

# Northwest Yachting

August 2012





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1986 68' NORDLUND - \$1,049,000  
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2005 64' WESTBAY - \$1,235,000  
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*Outer Reef 700*

Photography by Neil Rabinowitz



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65' MARQUIS, '07 .....	<b>SOLD</b>
65' PACIFIC MARINER PH, '04 .....	<b>SOLD</b>
61' TOLLYCRAFT PHMY, '85 .....	Reduced \$449,000
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48' OCEAN ALEXANDER 486 PH, '97 .....	\$399,90
47' SABRE TRI-CABIN MY, '98 .....	<b>SOLD</b>
45' SEA RAY SUNDANCER 450 EXPRESS DSL, '98 .....	Reduced \$144,500
44' TOLLYCRAFT CONV. (EXT'D 40), '95 .....	\$315,000
42' OCEAN ALEXANDER 422 SS, '95 .....	<b>SOLD</b>
41' RIVIERA FB CONVERT, '09 .....	Reduced \$559,000
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36' CARVER 36 AC, '91 .....	<b>SOLD</b>
36' RIVIERA SPORT YACHT, '07 .....	<b>SOLD</b>

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**ACCORD** | 28m (92') | McQueen | 1984 | 595,000 USD  
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Michael Selter | San Diego +1 619 225 0588 | michael.selter@fraseryachts.com



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



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103' West Bay 2001 "MOON RIVER"  
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WESTPORT 112



85' Pacific Mariner 2008 "GIGI"  
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Camm Moore, C.A.



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82' Horizon 2005 "CLOUD 8"  
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78' West Bay 2002 "JOAN MARIE IV"  
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New Construction  
PACIFIC MARINER 85



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# Northwest Yachting

**August, 2012**  
Volume 26, Number 2

## FEATURES

**62**

### ADASTRA

Peter Marsh takes us through this new 140' motor trimaran.



**68**

### AROUND AND AROUND VANCOUVER ISLAND Part 1

The Scotts set off around Vancouver Island the 'wrong way around.'

**84**

### FOR THERE IS A CHANGE IN THE WEATHER

Carolyn and Bob Mehaffy continue their voyage up the coast of Mexico from the Gulf of Tehuantepec.



**80**

### THE RACING SHEET

West Sound Sailing Series, Liberty Bay Challenge, Gig Harbor Invitational, and the Vic-Maui Race.



## DEPARTMENTS

- 14 LETTERS
- 20 COMING ATTRACTIONS
- 50 NEW BOATS
- 54 NEW PRODUCTS
- 80 RACING SHEET
- 76 SEA STORIES
- 90 BOATS FOR SALE
- 96 BUSINESS DIRECTORY
- 99 WHERE TO FIND NW YACHTING
- 100 CLASSIFIEDS
- 112 INDEX OF ADVERTISERS

**40**

### TONY'S TACKLE BOX

Admiral Fish, after telling us all year how great fishing was going to be, goes out and proves it!



**44**

### THE WAVE WRITER

Kurt Hoehne looks at what apps can and cannot do. He also gives us an overview of sailing in the Olympics.



**88**

### THE GIMBALED GOURMET

The Summer cruising season means tasty, simple meals that are quick and easy to prepare.



### ON THE COVER

An Outer Reef yacht visiting Blake Island in Puget Sound.

Neil Rabinowitz  
[www.neilrabinowitz.com](http://www.neilrabinowitz.com)



## Northwest Yachting

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1979 53' Vