.

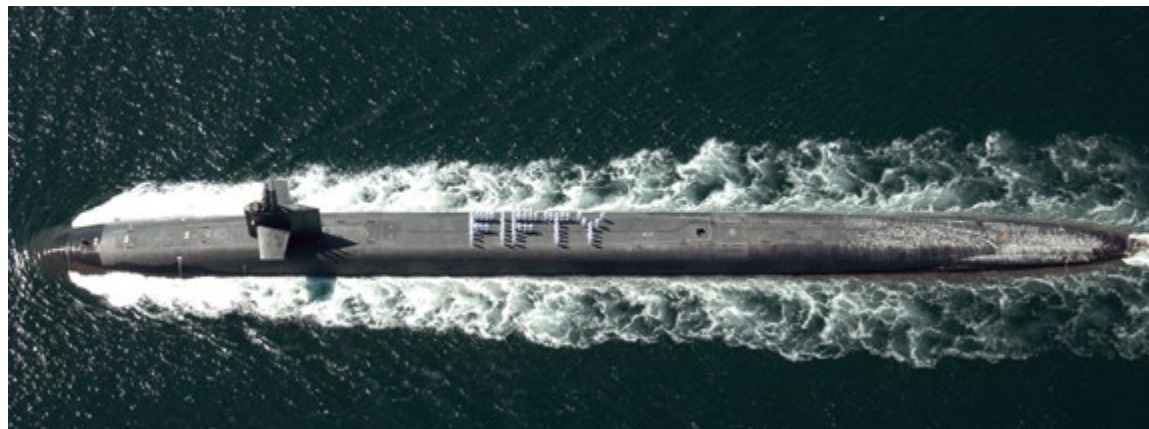
STRATEGIC DETERRENCE

For more than 60 years, the US has used nuclear weapons to deter nuclear war. By demonstrating the ability to retaliate, the enemy is discouraged from attacking, according to the theory of strategic deterrence. If the program is

Left: The *USS Henry M. Jackson* (SSBN-730), named for famous Washington Senator "Scoop" Jackson, transits the Hood Canal as it returns home to Naval Base Kitsap-Bangor following a strategic deterrent patrol in 2017. (Photo: Lt. Commander Michael Smith). **Below:** Sailors aboard the *USS Pennsylvania* (SSBN-735) spell out the word "Fifty" as they return to Naval Base Kitsap-Bangor after completing it's 50th patrol mission, circa 2005.

tem—Naval Base Kitsap-Bangor, home of Group 9, a strategic deterrence branch of the United States Navy.

If you've not heard of Submarine Group 9, you're not alone. I grew up boating in Puget Sound waters, but I had no idea that these subs played such an important role in the US National Defense system. However, if you've done any boating whatsoever in the region, you've likely crossed paths of





Above: The *USS Pennsylvania* (SSBN 735) transits the Hood Canal as the boat returns to its homeport at Naval Base Kitsap–Bangor following a strategic deterrent patrol (Photo: CS Amanda R. Gray/U.S. Navy).



Top Right: Sailors aboard the guided-missile submarine *USS Ohio* (SSGN 726) prepare to dive the boat. (Photo: CS William Tonacchio/U.S. Navy). **Lower Right:** Sailors tend mooring lines as the ballistic-missile submarine *USS Maine* (SSBN 741) at Bangor. (Photo: CS Eric Harrison/U.S. Navy)



SSBN Group 9:

Part of the U.S. Navy's Pacific fleet, Submarine Group 9 is comprised of ten vessels, all of them Ohio-class nuclear-powered machines, and divided into two operational squadrons.

Submarine Squadron 17

- USS Henry M. Jackson (SSBN 730)
- USS Alabama (SSBN 731)
- USS Nevada (SSBN 733)
- USS Pennsylvania (SSBN 735)
- USS Kentucky (SSBN 737)
- USS Nebraska (SSBN 739)
- USS Maine (SSBN 741)

Submarine Squadron 19

- USS Ohio (SSGN 726)
- USS Michigan (SSGN 727)
- USS Louisiana (SSBN 743)

successful, then it's a system that never has to be used in a real conflict situation.

Based at the Kitsap-Bangor naval station, Submarine Group 9 is a fleet of ten SSBN submarines comprised of two squadrons; 17 and 19. This fleet oversees all ballistic-missile and guided-missile submarines in the Pacific Northwest.

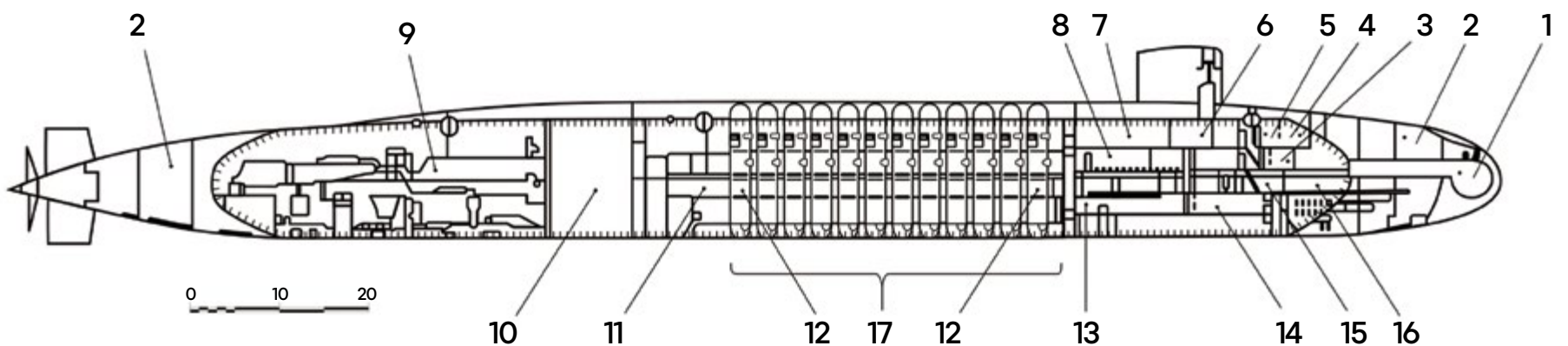
The program began in the mid-1960s with the Polaris Missile Facility Pacific, which in 1974 became the West Coast Trident Submarine base. The Puget Sound Naval Shipyard in Bremerton also plays a key role, as this is the facility where the SSBN submarines receive maintenance and retrofits, so that the subs are always carrying the newest generation of missiles. SSBN submarines, powered by nuclear energy, now feature the Trident

II D5 Missile Systems. A SSBN sub is 560 feet long (or nearly two football fields) and carries up to 24 missiles. Each one of these missiles carry up to eight 100 kiloton-nuclear warheads.

To put this into perspective, this is about 30 times the explosive force of the Hiroshima bomb, and they are designed to travel more than 4,000 nautical miles to hit their strategic targets.

CLOSE ENCOUNTERS

Due to the stealth operation of the SSBN submarines, recreational boaters in our region might never encounter these subs, despite their routes from the Kitsap-Bangor Base to the Strait of Juan de Fuca and out to the Pacific Ocean. There is a chance if you're boating near



Anatomy of an Ohio-class submarine in its original configuration: 1) Sonar dome, (2) Main ballast tanks, (3) Computer room, (4) Integrated radio room, (5) Sonar room, (6) Command and control center, (7) Navigation center, (8) Missile control center, (9) Engine room, (10) Reactor compartment, (11) Auxiliary machinery room no. 2, (12) Crew's berthing (13) Auxiliary machinery room no. 1, (14) Torpedo room, (15) Wardroom, (16) Chief petty officer quarters, (17) Missile compartment.

The best thing about being a submariner is the camaraderie. On a submarine, we are a family.

—Patrick Wentling, Missile Technician 1st Class

these areas, you may see them surface, complete with a U.S. Coast Guard escort.

Retired engineer Rich Dixon, skipper of a 34' Mainship trawler *Teakless in Seattle*, has some stories to tell about his interactions with SSBN subs. On one trip, he was traveling from Poulsbo, Washington, to Pleasant Harbor and was unaware that the SSBN subs were conducting drills in Dabob Bay, on the west side of Toandos Peninsula. He was approached by a U.S. Coast Guard boat and asked to stay clear of the area. His advice to boaters in our region, "Be nice. Follow the rules. Don't question anything. They will tell you how far they want you to stay away."

Typically, the rule of thumb is 1,000 yards of distance between the submarine and the recreational vessel. Dixon reminds boaters that the submarine zones are easily identified on charts and base boundaries are defined with large floating buoys and in some cases, chain-link fencing. "It's also not uncommon to see them near Bremerton, in Admiralty Inlet, and in the areas around Port Townsend," he adds.

Dixon has a strong affinity with the Group 9 subs. In 2007, he spent two weeks onboard a sub during a sea trial as a civilian engineer installing software updates. "If you're claustrophobic, you won't enjoy submarine life," he explains. "The only way to tell what time of the day it is, is by what meal is being served," he adds with a smile. During the return to Bangor, he was given the unique experience to stand on the bridge for 20 minutes after the submarine surfaced. "There was no noise. No vibration. No smoke," he describes. "It was totally surreal."

Civilian tours of the Group 9 subs are very rare, but Dixon, who is a member of the Navy League service organization, has had the opportunity from time to time.

Deployment on the SSBN submarines are typically for two to three months and involve patrol cycles and practice drills in the world's oceans. Most sub-



Torpedo Town

US NAVAL UNDERSEA MUSEUM

Like the submarines whose history it chronicles, the outside of the United States Naval Undersea Museum in Keyport, Washington only hints at the deep well of artifacts and materials there. Established in 1980, the museum houses the largest collection of naval undersea history and science artifacts in the United States.

At more than 20,000 square feet of exhibit space, there's a great deal to see. Exhibits range from fun facts about undersea life (animal and submariner) to ship artifacts and historic weapons; including a set of historic torpedoes dating back to the civil war. The museum is a good choice for kids or adults.

Visitors can step through hatches, learn how submariners submerge and dive their boats, and even tour a re-creation—using the original pieces—of the control room of the *USS Greenling*, a Thresher/Permit-class submarine decommissioned in 1994. Tall visitors may find the replica control room more hospitable than the original installation.

For researchers, the museum houses more than 6,500 volumes of research material – including WW2 submarine patrol reports and recorded oral histories recorded by the U.S. Naval Institute.

Naval Undersea Museum

1 Garnett Way, Keyport, WA 98345 • (360) 396-4148 • navalunderseamuseum.org

mariners on board don't even know their location during their deployment as the sub's whereabouts oftentimes remain classified.

If you'd like to learn more about the Navy's undersea operations, technology, combat, research, and salvage, you'll want to check out the U.S. Naval Undersea Museum located at the entrance to Naval Base Kitsap-Bangor. It's one of just ten U.S. Navy museums across the country designed to tell the stories of the people and the cutting-edge technology that defines the Navy's undersea community.

The museum is located on naval base land, but visiting the museum does not require base access. Admission and parking are free. While there, say hello to Rich Dixon, who volunteers both his time and his stories.

NWY



Schelleen Rathkopf is Managing Editor of *Northwest Yachting* magazine and Owner and Producer of Whidbey Island Race Week (now Point Roberts Race Week). She is also the producer of the SHE Regatta, a new all-women regatta in Seattle.

Below: If you should ever see a Group 9 sub, chances are good it'll be in a scene like this: under heavy guard. No fewer than six coast guard vessels escorted this sub past Port Townsend in 2018.



LAST LINE OF DEFENSE

THE COASTAL PICKET FORCE THAT SAVED AMERICA



While America fought overseas during World War II, civilian mariners helped keep her shores secure.

BY RICHARD A. WALKER



A dwindling number of the civilian boaters, mariners, and sailors who formed a line of defense on America's coasts and inland waters during World War II are alive today, but as they leave the living's ranks, their heroism and deeds are not forgotten.

Fishermen, sailors, and motorboat skippers that stepped forward to keep watch along America's coastlines have stories that are an essential part of the Great War's history. There were deckhands and enginemen; machinists and

pipefitters; near-coastal and deep-sea fishermen; sailors and powerboaters; along with the Merchant Mariners who pick up the call to defend America's shores. While they came from different walks, these civilians had much in common: They were all mariners, members of the cult of the sea, and they loved their country.

Make no mistake: America's domestic security was fraying in 1941. The week following the attack on Pearl Harbor, nine Japanese submarines attacked U.S. mer-

Above: The office of war information published a photo of this Merchant Marine captain in the early 1940s as a recruiting tool. Many recruits served aboard Liberty ships (in the background) ensuring vital cargo got where it needed to go, U-boats be damned.

chant ships along the Pacific Coast. One sub shelled an Army base and a beach in Oregon, another shelled a park in Santa Barbara, California.

Over a period of seven months in 1942, German U-boats torpedoed and sank 233 merchant ships on the Atlantic Coast and in the Gulf of Mexico, the New England Historical Society reports. The loss of ships carrying Gulf crude oil slowed wartime production and resulted in gasoline rationing.

The human cost was great. "The U-boats killed 5,000 seamen and passengers [in 1942], more than twice the number of people who perished at Pearl Harbor," according to the historical society. The United States had a massive coastline to protect and, with its fleet engaged in war, not enough Coast Guard cutters and Navy ships to do it. Sailors, fishermen, and yachtsmen stepped forward to turn the tide, and soon a fleet of about 3,000 motorboats, racing yachts, and fishing schooners was patrolling inland and coastal waters, watching for enemy submarines and rescuing survivors of torpedo attacks.

It was called the Coastal Picket Force, aka the Corsair Fleet, to which the Chief of Naval Operations assigned oversight to the Coast Guard Reserve.

BACKBONE OF COASTAL DEFENSE

Corsair Fleet boaters and sailors "were crucial to the Coast Guard as submarine spotters," journalist Troy Gilbert wrote in a 2015 edition of *BoatUS Magazine*, "and they were highly effective at rescuing survivors from the lost ships throughout the war." The *Pioneer*, a fishing yawl given the designation CGR-T-2267 by the Coast Guard, rescued all 44 crew and passengers from the *R.M. Parker Jr.* when the steam tanker was sunk by two torpedoes from U-171 about 25 miles south of Isles Dernieres, Louisiana.

Off Florida's shores, Corsair Fleet sailors "patrolled thousands of miles of otherwise unprotected beaches," according to Dr. David J. Coles of Florida's World War II Memorial. Among those on watch for German U-boats was novelist Ernest Hemingway and crew on his 38-foot fishing boat *Pilar*.

Gilbert reported this account of Corsair Fleet heroism: "In one instance, when a Mexican tanker lay engulfed in flames and rapidly sinking just off the beaches of Miami, hundreds of citizens watching

in horror witnessed the local flotilla drive their little boats right into the flames to retrieve survivors."

The Corsair Fleet freed up the Coast Guard to actively hunt marauding U-boats, and the tide started to turn. U-boats were sighted and sunk off the coasts of North Carolina, Massachusetts, and Rhode Island. "Because of their presence off the coast, [German] submariners knew that they couldn't safely cruise the surface at night," author Gabe Christy reported in *Corsair Fleet - The Brave American Civilian Crews Who Took On WW2 Submarines To Protect The Coast*. "And the merchant seamen they were targeting knew that if they sank, there was likely a picket ship nearby which would rescue the survivors."

By the end of 1943, Christy wrote, "the submarine threat had significantly diminished."

The Civil Air Patrol, a civilian fleet of privately owned aircraft, played a key role in bolstering coastal security and defense. Patrolling the coast from Maine to Florida, civilian pilots "flew 86,865 missions, sighted 173 U-boats, reported 91 ships in distress and 17 floating mines and



rescued 363 survivors of U-boat attacks," the New England Historical Society reported. "Ninety planes were lost on those missions, and 26 people died." Rather than seeing their boats requisitioned by the Navy, yachtsmen in Puget Sound accepted commissions as reserve officers and remained at the helm of their

vessels, doing patrol duty in waters they knew very well.

Reuben J. Tarte, founder of Transport Storage and Distributing who would go on to own and transform the lime company town of Roche Harbor into a boating resort after the war, patrolled Puget Sound in his Ed Monk-designed 38' cruiser *Clareu II*. "He was commissioned as a lieutenant commander so he could continue [at the helm of his cruiser]," grandson Neil Tarte Jr. recalled last May. "We have home movies of when he was commissioned, along with movies of the *Clareu II* with the hull painted black."

The Navy benefitted from Puget Sound yachtsmen's knowledge of local waters. And the presence of the Puget Sound picket fleet can't be overstated. Puget Sound was — and is — the gateway to a Navy base,

Below: Allied tanker *Dixie Arrow* sinks after being torpedoed in the Atlantic by a German submarine March 26, 1942. Merchant mariners and civilian yachtsmen helped turn the tide along the U.S. Atlantic Coast — keeping watch, rescuing survivors of attacks, and getting materiel, fuel, and military personnel to their destinations. (Photo: U.S. Navy)



Right: Japanese Midget Submarine HA-19 beached in eastern Oahu, after it unsuccessfully attempted to enter Pearl Harbor during the infamous attack. (Photo: U.S. Navy)

Below: The Ed Monk Sr. designed *Clareu II*, in happier times, once patrolled the San Juans in the hands of Roche Harbor's Rueben J. Tarte, who was a lieutenant commander during hostilities.



a submarine base, a major naval shipyard, and other Navy, Army and Coast Guard installations. At that time, nine Japanese submarines were strategically stationed along the U.S. Pacific Coast, and among them, the I-25 submarine off the mouth of the Columbia River and the I-26 sub off the Strait of Juan de Fuca. Between June 20 and Oct. 5, 1942, I-25 torpedoed three merchant ships, sinking two, and shelled three sites in Oregon, including Fort Stevens.

It wasn't the first time U.S. yachtsmen had come to the nation's aid in wartime. "During the American Civil War, private American yachts were loaned or leased to the U.S. Navy," according to C. Kay Larson, national historian of the U.S. Coast Guard Auxiliary. The 1916 Naval Reserve Act

provided for enrollment of civilian boats and crews "suitable for naval purposes in the naval defense of the coast."

During the Great War, the U.S. Naval Reserve organized yacht clubs into submarine watches "to ease fear along the coast and raise morale by giving everyone a greater piece of the action," Larson wrote.

The timing was right for a civilian marine defense. In the 1920s, the Chris Craft Company began the mass manufacturing of recreational boats. "By 1936, the family cruiser had become the backbone of the U.S. motorboat industry," Larson wrote. "These cruisers would become the backbone of the [nation's] small-boat fleet." Without them, "America would not have been able to provide the vessels that protected its coasts during World War II."

A FIGHTING MERCHANT MARINE

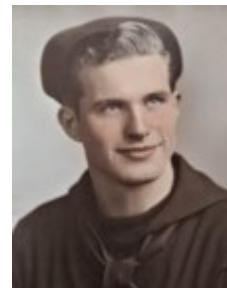
The U.S. Merchant Marine, the civilian mariners who operate the nation's fleet of civilian and federally owned cargo and passenger vessels, can in times of war be an auxiliary to the Navy and called upon to deliver military personnel and material. During World War II, the Merchant Marine suffered a higher casualty rate – 1 in 26 – than any other branch of the military, "with most of the losses occurring in 1942, when most merchant ships sailed U.S. waters with little or no protection from the U.S. Navy," William Geroux wrote in his book, *The Mathews Men: Seven Brothers and the War Against Hitler's U-boats*.

Despite the dangers, Merchant Mariners were undaunted. "Many of the mariners who survived torpedo attacks went right back to sea, often sailing through the same perilous waters, only to be torpedoed again," Geroux wrote. "One mariner was

torpedoed ten times." Merchant Mariners received gunnery training at schools in Alameda, California; Catalina Island; and Sheepshead Bay, New York. They became adept at handling 30- and 50-caliber machine guns, .20-millimeter anti-aircraft guns, deck guns, and cannons.

A publication for trainees at the Avalon U.S. Maritime Service Training Station on Catalina Island, California, stated, "America's seamen are being trained for a fighting Merchant Marine, a promise that the goods will be delivered ... Give a man a gun and teach him how to use it." Vice Adm. Albert J. Herberger, USN (ret.), wrote on the American Merchant Marine At War website (usmm.org) that Merchant Mariners also received on-the-job training while under attack. They assisted Navy personnel in passing ammunition, caught hot cannon shells after firing (while wearing asbestos gloves), and were assigned anti-aircraft gun stations. "In responding to attack by the enemy, Navy personnel and Merchant Mariners fought together as a team - they were members of the same gun crews," Herberger wrote. "The exchange of gunfire, especially in the first two years of the war, was a daily routine for many of the merchant vessels."

Harlan Wesley Bowers (1926-2006) received Merchant Marine training at Avalon in 1943 and was assigned to the Army Transportation Corps. "Was on TP 103, a seagoing wooden tug [with a] Fairbanks diesel engine," he wrote late in his life. "From the Stockton, California ship-



Harlan Wesley Bowers



yard, we sailed to New Guinea, then up the coast on several invasions, then made up a small ship convoy and went on the Leyte invasion in the Philippine Islands.

“Sailed in a small ship convoy to Okinawa, Naha [Bay]. One of only two ships to make it. We towed a Navy tug and barge there. Was transferred to the *USS Octorara* in Leyte, sailed to Okinawa, Naha Bay, then back to Manila several times. We were sent to San Pedro and were outfitted for the invasion of Japan.”

According to a U.S. Navy history, the *Octorara* (IX-139), which Bowers was on, arrived in San Pedro Bay, Philippine Islands, on June 10, 1945 to prepare for Operation Downfall. The operation, an Allied invasion of Japan, was cancelled after the Empire surrendered.

“Throughout the Second World War, our Armed Forces relied on the Merchant Marine to ferry supplies, cargo, and personnel into both theaters of operation, and they paid a heavy price in service to their country, said John Garamendi, a California Democrat who represents the Sacramento area in the U.S. House of Representatives.

“The Merchant Marine suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II. An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our service members could keep fighting. Yet, these mariners who put their lives on the line were not even given veteran status until 1988.”

The number of Merchant Marine casualties in World War II vary. According to American Merchant Marine At War website, 9,521 Merchant Mariners were killed and 712 were taken as Prisoners of War. As of January 2020, there are 4,000 remaining Merchant Mariners who served during WWII, according to congressional estimates.

A bill introduced by Garamendi would award the Congressional Gold Medal to the surviving Merchant Mariners of World War II. The bill was passed by the House of Representatives and moved on to the Senate on January 28, 2020. (Surviving Civil Air Patrol pilots of World War II received the Congressional Gold Medal in 2004.) In his announcement of the bill, Garamendi told of meeting three World War II Merchant Mariners: Eugene Barner, 92, of Kansas; Charles Mills, 97, of Texas;



Novelist Ernest Hemingway tried to enlist in the U.S. military during the Great War but was turned down because of his eyesight. Undaunted, he became a Red Cross ambulance driver in Italy. He received the Italian Silver Medal of Bravery after he, despite his own injuries from mortar fire, helped Italian soldiers get to safety. During the Second World War, he patrolled the Florida Keys in his boat, *Pilar* (He's seen aboard here, in 1935), as part of what became nicknamed “the Hooligan Navy.”

and Robert Weagant, 92, of Illinois. “These mariners put their lives on the line for this country, braving German and Japanese submarines in their Liberty Ships as they delivered critical supplies to our service members in the European and Pacific theaters,” Garamendi said. “Unfortunately, their sacrifice is commonly overlooked. A Congressional Gold Medal would give them the recognition they deserve, and that’s why I introduced this bill: to give these veterans and their families the honor and respect they are owed.”

Christian Yuhas, vice president of American Merchant Marine Veterans and a chief engineer Merchant Marine, called Merchant Marine veterans of World War II the “unsung heroes” of the war who “nobly served our country by operating the ships that transported critical supplies to front lines of the war, and in doing so suffered a

casualty rate higher than any other branch of the military.”

The Coastal Picket Force became the Coast Guard Auxiliary. The Civil Air Patrol is an auxiliary of the U.S. Air Force. And each Merchant Mariner, before he or she receives a Merchant Mariner Credential from the U.S. Coast Guard, takes the same oath as those who served in World War II: “I do solemnly swear or affirm that I will faithfully and honestly, according to my best skill and judgment, and without concealment and reservation, perform all the duties required of me by the laws of the United States. I will faithfully and honestly carry out the lawful orders of my superior officers aboard a vessel.” **NWY**



Richard Arlin Walker is a journalist living in Anacortes, Washington. He is an Able Seaman Limited serving aboard the *M/V Guemes*, and served as a Navy quartermaster aboard *USS Manitowoc* (LST 1180).

Above, left: The pin of the Merchant Mariner. In accordance with 46 U.S. Code, a mariner takes this oath before receiving a U.S. Merchant Marine Credential. **Below:** Coast Guard Reserve boats in formation near Long Beach, California. (Photo: U.S. Coast Guard)



RACING SHEET

Sailing into Spring

Words: Doug Hansen // Photos: Jan Anderson

D Deep winter in the Pacific Northwest can be tough. Relentless rain plagued us through a seemingly endless January while we battled a different kind of traffic on the weekends, thanks to impossibly long lines at the ski hill. Luckily, there is always a light at the end of the tunnel. Spring is fast approaching and looking to be one of the busiest racing seasons yet.

Corinthian Yacht Club of Seattle is set to kick things off with Center Sound Series taking over most weekends in March; Blakely Rock on March 7th, followed by Scatchet Head on March 21, and finally wrapping things up with Three Tree Point

on March 28th. The series has long been the season opener and is made up of a mix of short and medium distance races that take skippers and crews on a tour of central Puget Sound.

In recent years, the race committee has done a great job of getting the ball rolling for the season with whatever racecourse makes sense for the conditions. Rather than sending the fleet south to Three Tree and into a hole of no wind last year, they directed us north on a shorter course with more turns to keep things in the breeze and moving. This type of proactive race management is keeping sailing relevant in a continually busy world. The attention and consideration goes a long

way when attracting racers to an event, and I'm looking forward to seeing more of this sort of race management. It keeps people coming back for more.

The Sloop Tavern Yacht Club picks up the baton with the Blakely Rock Benefit on April 4th. Topping the charts as the most well attended race of the year, the entry list last year topped out at nearly 100 boats! It is surely not to be missed by anyone looking to race in big fleets against close competition.

Following a two-week break of local racing in early April, things start up again with the Seattle Yacht Club Tri Island Series. The name explains it all, a three-race series around three different islands that takes rac-

ers on a comprehensive tour of Puget Sound. The first race of the series takes the fleet north into the Straits of Juan de Fuca to round the bird sanctuary of Smith Island on April 25th. Being one of only a handful of races nearly guaranteed to be finished after dark, the opening race of the series gives everyone a chance to stretch their legs and settle into long hours of sailing.

The Vashon Island Race, happening on May 9th, is the second race of the series and is normally one of the first days on the water that feels like summer is finally showing up. Although some of the smart sailors say, "There is no sailing south of Alki;" this race often proves them wrong. In recent years, this competition



Top: *Kinetics*, a Nordic 44, racing in a big puff during the 2016 Scatchet Head event with *Different Drummer*, a Waquiez 40 in the distance.
Bottom, left to right: Well-traveled Thunderbird *Selchie* at Blakely Rock in 2019; J/Boats and more in tight quarters at Blakely Rock in 2017.

sported some of the most intense racing on Puget Sound that I've ever participated in.

Following the lap around Vashon, the fleet is due to take on two weekends of short course racing in the form of Puget Sound Spring Regatta, or PSSR as it is also known. The event is split between two weekends, with small boats lining up earlier on April 18th and 19th and the big boats taking to the water May 16th and 17th. The event has solidified itself as an early season showdown where skippers and crews shake off the dust of winter and are ready to come together on the water in some close head-to-head fleet racing. This makes for dramatic moments as fleets converge upon finish lines and turning marks in the waters off Shilshole Bay Marina. Being the only real short course racing event during the spring season, PSSR stand out as one of the first opportunities of the year for One Design fleets to go head to head in real round-the-cans racing.

In stark contrast to the high tempo racing of PSSR, the following weekend race that starts May 21st, the Swiftsure, has only one turn. The Swiftsure International Yacht Race hosted by Royal Victoria Yacht Club is the oldest and most prestigious race on the annual calendar and the entrance list proves it. Topping out in 2019 with nearly

two hundred registered boats and crowds along the start-line shore, it really is an event that makes this sport feel special. The traditional long course race is a true slog of 138 miles out the Strait of Juan De Fuca and around a ship-holding station on the Swiftsure Bank, the spot where seemingly every wave in the ocean comes together. While the long upwind battle can chip away at one's soul, the hours of spinnaker running towards the finish brings it all back and then some. Some of my best sailing memories are of ripping through Race Rocks under a full moon with the northern lights on the horizon when heading into the finish inside the harbor.

Once back in U.S. waters, there is no rest for the fleet as the Tri Island series is scheduled to be wrapped up with the short and sweet Blake Island Race. It's unique in the series in that it is technically a point-to-point race, starting in Shilshole Bay and finishing off Elliott Bay, with complimentary moorage at Elliott Bay Marina for the Seattle Yacht Club. The club hosts parties and gives series awards at the marina during the race weekend. It's an awesome way to close out the spring racing calendar and launch into the summer weeknight series and larger events looming ahead.

The high point in the keel boat racing summer calendar is what



Above: The fleet rounding a race mark at Blakely Rock.

Bottom of page: *Hamachi*, a J/125, and crew moving fast at Blakely Rock.

the locals simply call, "Race Week." The event blocks out the calendar from July 13-17 and is the first of its kind. This year will bring a change of venues from Whidbey Island's Penn Cove northward to the peninsula of Point Roberts, Washington. While the change in scenery does add a bit of distance to the delivery compared to the former venue, it certainly comes with some good perks. On-site camping plus RV and trailer access, a great marina with a chandlery and restaurant, and a host community bending over backwards to make this new event a success add up to an enjoyable event.

The five-day schedule is set to bring together two different race courses, and invites big boats on the water for some of the best racing the Northwest offers. In addition to the traditional Race Week entries, this summer's event is host to the Corsair Nationals and the 6mR North Americans and is sure to attract more racers from Canada. It's already on the schedule for several of the larger ORC fleet boats that are looking forward to some more short course racing

Seattle Area Keel Boat Spring Events

- **Blakely Rocks Race - March 7**
Corinthian Yacht Club Seattle
- **Scatchet Head - March 21**
Corinthian Yacht Club Seattle
- **Three Tree Point - March 28**
Corinthian Yacht Club Seattle
- **Blakely Rocks Benefit - April 4**
Sloop Tavern Yacht Club
- **Smith Island - April 25-26**
Seattle Yacht Club
- **Vashon Island - May 9**
Seattle Yacht Club
- **PSSR Big Boat - May 16**
Corinthian Yacht Club Seattle
- **Swiftsure - May 21-25**
Royal Vancouver Yacht Club
- **Blake Island - May 30**
Seattle Yacht Club
- **Point Roberts Race Week, July 13-17**

in a brand-new venue. Being the first year in the new venue, it's a bit of an unknown. But one thing is certain: its success is going to be driven by those that put in the work, and from what we have seen so far, their hard work is paying off.

Be sure to check back here for updates and reports on these races and many more in next month's issue.

NWY



Friday Harbor, San Juan Island

By Deane Hislop

E Each year, thousands of boaters visit Friday Harbor to enjoy the amenities of one of the Northwest's largest marinas and experience all that the surrounding community offers. The Port of Friday Harbor Marina attracts boaters year-round, but during the summer, the area is positively bustling with activity.

Located on the east side of San Juan Island, Friday Harbor is the largest town on the island and the commercial and boating center for the San Juan Archipelago. Visitors will find a colorful harbor with plenty of amenities and spectacular views of the nearby islands as well as snowcapped Mount Baker and the Cascade Range. There is plenty to do and see in Friday Harbor.

The town possesses a village feel that's suitable for walking. Since the San Juan Islands sit in the rain shadow of the Olympic Mountains, fair weather is distinctly possible even in winter. Besides charm, scenery, and an unhurried pace, there are other attractions in Friday Harbor such as art, whales, and the local food. **NWY**



Busy Harbor

Friday Harbor is the main town on the second biggest of the San Juan Islands. From San Juan Channel, boaters can enter the harbor northwest or southeast of privately-owned Brown Island, with the northern approach preferred by most boaters. When using this approach, it's best to favor the starboard side of the channel because ferries, barges, and floatplanes utilize the center.

Upon arrival and before entering the marina, visiting boaters are asked to hail the "Port of Friday Harbor" on VHF channel 66A – at 1-watt power so not to broadcast through the surrounding islands – for a slip assignment. Reservations are suggested from May through September.

More than 1,500 boats make overnight stops annually and many more make day stops for refueling, provisioning, clearing customs, or to visit town. The Port of Friday Harbor, owned by the citizens of San Juan Island, is working on expanding the number of moorages available. The Port recently purchased Jensen's Marina and Shipyard Cove Marina with the plan to develop an expanded marine business park and increase available moorage. The Port of Friday Harbor is literally the only game in town if you are looking for moorage.

If coming from Canada, arriving boaters will find a U.S. Customs kiosk with a telephone to call the local U.S. Customs office and a document reader on Breakwater B (BWB). Moorage is available in the designated customs area on the eastside of the breakwater. During the summer the kiosk is often manned. The regional U.S. Customs office is in town.

More To Do

The Friday Harbor Film Festival in early November focuses exclusively on documentary films that "entertain – inspire – enlighten" us about the people, cultures, and environment that make up the Pacific Rim. Films are shown at five venues throughout downtown, just blocks from the marina.

If you have a desire to get out of town and see some of the island's attractions, mopeds and scoot coupes are available at Susie's Mopeds. Scoot coupes are a great option for people with children or those who want the experience of three-wheel touring. This is a fun way to spend a day visiting American Camp, Cattle Point, Lime Kiln State Park, English Camp, Roche Harbor, and other island attractions.

Top to Bottom: The harbor can get crowded – planes, ferries, and yachts are all moving around continuously; Fresh food right off the docks; Friday Harbor Marina.

Aw, Shucks

Fresh seafood is available in the marina at the bottom of the M-dock ramp at Friday Harbor Seafood, owned and operated by Eric and Brenda Wagner. The floating shop is well stocked with live and cooked crabs, prawns, salmon, smoked scallops, and tuna. Our favorites are the fresh in the shell Kumamoto and Capital oysters.

Three Fine Musuems

For an education on all things cetacean, visit The Whale Museum on First Street to catch up on what's happening with the local resident orcas and learn all about whales, from environment to anatomy, vocalizations to conservation. Opened in 1979, the museum is in a two-story, historical 1892 farmhouse where visitors can learn just about everything they ever want to know about orcas, dolphins, porpoises, and whales. The museum is considered one of the finest of its kind in the world.

Stroll up Spring Street to visit the San Juan Islands Museum of Art (SJIMA), a visual arts museum showcasing artist exhibitions from the Pacific Northwest and southwest Canada to support the growth of the local art community. The museum's mission is to connect people with art that inspires, challenges and enlightens.

Located on the grounds of the former 445-acre James King farm, the San Juan Historical Museum consists of eight buildings, four from the original farm: the 1894 farmhouse, carriage house, root cellar, and milk house. The original San Juan County Jail, a barn, a log cabin, and resource center round out the remaining structures. Walk the grounds for a step back in time.

Shop 'Til You Drop

At the top of the dock ramp, next to the harbor master's office, make a left and follow the paved footpath through Jack Fairweather Park to town. The park is a great place to sit and relax while enjoying the stunning view of the harbor. The center piece of the park is native artist Susan Point's "Portals of Welcome" sculpture of red cedar house posts that honors the enduring presence of the Coastal Salish people in the area.

Spring Street, lined with hanging flower baskets, is Friday Harbor's main street. The town spreads out several blocks in either direction, on Front, First, Second and Nichols streets, so you'll want to take some time to stroll. Shopaholics will love the boutiques and galleries featuring local and Native American artists. There are gift shops, specialty stores, wine shops and tastings, coffee shops, and ice cream parlors spread throughout this charming seaside community.

For provisions, Kings Market offers about everything a boater might need, including excellent fresh vegetables, meats, and a great selection of liquor, wine, and cheese. Upstairs shoppers will discover King's Marine with clothing, fishing equipment, boat parts, books and charts, or any last-minute accessories. Every time we visit King's Marine, I discover something for our 38-foot Meridian *Easy Goin'* I didn't know we needed.

On Saturdays, from April through September, don't miss the San Juan Island Farmer's Market – held at the Brickworks Plaza – where you'll find fresh local ingredients, meet farmers, eat delicious baked goods, and foods cooked onsite. Enjoy the music of local musicians, who play throughout the market.



Top to Bottom: Friday Harbor Farmer's Market; Cask & Schooner in downtown Friday Harbor; and the English Camp, a short drive away from town.



Deane and Arlene Hislop call Anacortes home. They cruise year-round between Olympia, Washington and northern Vancouver Island, spending more than 100 nights a year aboard *M/V Easy Goin'*. They enjoy meeting other boaters, exploring

new locations, sampling local cuisine, and collecting information, experiences, and images. Deane is a freelancer whose work has appeared in regional, national and international publications.

Marinas

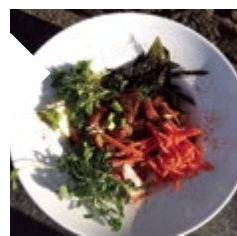
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48.32'2" N, 123.00'5" W

Amenities & Moorage:
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Contact/Comms: Monitors VHF Ch. 66A, Tel. 360 378-2688, email contactus@portfridayharbor.org, website portfridayharbor.org

GASTRONOMY

Friday Harbor is full of wonderful places to eat. Our favorite place for breakfast is Rocky Bay Café. For lunch, we suggest the San Juan Bistro with their savory house-made quiches, salads, daily made soups, and pannini.



If you have a desire for pub food, a couple of our favs are Herb's Tavern, the oldest tavern in town, or Haley's Sports Bar & Grill, where we have watched many Husky and Seahawks football games on large screens.

The Downrigger Restaurant is a great choice for seafood served up with an excellent view of the harbor. The Friday Harbor House Restaurant, with outdoor setting, features a seasonal menu that highlights fare from local waters and farms.

Other good dining choices: Backdoor Kitchen – high quality international food and drink; Cask and Schooners – featuring a nautical motif and seasonal British and American dishes; Coho Restaurant – with its locally sourced seafood and extensive wine list; and Hermosa – Mexican and Latin cuisines.

San Juan Islands

English Camp, Lime Kiln, Roche Harbor

Friday Harbor Marina

Downtown/Whale Museum/Cask & Schooner

Rocky Bay Cafe

San Juan Islands Museum of Art

American Camp, Cattle Point

AROUND FRIDAY HARBOR

Tight Lines

By Mark Yuasa

Continued from Page 57

Another year-round option is southern Puget Sound (Area 13) from the Narrows Bridge to Olympia.

The western Strait of Juan de Fuca (5) opens March 1 and stays open through April 30, and eastern Strait (6) is open March 1 through April 15. In western Strait is the sleepy fishing town of Sekiu where winter blackmouth prospects are often overlooked.

On an outgoing tide, start near the Caves, located west of Mason's Olson Resort and head west to Eagle Point. On a flood tide run east to Slip Point, Mussolini Rock and the Coal Mines. In eastern Strait put your money down on the unexposed banks known as Middle, McArthur, Hein, Coyote and Salmon.

If you like to add a little bit of competition into your salmon trips then look no further than the revamped 2020 Northwest Fishing Derby Series.

Next up are Olympic Peninsula Salmon Derby on March 13-15; Everett Blackmouth Derby on March 21-22; and For the Love of Cod Derby in Coos Bay, Oregon, on March 21-22 and in Brookings, Oregon, on March 28-29. The highlight is a chance to win a \$75,000 fully loaded, boat and motor package. Anglers who enter any of 20 derbies don't need to catch a fish to win and will be entered into a drawing at Everett Coho Derby on September 26-27.

The series promotes boating and fishing by partnering with existing derbies and marketing events through targeted advertising, public relations and promotional materials. For more details on the derbies, visit northwestfishingderbyseries.com.



Bret Ferris, owner of Ferris Northwest Guide Service and Mark Yuasa. The king salmon was caught off Westport in the summer of 2015.

In the months ahead, I look forward to sharing a lot of fishing options and tips. As the catch phrase goes: Year-in-and-year-out, bountiful fishing choices, but not enough time to get to them all. I'll see you on the water very soon!
NWY

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“Face it, I’m just cuter than you.”

Meet Aldous Huxley, a 3-month-old rescue with a mix of chow chow, collie, swiss white shepherd, golden retriever and beagle. He’s currently working on developing his sea legs on board Dan and Patti Heyl’s little sailboat. A social and playful addition to the Heyl Marine Services team, Aldous brings a smile to everyone he meets! We met Aldous at the 2020 Seattle Boat Show (as seen on our Instagram feed), but he wasn’t alone. You can see some of Aldous’ new friends on page 101!

Do you want to see your furry friend in Pets on Boats? Send us a high res photo (4 inches wide at 300 DPI please!) of your pet aboard your boat or in the marina, and tell us a little bit about him/her! Pearl is always looking for new friends! Pearl@nwyachting.com



Pearl’s Pick: Non-Slip Dog Bed

When the water gets choppy, all sorts of things begin to roll around, and if you don’t have the right dog bed, your furry friend will be one of them. The non-slip

dog beds from Hero Dog feature a gripping fleece fabric on the underside to keep the bed in place. Three layers of fleece and cotton padding provide comfort to dogs of all sizes and joint support for larger dogs. Beds are available in numerous sizes, are machine washable, and designed for use anywhere, be it at home, on the boat, or in the car. Head over to herodogworld.com to get your canine a comfortable place to sleep, no matter what the sea throws at you. Beds start at \$10.



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Continued from Page 33



Eron Berg

Port of Port Townsend gets new Executive Director

By Schelleen Rathkopf

Eron Berg was recently selected as the new Executive Director of the Port of Port Townsend.

"This was a very tough decision to make," said Port Commission Chair Pete Hanke. "We had four great finalists. Each brought clear strengths to the job. But we feel Eron has the right mix of skills and experience to lead the Port through its next phase. We're excited to work with him."

As the current City Supervisor and City Attorney for Sedro Woolley, Washington, Berg isn't expected to start in his new role until April. The outgoing Executive Director, Jim Pivarnik is due to retire in early summer.

Berg brings a broad range of municipal government and law experience to the job. In addition to being an elected official, he is also a commissioner of the three-member Skagit Public Utility District, which supplies

water to 65,000 residents and businesses. He has served as the elected mayor of the town of La Conner and worked with the Port of Skagit on several projects including infrastructure, planning, permitting, and sustaining the Swinomish Channel.

Before his government service, Berg was an attorney with Cascade Law Center. He holds a law degree from the University of Washington and a Master of Science in psychology from Western Washington University.

In his new role as Executive Director at the Port of Port Townsend, Berg is interested in pursuing public-private partnerships and leveraging outside support for the Port's infrastructure replacement needs.

The hiring process, guided by Karras Consulting of Olympia, initially produced 45 candidates from all over the world. **BN**



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Miami Boat Show Innovation Awards

By Evin Moore

The boating industry has always attempted to stay on the cutting edge to provide customers with a smoother, safer, and hassle-free boating experience, because they know it is these experiences that keep boaters coming back to the water. The Miami International Boat Show is just one of many that celebrate innovative

products, and this year 18 new products were awarded a 2020 Innovation Award at the Innovation Breakfast. This year's winners were selected by a committee of seven members of Boat Writers International (BWI). The committee was co-chaired by Zuzana Prochazka and Ben Stein. The other judges were Kaylie Jasinski,

Lenny Rudow, Alan Wendt, Alan Jones, and Ed Sherman.

Included in the winner's circle is Finsulate, an antifouling paint that uses tiny spines to prevent the growth of barnacles, mussels, and algae. This new style of paint works to prevent marine growth, all without the use of toxic chemicals. ACR won

for their ResQLink, a buoyant personal locator beacon with an interactive digital display. Chaparral Boats grabbed an award for their Infinity Power Step, a swim-step extension that lowers into the water with the push of a button, making the water accessible for anyone on board, regardless of age. The Ingenuity Electric Drive System from Correct Craft won in the electric motor category. The Ingenuity is an electric drive powerful enough to be used in high-speed watersport boats.

These are just a few of the 2020 Innovation Award winners, selected from more than 71 finalists. And these finalists were just a few of the new products that were introduced this year in an industry that is always pushing the boundaries. Head to nwyachting.com for a complete list of the 2020 winners. **BY**



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AkzoNobel



Left: The beach club is a lovely place to hang out day or night. Enclosed it's warm and cozy, opened it's airy and fresh.

Right: The master state room on the lower deck is truly spacious, even tall folks won't be cramped, and it's beautifully appointed too.

Continued from Page 67

pressed he was with the 90R's amenities. He said, "That rear sliding glass door is amazing, other than it leaves me no place to put a name!" I'm certain that in time, Cole and his team will have no shortage of exterior real estate on the 90R to find a suitable place for her name in the future.

TO CREW OR NOT TO CREW

The 90R comes complete with crew quarters that include a captain's room and two additional crew bunks. Included in the crew quarters is a head, separate washer and dryer, and a small kitchenette. When I first boarded the 90R, I assumed that having a full-time crew would be a requirement for a yacht her size. But after watching Tim at

the helm, I began to think differently. She is a yacht that has been designed to be owner operated, and though a crew is an option, it most certainly isn't a requirement on the Ocean Alexander 90R.

Only three 90Rs have been built at the time of this writing. Two are located on the East Coast, and this one, moored at Alexander Marine on Lake Union in Seattle. And that's it.

All three were made at Ocean Alexander's factory in Kaohsiung, Taiwan. Many of the 90R standards exceed the expectations of any yacht her size, and she would be an excellent choice for either the new or seasoned yachters.

You'll be in good company with the 90R and she's most certainly an attention

grabber. As we glided back to the docks on Lake Union, it wasn't hard to notice people on the shore pausing to snap a shot of her majestically gliding by. Valentine's Day 2020 will always go down as the day I fell in love with the Ocean Alexander 90R.

And don't forget, if you ever have a question about how to operate her or where to place her name, you can always call Tim. **NWY**



Schelleen Rathkopf is Managing Editor of *Northwest Yachting* magazine and Owner and Producer of Whidbey Island Race Week (now Point Roberts Race Week). She is also the producer of the SHE Regatta, a new all women regatta in Seattle.

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65' Pacific Mariner Pilothouse



If you've ever considered a liveaboard situation on a spectacular yacht in the popular Ballard neighborhood in Seattle, then this 65' Pacific Mariner Pilothouse may just be the perfect fit. She's in exceptionally good shape and already positioned in a secure, full-time liveaboard slip in a small marina on the canal just west of the Ballard Locks. In her position at the marina, one can literally drive a car right up to her, making this living situation easily accessible. At just \$519,000, she is less expensive than buying a home in this neighborhood, and when it's cruising time, there's no need to pack!

She is meticulously maintained with twin Detroit Diesel engines and a nicely upgraded pilothouse. The motoryacht has three double staterooms and three enclosed heads with showers and a tub. She offers all the bells and whistles at the helm and is designed to be owner operated; but if you want crew, there are quarters for three.

Boarding her is easy with a large swim platform complete with a transom gate that opens into an extended and fully enclosed aft deck. She offers the perfect blend of elegant and casual, with custom teak cabinetry, comfortable built-ins, and plenty of storage. She features designer carpet, custom window coverings, custom oversized sofa, alcove-mounted stereo speakers, game table with side chairs, and an upgraded custom teak entertainment center with a mounted

flat screen TV. She's fully decked out with DDEC electronic controls, block heaters, bow thruster, and more.

With a cruising speed in the 20-knot range, this yacht offers luxury, performance, and reliability, when motoring. With a spacious salon, galley, and outdoor living space, she will also be a wonderful home and is a must-see if you want a turn-key liveaboard lifestyle. Pacific Mariner Yachts, founded in 1996 by the Edson family, is located in the Pacific Northwest.



Specs & Info

LOA: 65' • Beam: 17' 3" • Draft: 4' 9"
Tankage (Fuel/Fresh/Black):
1,100 gals./285 gals./110 gals.
Local Broker: Boynton Yachts
Dave Boynton, Seattle (206) 309-6870,
dave@boyntonyachts.com
Web: boyntonyachts.com

32' Nordic Tug



When the fuel shortages and inflation of the 1970s depressed the recreational yacht market, the Nordic brand gave the industry a positive jolt when they revealed their 26-foot Nordic Tug prototype at the 1980 Seattle International Boat Show. They gambled on the assumption that people just like tugs, and the risk paid off. 37 tugs sold at that show. Besides the aesthetic appeal of the tug design, people were drawn to the economy of those first tugs—half a gallon an hour at 6.5 knots.

These aspects continue to draw people in today. Boaters who are looking for a comfortable, long-range cruiser with Northwest ruggedness can still find them in the Nordic line. Nordic introduced the 32-foot tug in 1985, and *Florian* is a proud 2010 descendant of that line. Currently located in Bellingham, Washington, and listed with San Juan Sailing,

Florian is the perfect boat for couples that want to spend a summer getting to know the inlets and islands of the Pacific Northwest and still have a little fuel in the tank when the season is over.

She's powered by a single 270-hp Cummins inboard diesel engine, which offers a cruising speed of 8 knots and a max of 14. Not bad for a boat built for range. A wide-open sundeck is ideal for drinks and enjoying the sunsets

of the summer. At the helm, the skipper can take advantage of bow and stern thrusters, a plotter, radar, depth finder, and autopilot; all from Raymarine. An Espar diesel furnace keeps the one head, two double berths, and cabin warm if you decide to stay out a little bit later into the year. *Florian* was surveyed in 2019 and kept in excellent condition by the previous owners. Listed at \$245,000, *Florian* is available from San Juan Sailing.




Specs & Info


LOA: 34' 11" • Beam: 11' 4" • Draft: 3' 8"
Tankage (Fuel/Fresh/Black):
205 gals./ 100 gals./ 30 gals.
Local Broker:
San Juan Sailing; Wes Koenig or Lothar Taylor at (360) 671-0829
Web: sanjuansailing.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
					30' Pursuit	1999	68,500	Elliott Bay YS	25	34' Boston Whaler	2000	125,000	Elliott Bay YS	25	36' Grand Banks	1996	195,000	Stan Miller	15
					31' Camano	1995	85,000	Waterline	45	34' Luhrs	2002	89,900	Stan Miller	15	37' Blackman	1996	119,000	Stan Miller	15
POWER					31' Camano	1993	79,500	Waterline	45	34' Pacific	1991	165,000	Waterline	45	37' Cold Water	2008	219,000	Waterline	45
20' EdgeWater	2000	21,000	Stan Miller	15	31' Devlin	1996	209,800	Waterline	45	34' Pursuit	2000	119,000	West Yachts	41	37' Topaz	1987	99,000	Stan Miller	15
22' Sea Sport	2000	38,500	West Yachts	41	31' Tiara	2000	79,000	Elliott Bay YS	25	34' Riviera	2001	145,000	Emerald Pac.	12	37' Victory	1988	154,000	West Yachts	41
23' Sea Hunt	2014	45,000	Stan Miller	15	32' Grand Banks	1987	119,000	NW Explore.	53	35' Bayliner	1997	74,500	Elliott Bay YS	25	38' Bayliner	1987	59,950	Elliott Bay YS	25
24' Maxum	1995	19,900	West Yachts	41	32' Grand Banks	1971	48,500	Stan Miller	15	35' Beneteau	1983	47,500	Signature YS	31	38' Chris Craft	1984	129,000	Stan Miller	15
24' Seasport	2012	127,500	Waterline	45	32' Grand Banks	1971	39,500	Stan Miller	15	35' Cabo	1997	149,000	Stan Miller	15	38' Eastbay	2001	235,000	Elliott Bay YS	25
26' Bayliner	2009	24,750	Waterline	45	32' MDI	1997	99,000	Elliott Bay YS	25	35' Cabo	2003	199,500	Stan Miller	15	38' Egg Harbor	1990	89,000	Waterline	45
26' Cascade	2002	129,000	West Yachts	41	32' Nordic Tug	1991	130,000	West Yachts	41	35' Carver	2000	89,000	Signature YS	31	38' Fu Hwa	1984	80,000	Bristol	92
26' Nordic Tug	1982	71,900	West Yachts	41	32' Sea Ray	2004	78,500	Elliott Bay YS	25	35' Luhrs	1990	59,000	Stan Miller	15	38' Grand Banks	1998	239,000	Stan Miller	15
26' Nordic Tug	1981	64,900	West Yachts	41	32' Trojan	1978	24,990	Waterline	45	35' Rosborough	1988	115,000	Bristol	92	38' Hatteras	1972	79,900	West Yachts	41
26' Sea Ray	2008	49,900	Waterline	45	33' Bayliner	2000	69,900	Stan Miller	15	35' Skipjack	1991	89,000	Stan Miller	15	38' Helmsman	2016	429,000	Waterline	45
27' Ranger Tugs	2015	140,000	Elliott Bay YS	25	33' Blackfin	1993	130,000	Stan Miller	15	35' Tiara	2003	169,000	Elliott Bay YS	25	38' Nordlund	1966	39,500	Waterline	45
28' Cutwater	2013	144,900	Bellingham YS	11	33' Tiara	1991	53,500	Stan Miller	15	36' Albin	1979	34,000	Waterline	45	38' Ocean Yachts	1989	79,500	Stan Miller	15
29' Ranger Tugs	2010	145,000	Bristol	92	33' Tiara	1989	58,500	Stan Miller	15	36' Chris Craft	1960	46,500	Waterline	45	38' Sabre	2016	648,500	Stan Miller	15
30' Norstar	2000	115,000	NW Explore.	53															







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




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




34' 2001 Jeanneau 34.....\$72,500



86' 2020 Bloomfield Cat.....\$3.6M



52' 2020 Shuttleworth Cat.....\$2.2M



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

86' 2020 Bloomfield Cat\$3.6M
 65' 1990 Macgregor 65\$139,500
 64' 2005 Tayana 64\$639,000
 60' 2003 Metalcraft 60\$699,000
 52' 2020 Shuttleworth Cat\$2.2M
 52' 2007 North Pacific 52\$479,500
 42' 1987 Sabre 42\$145,000
 41' 1977 Islander Freeport 41\$62,500
 40' 1987 Ponderosa\$99,995
 38' 1984 Fu Hwa 38 Trawler\$80,000
 37' 1989 Hunter 375\$42,950
 36' 1984 Catalina 36\$30,000
 35' 1988 Rosborough RF-35\$115,000
 34' 1974 Columbia 34\$59,995
 34' 2001 Jeanneau 34.2\$72,500
 30' 1986 Catalina\$16,000
 29' 2010 Ranger Tug\$145,000
 26' 1983 Island Packet\$16,500

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39' Grand Banks	2006	419,000	Stan Miller	15
39' Kadey-Krogen	2003	375,000	NW Explore.	53
39' Krogen	2003	375,000	Stan Miller	15
39' Mainship	2000	145,000	West Yachts	41
39' Meridian	2014	460,000	Stan Miller	15
39' Pacemaker	1965	22,500	Waterline	45
40' Mainship	2006	210,000	Elliott Bay YS	25
40' Ocean	1999	159,000	Stan Miller	15
40' Ponderosa	1987	99,995	Bristol	92
40' Riviera	2001	275,000	Emerald Pac.	12
40' Tiara Express	1999	199,000	Emerald Pac.	12
41' Tiara	2001	192,000	Stan Miller	15
42' Grand Banks	1999	279,900	NW Explore.	53
42' Grand Banks	1969	72,500	Stan Miller	15
42' Lien Hwa	1986	62,500	Waterline	45
43' Grand Banks	2003	380,000	Stan Miller	15
43' Mainship	2005	224,000	Stan Miller	15
43' Mainship	2007	379,000	Stan Miller	15
43' Sabre	1995	259,000	Waterline	45
44' Ocean Alexander	1994	189,000	Emerald Pac.	12
44' Tiara	2016	615,000	Worth Ave.13, 107	
45' Devlin	2003	624,000	Waterline	45
46' Bertram	1986	139,000	Stan Miller	15
46' Nielson	1981	249,000	West Yachts	41
48' Ocean	1988	109,000	Stan Miller	15

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
48' Ocean	2000	299,000	Stan Miller	15					
49' DeFever	1990	344,500	Waterline	45					
49' Meridian	2007	299,999	Emerald Pac.	12	20' Laser	2008	19,500	Marine SVC.	31
50' Riviera	2012	648,000	Elliott Bay YS	25	26' Island Packet	1983	16,500	Bristol	92
50' Riviera	2014	1,125,000	Emerald Pac.	12	30' Alerion	2016	178,500	Stan Miller	15
51' Monte Fino	1985	89,000	NWYachtnet	21	30' Catalina	1986	19,995	Bristol	92
51' Sea Ray	2000	279,000	Stan Miller	15	31' Beneteau	2010	79,500	Signature YS	31
52' Ocean Alexander	2007	499,500	Emerald Pac.	12	31' Beneteau	2014	119,000	Signature YS	31
52' Tiara	2001	495,000	Emerald Pac.	12	31' Cape George	1981	38,000	West Yachts	41
52' Tiara	2000	419,000	Emerald Pac.	12	31' Hunter	1984	19,500	West Yachts	41
53' Southern Cross	1987	225,000	Emerald Pac.	12	32' Fujii	1978	39,900	West Yachts	41
54' Sabre	2009	1,125,000	Worth Ave.13, 107	107	33' Hunter	2011	99,900	Marine SVC.	31
55' Hampton	2006	625,000	Emerald Pac.	12	33' Nauticat	1985	79,900	Marine SVC.	31
55' Jones Goodell	1974	119,000	Stan Miller	15	33' Wauquiez	1981	35,000	Marine SVC.	31
55' Ocean Alexander	2003	849,000	Emerald Pac.	12	33' Wauquiez	1983	49,000	West Yachts	41
55' Seaton	1981	379,000	Waterline	45	34' Catalina	1986	14,500	Marine SVC.	31
57' Bayliner	1999	434,000	Waterline	45	34' Columbia	1974	59,995	Bristol	92
57' Carver	2004	469,000	Emerald Pac.	12	34' Gemini	2005	109,000	Elliott Bay YS	25
58' West Bay	2002	795,000	Emerald Pac.	12	34' Hunter	1984	29,000	Marine SVC.	31
58' West Bay	2004	899,000	Emerald Pac.	12	34' Jeanneau	2001	72,500	Bristol	92
60' Hatteras	2002	775,000	Stan Miller	15	34' KMV	1974	22,500	Marine SVC.	31
60' MetalCraft	2003	699,000	Bristol	92	35' Baba	1979	62,500	Waterline	45
60' Ocean Alexander	1985	430,000	Elliott Bay YS	25	35' Cheoy Lee	1966	49,000	Stan Miller	15
60' Offshore	2000	750,000	Emerald Pac.	12	35' Trident	1978	59,500	Marine SVC.	31
65' Hampton	2017	2,495,000	Worth Ave.13, 107	107	36' Bavaria	2003	93,500	Marine SVC.	31
65' Southern Marine	1972	695,000	Waterline	45	36' Catalina	1991	58,000	West Yachts	41
67' Bertram	2005	1,100,000	Stan Miller	15	36' S2	1979	47,500	West Yachts	41
69' Pacemaker	1976	359,900	Chuck Hovey	17	37' Beneteau	2019	189,000	Signature YS	31
70' Dencho	1995	415,000	Chuck Hovey	17	37' Nautor	1980	84,750	West Yachts	41
70' Nordlund	1984	485,000	Emerald Pac.	12	37' Swan	1981	69,500	Marine SVC.	31
72' Hatteras	1981	387,500	Waterline	45	37' Tayana	1985	49,950	Signature YS	31
72' Monk	1977	525,000	West Yachts	41	38' Bluewater	1978	47,500	West Yachts	41
74' Ocean Alexander	2007	2,275,000	Worth Ave.13, 107	107	38' Hans Christian	1980	69,500	Marine SVC.	31
76' Alaskan	2008	2,295,000	Worth Ave. 13, 107	107	39' Cal 39	1978	25,000	Waterline	45
76' Wallace Tug	1906	90,000	Waterline	45	39' Fast Passage	1977	75,000	Waterline	45
80' Offshore	2008	2,675,000	Emerald Pac.	12	40' Beneteau	2011	169,500	Signature YS	31
85' Azimut	2002	1,095,000	Emerald Pac.	12	40' Marlow	2013	219,000	Elliott Bay YS	25
92' Antago	1997	995,000	Emerald Pac.	12	40' Nauticat	1985	119,000	Waterline	45
92' Ortona Navi	1989	745,000	Worth Ave.13, 107	107	40' Nordic	1994	84,995	Signature YS	31
98' Broward	1984	849,000	Emerald Pac.	12	40' Passport	1984	139,900	Marine SVC.	31
150' Ferry	1936	1,495,000	NWYachtnet	21	41' Ericson	1968	37,500	West Yachts	41

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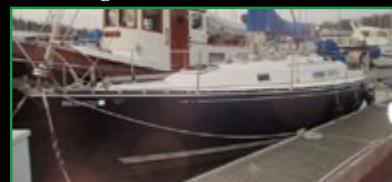
38 Sabre Express Hardtop 2005 "a true 10"



44' Puget Trawler 1978 - Reduced



30' Commander Sportfish 1987 - Reduced



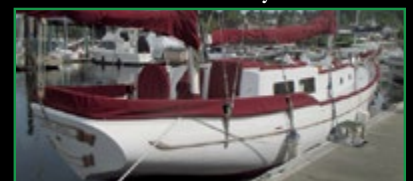
36' C&C 1978



45' Northwind Motoryacht 1988



44' Hi-Star convertible 1987



41' CT Ketch 1976



36' Cape George Cutter 1985



42' Tayana Vancouver 42 1990



38' Bayliner 3888 1989



42' Tayana Vancouver 2001

64' Grand Alaskan
64' Ocean Alexander
53' Fleming
51' & 50' Beneteaus

RECENT SALES

50' Ocean Alexander
50' Ocean Alexander Mk2
48' Californian

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46' Grand Banks
44' DeFever

41' Back Cove
43' Beneteau
40' Catalina
40' Hiptimco Trawler

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
41' Hunter	2007	149,500	Signature YS	31	47' Vagabond	1983	184,000	Marine SVC.	31
41' Islander	1977	62,500	Bristol	92	49' Jeanneau	2005	284,500	Marine SVC.	31
42' Sabre	1987	145,000	Bristol	92	49' Jeanneau	2005	285,000	Waterline	45
42' SK	2004	124,500	Marine SVC.	31	49' Transpacific	1980	99,000	Elliott Bay YS	25
43' Wauquiez	1987	132,500	Marine SVC.	31	49' Transpacific	1986	149,000	Marine SVC.	31
44' Bruce Roberts	1980	39,900	Marine SVC.	31	50' Beneteau	1999	168,500	Signature YS	31
44' Bruce Roberts	1993	38,500	Marine SVC.	31	51' Alden	1974	129,500	Marine SVC.	31
44' Jeanneau	2016	279,900	Signature YS	31	56' Herreshoff	1956	215,000	Waterline	45
44' Nauticat	1980	185,000	Marine SVC.	31	65' MacGregor	1990	139,500	Bristol	92
45' Jeanneau	2006	199,500	Marine SVC.	31	65' Sparkman & Stephens	1968	325,000	Elliott Bay YS	25
46' Beneteau	2000	139,900	Signature YS	31	83' Custom	1934	175,000	Waterline	45
46' Hunter	2001	149,500	Marine SVC.	31					
47' Bowman	1997	195,000	Marine SVC.	31					

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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
- 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

POWER

- 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' CHB Puget Trawler, '84 one owner, newer Perk. Sabre 6 cyl dsl, very nice in and out
- 32' Bayliner, '91 Twin Hinos diesel, see this popular 3288 after the boat show!
- 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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Ask Nigel

By Nigel Barron

Continued from Page 58

apart. For a sailboat with the mast down, it's a great opportunity to make sure the mast wires and the VHF cable and antenna are all good. It's likely they are original. Are the lights all LED? Is the standing and/or running rigging in need of replacement?

For a power boat, the props come off. Does it make sense to send them in and get them checked? With the props off, what's the condition of the cutlass bearing and shaft seal? Is there any soft wood or bad wiring in the arch that should be addressed before it goes back together?

There are often items that the insurance company might require you to address before the boat can splash. It often helps to build a relationship with a boatyard during the purchase process. You got a survey, right? (Please, get a survey!) What about the items that surfaced there? After you have an accepted offer on a boat, you get the survey.

After the survey, there is another round of negotiations. This is when you can send a copy of the survey to a boatyard and have them give you some round numbers for any major issues. One last thing, don't forget sales tax. It's 10.1 percent in King County.

Don't be afraid of an out-of-state purchase, just make sure you run the numbers against a local boat. Often the added cost of getting a boat here makes the local boat a better deal than you first thought. **NWY**



COMPLETELY RESTORED 1965 TRUMPY MOTORYACHT FOR SALE

DAWN PATROL is a 65' flush deck motoryacht built by John Trumpy and Sons in Annapolis, MD in 1965. The yacht spent the first 25 years of her life on the East Coast and Florida. In 1991, she motored through the Panama Canal and then cruised to the Northwest US and Canada. In May of 2015 she was purchased by Jeffrey and Ernie Sturm of Portland, OR, after being moored in Port Ludlow, WA, for 10 years.

In the fall of 2015, DAWN PATROL was moved to Sydney, British Columbia, where she underwent a total restoration led by Raven Marine Services along with Jespersen Wooden Boat Builders. The restoration included major repairs to the hull, keel, and stuffing boxes, along with overhauling both engines (Detroit 671N's), and installing new, state-of-the-art, cathode protection and "Dry Bilge" system. The interior was refit with new carpet, cushions, and isinglass.

Offered for sale at \$775,000 USD. For more information, contact Ernie Sturm at esturm@airmansol.com or 503-780-4131.



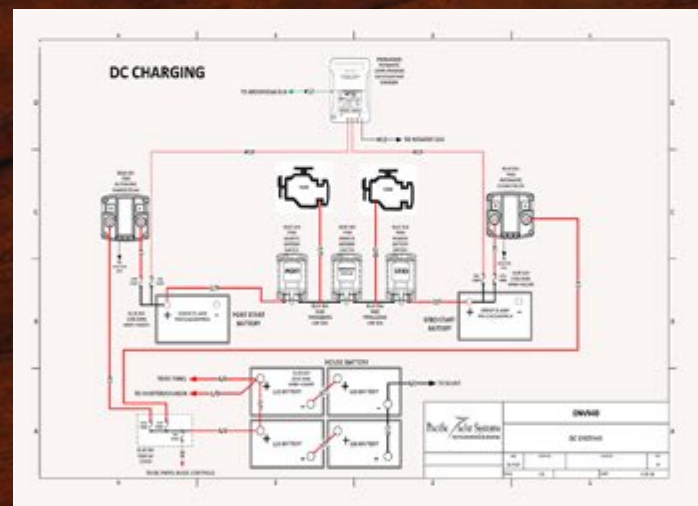
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SAIL



PACIFIC SEACRAFT MARIAH 31 - BUILT FOR OCEAN CRUISING - READY TO EXPLORE THE SAN JUANS AND THE WORLD! Custom built in the factory in 1977. Designed by Henry Mohrschladt, at 31' (36' LOA) and 6'5" of cabin head room, this full keel, deep draft, double-ender has proven herself to be a safe, comfortable and ocean worthy vessel. Westerbeke 4108, new Lukas starter and solenoid, many spare parts, Trimble GPS, Furuno Radar, QUAD CYCLE, North sail main, New Yankee Furling jib, Storm Tri-sail, North Sail Drifter w/sock, Staysail, Genoa, over-sized standing rigging and Norseman fittings, Barlow winches, Harken traveler, 4 anchors, Tigerhorse windlass, 90 gal fuel, 150 gal water, wind generator, solar, self-steering, Sigmar and Red Dot heaters, much more! **\$59,900. Location: Friday Harbor, CA. Contact Sam at 619-971-5065. S906-2003**



46' STEEL FLUSH DECK PILOT HOUSE CUTTER Immaculately maintained custom deck & cabin layout based on Bruce Roberts offshore 44' hull. Interior lined w/yellow cedar & maple cabinets. 2 dbl & 2 single berths. Dickinson heater, large galley w/ Force 10 Range, built in topload freezer & fridge, ss dbl sink. Pilot house incl lg settee, captain's chair, chart &/ or dining table. John Deere NA 4045 DMF w/low hours. Cruise 7.3 at 1800 rpm, hydraulic system, hydraulic anchoring equip & electric capstan. 300 gal fuel, 220 gal H2O. Furuno electronics CVS 585 color sounder, GPS 32, Radar Model 1800, 2 station Wagner steering, Comnav Auto Pilot w GPS interface. 2 Kenwood 1400 Ham/sidebands, 2 2000 watt inverters. Awlgrip finish. **\$185,000. Contact (907) 738-5706 evenings (no text) fvrauma@gmail.com. S910-2009**



CAPE GEORGE 36' Rare 1978 1 owner, immaculately maintained, systems continuously upgraded. Upgraded Yanmar 4JH4E, (3) AGM batteries, (2) 100A alternators, ZF30M reduction gear, 1 1/2" shaft 18" prop. (2) Balmer multistage reg, Xantrex 40A charger. Maxwell 2200 windlass, robust anchoring system. New sails & summer awning. New all weather full boat winter awning w/ side curtains [this awning can take it (Portland, Canada, Ak)]. 316 ss standing rigging, Haynes turnbuckles, Murray winches, Garmin electronics, new radar, Standard Horizon radio AIS/GPS. Feel the speed, family comfort built for the NW and all it can throw at you. **This boat was considered for the 2022 Golden Globe Race by Kirsten Neuschafer, skipper and a current entrant. See www.bit.ly/sailboat4sale for pics & info. \$59,000. Location: Sequim, WA. Contact James Armstrong 425-244-1115. S905-2007**

47' BARNETT OFFSHORE NEW ZEALAND Built to the highest standards by Barnett Offshore Designs of New Zealand. "Tim Man" has plied the Pacific and NW for years. The hull is vacuum bagged unidirectional "S" & "E" glass over Baltec balsa core w/aluminum frame grid glassed into hull supporting the mast/engine/keel and rigging. Current owners of over 20 yrs have consistently upgraded & refitting including re-powering. "Tin Man" is a must see for anyone setting there sights on serious NW and world sailing!! **\$189,000. Location: Poulsbo, WA. Contact Dick Sproul 360-697-4000. S911-2007**



PERFECT NW CRUISING SLOOP Perfect NW Cruising Sloop. Cooper 37 Seabird Pilot House. Equipped for single handed sailing. In-Mast and Jib furlers, Anderson ST winches, bowthruster, New MFD & Radar. 800 hours on Volvo diesel. Laying Poulsbo YC. **\$49,500. Location: Poulsbo, WA. Contact: Peter Rosey 360-697-4448, email for more information. S914-2008**



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**

POWER



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**



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**



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**



DEFEVER PASSAGEMAKER TRAWLER 34' The 34 DeFever Passagemaker was built in Costa Mesa California by Art DeFever and Jensen Marine. One of only a few that were built in the United States. This unique, rare diesel trawler boasts a low hours Volvo TMD41B 200HP engine (2005), and Volvo CT600 Bow Thruster (2013) to provide years of reliable, safe and economical enjoyment and lifestyle for that discerning couple. The Pacific North West waters and beyond awaits. **Cost: \$52,500. Contact owner by email: gredun@aol.com or phone 250 382 9476 for specs, photos, and a list of numerous and significant 'upgrades' since 2005. P936-2006**

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" AB Centre Console Dinghy, 15 Hp elect start Yamaha, Trickle charger, Sounder/Plotter, Retractable shore wheels (new, uninstalled), Bungy 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 lgw456@gmail.com. P928-2006**



2000 CARVER 356 MOTOR YACHT This is an enormous yacht for it's LOA - the 356 can easily accommodate a party of eight and keep them entertained. Below deck, the 356 can sleep eight adults with a master stateroom aft, a convertible dinette, a Flexsteel sofa, and a complete forward stateroom. The 356 also offers a well-equipped galley and entertainment features including a stereo system, TV and DVD player. There is plenty of power available, thanks to the onboard generator. With its integral swim platform and staircase, the 356 becomes as easy to board as a runabout with all of the luxuries of a yacht. Renewed canvas throughout with clear windows, she's ready for all-weather cruisin **\$89,000. Location: Seattle, WA. CONTACT Trevor MacLachlan 206-487-4077. P933-2007**



64' CUSTOM OLSON YACHT The NW classic, "Dodge Buoy". An outstanding example of a well maintained and very capable long range cruiser. Drawing 7' and displacement of 88 gross tons, she is an impressive yacht at the dock and underway. Powered by a single 320 HP CAT. Hydraulic bow and stern thrusters. Four generators a 17KW Lima, 15Kw cruising gen, 15KW Onan and 8KW Northern Lights provide ample power while underway or at anchor. The CAT 311 generator also can be coupled to the main shaft for a "get home" engine. She carries 2600 gallons fuel and 1200 gallons water. Three stateroom layout with two heads. Pilothouse seating for 10. **\$275,000. Location: Seattle, WA. Contact Tom Gilbert for a preview (360) 202-3400. P934-2006**



32' NORDIC TUG 2010 Florian is a sweet NT32, perfect for a couple that wishes to cruise the Pacific NW. Equipped with a reliable Cummins 270 HP diesel, bow/stern thrusters, AGM batteries, solar panels, 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. Cruise ready equipped. 2019 surveyed, clean and well maintained. **\$245,000. Please call or email for details. San Juan Yachting - Bellingham, WA. (360) 671-0829, brokerage@sanjuansailing.com P885-MZ**



CUSTOM 60' STEEL TRAWLER The QueSera II, designed and built by owner Ken Dye, is a 60' steel trawler. The QueSera II sports two heads, both with showers, three staterooms, two inverters which invert battery power to 110 volts. The ballast of the QueSera II is on the bottom of the keel, not in the bilge. Bow thrusters, diesel power generator with control panel, mast and boom for dinghies, 1,400 gallons of fuel, 1,000 gallons of fresh water, all tanks have transfer pumps, washer, dryer, propane range, refrigerator, freezer, radar, autopilot, depth sounder, black walnut woodwork. Best offer over **\$365,000. Contact: Ken Dye 503-709-5552. P941-2008**



45' ED MONK DESIGN TRAWLER Seattle Built 1986 by Youngquist. Twin Isuzu 140 HP non-turbo diesels 3200 hrs. Cruise 8.0 knots at 4.5 gallons/hour total. 4 KW Maze 50 Hrs., diesel Generator, Radar, GPS, DF, auto-pilot, VHF, CB, TV & stereo. Anchor Windlass, Diesel heater, Queen walk around berth aft, upper/Lower berth fwd. 2 heads with 1 shower, Full size Frig, Stove/oven, microwave. Lots of lockers for storage. **Location: Olympia, WA. \$65,000. Contact: Brookehaven Yacht Sales, 360-951-5900 brookehaven@msn.com. Email for details. P942-2008**



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 fantasies 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**



2016 RANGERTUG 31' Sedan Just listed, this awesome 31 Sedan has all the right stuff, she's ready for any adventure. Volvo D4 300HP with 320 hrs, bow / stern thrusters, dinghy on Weaver davit with 6HP outboard, full cockpit enclosure, second helm station in cockpit, full Garmin suite of electronics, diesel heat, inverter, KVH SAT TV, Fusion stereo. Many special touches including new carpet runners, underwater lights, custom storage below oven, AGM batteries, solar power. Cockpit has extended hardtop and pop-out seating. Hull is Grey and has just been wax. **Location: Bellingham, WA. Cost: \$244,500. Contact Wes Koenig or Lothar Taylor at San Juan Sailing and Yachting, 360.671.0829 or brokerage@sanjuansailing.com. P935-2006**



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**

CLASSIFIEDS

FAQ

Have questions about Classified Advertisements? Look no further!

I placed my ad on May 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



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 Squaticum 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. Mud-room 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: SITKA, ALASKA. \$295,000. CONTACT JOHN 206-612-3310 P930-2006**



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 sea worthy! 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**



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**

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2016 13FT. BOSTON WHALER SUPER SPORT Great deal!! Immaculate condition and like new. Garage kept and hardly used with less than 25 hrs. use since new. Mercury 40hp 4 stroke and galvanized trailer. Includes over \$3,000 in options like SS bow rail and flag, windshield, sport bucket seats, ice cooler & seat cushion, front bow cushion, pelican glove box, dash appliqué, extra fuel tank, built-in battery charger, bilge pump, anchor, fenders and lines. **Location: Auburn, WA \$14,450. Contact: John 253-670-4911 for more pictures and information. P937-2008**



WELL-LOVED CLASSIC STEPHENS 60' PILOTHOUSE MOTORYACHT "Ranger" is for sale! A classic wooden vessel that's had the privilege of an "open checkbook" maintenance and upgrade program. An easy liveaboard for a growing family and-or coastal cruiser. She has had tremendous upgrades over the past 5-10 years. Full rewire to ABYC and USCG specs, possessing her COI for charter as recently as 2014. New teak decks throughout (no fasteners). Complete refasten, LPU paint stem to stern. Roll down salon windows, huge galley, and full standup engine room. Ranger is a vessel the entire family will love. Long term owners are motivated to sell as life brings a new chapter. Offers encouraged Longship Marine **Location: Poulsbo, WA \$215,000. Contact: Aaron Wenzholz 425-306-4191 P940-2008**



1978 OCEAN ALEXANDER MK1 PILOTHOUSE 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 boathouse kept and update lovingly as follows: All new teak decks on bow c/w hatch. Intellian 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. **Location: North Vancouver, British Columbia, Canada. \$225,000. If interested in more pictures email: bccoasters@gmail.com Contact Neil Anderson 604-929-4474. P924-2003**



YACHTSMAN'S DREAM-MINI ESTATE *DEVELOPMENT POTENTIAL* PORT MADISON BAY, BAINBRIDGE ISLAND, WA Moor your yacht in front of your waterfront estate in this Prestige/Premier community, End of the Road Privacy. Approximately 1 acre in 3 tax parcels and 400 feet of low bank waterfront with deeded tidelands. The one-of-a-kind dock system, LIVE ABOARD APPROVED, comprised of approximately 150 feet of elevated access pier (truck-ATV capable), ramp to 50' access float, 140' and 80' moorage floats, built to commercial standard with multiple piling dolphins. The longest dock may accommodate MEGA-Yacht up to 180' and is extremely well protected from weather from all directions. Cozy one bedroom home and former shipyard machinery shop may offer endless possibilities with a footprint (set back) already established for future development by visionary architect/builder. Home presently offers custom ship like interior features, including BRAZILIAN CHERRY flooring and Teak cabinetry, large open kitchen features dual stainless ranges with hood system, custom wood features and accents throughout, fireplace, EXPANSIVE VIEWS. \$3,250,000. **Contact Steven Shull RE BROKER, YACHT BROKER 253-677-8950 stevenwyacht.net@gmail.com, Dennis Morrow DESIGNATED BROKER 360-271-0116 dennis@greatnwre.com. R916-2004**



42' CAMARGUE SUNDECK MOTORYACHT '88 Estate Sale. Aft cabin motor yacht, 3208 diesel Cats, only 1,486 hrs. Basic electronics: Furuno radar, GPS/plotter, auto pilot, generator, Heart inverter, Halon system. Electric windless. Low profile electric Davit. Extra wide side decks. Teak interior throughout. Almost new carpets and upholstery. Full galley. Queen bed in master stateroom; full bed in guest stateroom. 2 Vacuflush heads. Sundeck enclosed with hard top and isinglass; canvas top and isinglass on fly bridge. **Location: Discovery Bay, CA \$79,000. Contact: Bonnie L Clawson 925-354-7801 P938-2008**



28' ASPEN CATAMARAN, 2012, THE IDEAL PACIFIC NW CRUISER FOR ANY COUPLE, YOUNG OR OLD Kittiwake is a stable ride, maneuverable with shallow draft and fuel economy to explore the Gulf Islands and beyond. Immaculate and well-maintained, like-new interior with king master, quarter berth and head. Cabin features 360 views, 8' galley with propane stove/oven, fridge and dinette. New canvas all-season aft deck enclosure. Cummins 150HP engine (600 hrs), bow/stern thrusters, AGM batteries, solar panels, Wallas diesel furnace, Garmin plotter/radar/autopilot, VHF/AIS, Walker Bay 8' dinghy with Suzuki 2.5HP outboard. **Location: Bellingham, WA. \$170,000. Contact: Terry Anderson (206) 349-4212, tsanderson@ymail.com for more details, complete specs, and exterior/interior photos. P939-2008**



45' ED MONK DESIGN TRAWLER Seattle Built 1986 by Youngquist Twin Isuzu 140 HP non-turbo diesels 3200 hrs. Cruise 8.0 knots at 4.5 gallons/hour total. 4 KW Maze 50 Hrs., diesel Generator, Radar, GPS, DF, auto-pilot, VHF, CB, TV & stereo. Anchor Windlass, Diesel heater, Queen walk around berth aft, upper/Lower berth Fwd. 2 heads with 1 shower. Full size Frig, Stove/oven, microwave. Lots of lockers for storage. **Location: Olympia, WA \$65,000. Contact: Brookehaven Yacht Sales 360-951-5900 brookehaven@msn.com. Email for details. P942-2008**

REAL ESTATE



105' BOAT HOUSE Priced Reduced!!! located at Twin Bridges, Anacortes. Easy access off Highway 20 just east of Anacortes. Built in 2006, with all steel construction and concrete floats. Owner is getting out of boating and has it priced to sale. **Location: \$399,000. Location: Anacortes, WA. Call or email Jim for more details at 360-961-0120 or captbadjim@comcast.net R906-2003**

YACHT DELIVERY



YACHT DELIVERY Licensed Master. 45 years experience delivering boats Western North America, including Alaska. 250 trips West Coast. Expert at bar crossings (1500 at Columbia River), wintertime. Author: "Smuggling Your Boat Out of Jail", "Capt. Mike's Letters to Yachtsmen" (Amazon). Custom built internet based weather reporting and warning system. Portable equipment: radar, radio, chart plotter, life raft, AIS receiver, high power flood light for night work. Custom charts. Survival suits for all crew w/Epirbs. No past accidents. **Contact Mike: 503-310-7590. www.yachtsdelivered.com. YD838-2008**

YACHT DELIVERY

USCG master 40 years. Flawless record delivering West Coast, California to Alaska, Pacific NW and Columbia River. Also charter and party skipper. Gary Herald: yachtmaster@netscape.com; www.yachtcapt.com or (425) 330-9852. YD3-MZ

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We usually only bring you two pages of Spyglass per month, but we met so many friendly goodbois at the Seattle Boat Show, we wanted to make a whole page just for them. Want to see your pet in our magazine in a regular issue? Tag us on Instagram at @northwestyachting or #nwyachting, reach out via our Facebook page (Facebook.com/NorthwestYachting), or email high-res pics to editorial@nwyachting.com.

Behold, some of the floofers, doggos, puppers, and big heckin' woofers who posed for Northwest Yachting at the 2020 Seattle Boat Show:

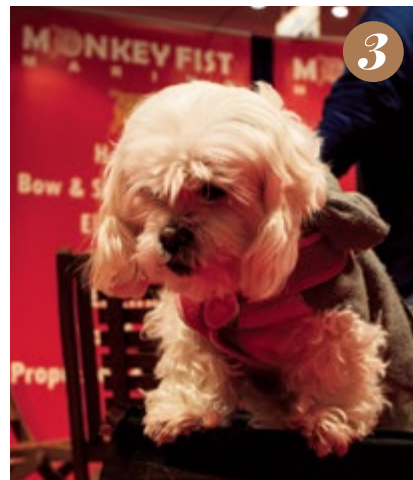
1. CoCo Chanel and Calais Elyse 2. Bella 3. Cocoa 4. Smokey from the Tyee Yacht Club 5. Murph, who wanted to tell us how SURPRISED HE WAS THAT THEY HAVE SHOWS FOR BOATS! 6. Ellie 7. Maya 8. Our own Jan Anderson with race course veteran, Buddy. 9. Shiba Inu Maneko, who is all about being polite. 10. Chip is almost tiny enough to fit in your pocket! 11. Tasha, who hangs out with the helping hands at Tow Boat Seattle. 12. Thor, a Burnese Mountain Dog who just wanted to flop and get some love. 13. Jack 14. Dory, who along with her sister Gracie, wanted to subscribe. 15. Pixie, a loving golden!



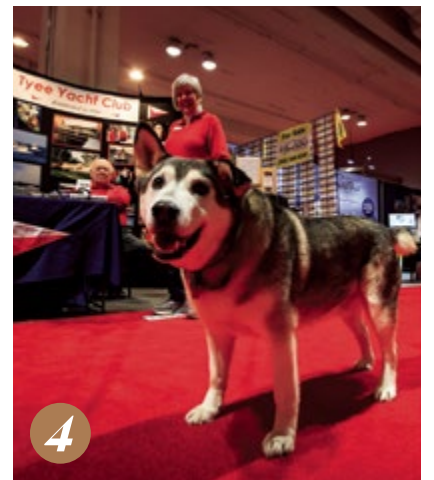
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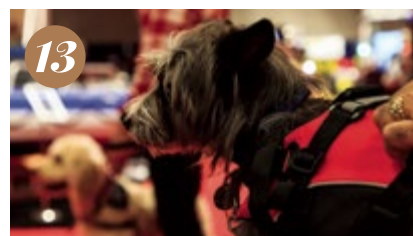
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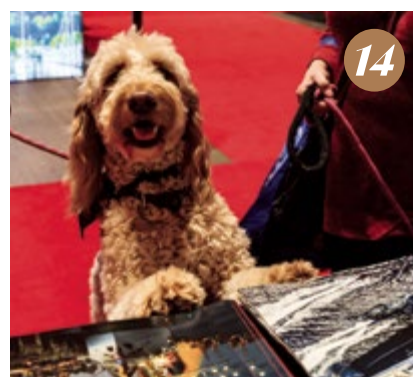
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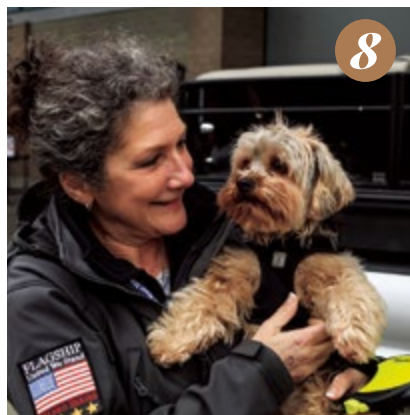
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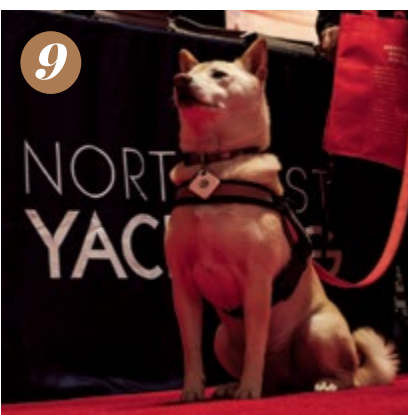
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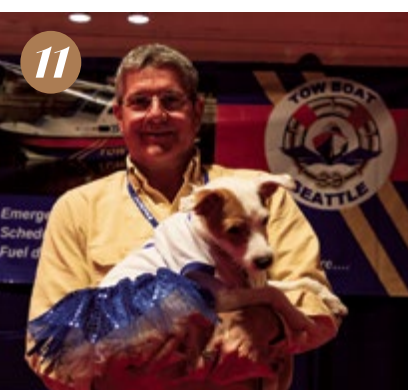
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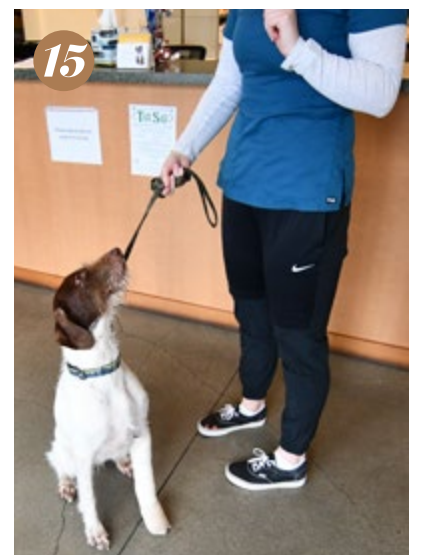
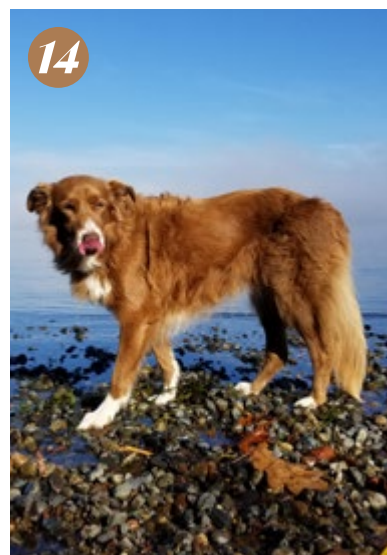
12

Interested in sharing your Pacific Northwest maritime adventures in Spyglass? Tag us on Instagram at @northwestyachting or #nwyachting, reach out via our Facebook page (Facebook.com/NorthwestYachting), or email pics to editorial@nwyachting.com for your chance to share your adventures! We pick our favorites and publish them right here every month.

Out & About

1. **Seminar Time:** With hundreds of exhibitors and over 230 seminars to choose from, Seattle Boat Show attendees walked away with new tips and tricks of the trade. *Northwest Yachting* magazine columnist, Margaret Pommert (*Onboard*, Page 48) is seen here on the right during her Lifesling "Man Overboard" Rescue Seminar.
2. **Quality on Display:** You may have come across this exquisite model at the Philbrook's Boat Yard booth in the East Hall while at the Seattle Boat Show. Philbrook's, who has specialized in custom yacht design since 1955, also provides full yacht service.
3. **Shopping with Sure:** For more than 30 years, Sure Marine Services has been servicing yacht systems and they really know their stuff. Many attendees stopped by to chat about heat, refrigeration, stoves, BBQs, propane systems, and more.
4. **Marvelous Maritimo:** The rains were relentless during the Seattle Boat Show but fortunately on the final Saturday, the skies cleared for a good time at South Lake Union. This spectacular Maritimo M59 wowed many.
5. **Devlin the Designer:** Famous boatbuilder Sam Devlin greeted Seattle Boat Show visitors at Chandler's Cove aboard his custom built 45' Sockeye *Edwin S. Dawson*. He and his team of amazing craftsmen can (and will) design and build the boat of your dreams.
6. **Kismet!** Brokerage boats are also a big part of the in-water offerings at the Seattle Boat Show, and here we saw loads of people checking out *Kismet*, a 2014 50' Riviera Enclosed Flybridge over at Emerald Pacific Yachts.
7. **Show me your Marina:** With a topographic model that featured the marina's proximity to the Olympic Mountains and surrounding forests, the folks at Pleasant Harbor Marina enjoyed sharing their gorgeous model grounds with visitors of the Seattle Boat Show.
8. **Canadian Express:** This Coastal Craft 33 Express is a sleek new model built at Gibsons in British Columbia. In addition to her showing off her lines in the Seattle Boat Show, she also made an impressive appearance at the Vancouver International Boat Show less than a week later!
9. **The Helly Hansen Crew:** We caught up with the folks from Helly Hansen's Granville store in BC at the The 58th annual Vancouver International Boat Show in early February. From left to right: Megan Windeler, Store Manager Ben Stevenson, and Mario Flores.
10. **Our B.C. Pals:** *Northwest Yachting* magazine columnists, Melissa Gervais (*Boating with Missy*, Page 52) and Jefe Cote (*Hotwire*, Page 50) donned their snazzy yellow Pacific Yacht Systems jackets at the Vancouver Show.
11. **Strike a Pose:** This friendly family was checking out sailboats at Lake Union on the final Saturday of the 2020 Seattle Boat show. Turns out, they've appeared in *Northwest Yachting* before!
12. **Dan's the Man:** Dan Krier, Vice President of Yacht Sales at Marine Servicercenter, greeted Seattle Boat Show visitors to Chandler's Cove.
13. **Les Pugs:** CoCo Chanel and Calais Elyse, also seen on the previous page, were right at home at the Seattle Boat Show. The ship's captain seems unphased that the vessel has been boarded by a pirate, perhaps because their human, Diane Elise Lander, stood nearby with the promise of a doggy treat (or two).
14. **Quiet Moment:** Maysie, a lovely fur pal belonging to Rayna Mae, enjoys a scenic stroll on the beach.
13. **On the Hunt:** Ruger is a four-year-old German Wirehair pointer that belongs to Dave Boynton of Boynton Yachts. Eight weeks ago, he came home with a broken leg that required surgery. A new plate and 6 screws later, Ruger is finally put back together. Big kudos to College Way Animal Hospital for a successful operation and Clearview Animal Hospital for all the post-surgery work. Ruger is seen here following the removal of his cast and soon he will be back in action doing what he likes to do most: GO HUNTING!







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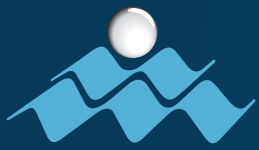
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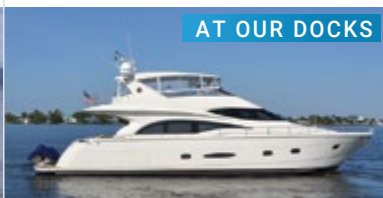


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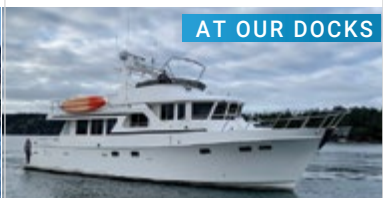


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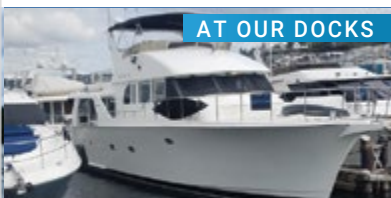


65' PACIFIC MARINER 2003



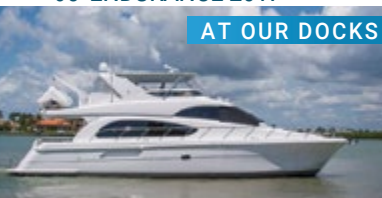
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65' OCEAN ALEXANDER 2001

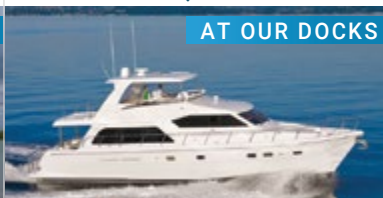


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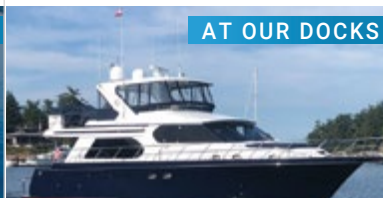


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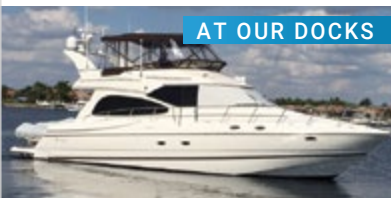
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58' OCEAN ALEXANDER 2010



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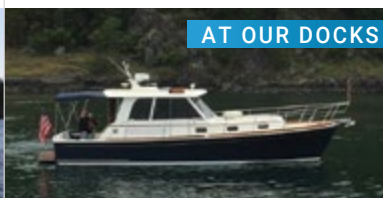
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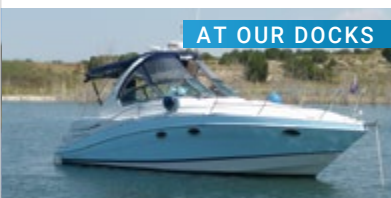
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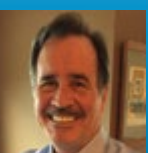
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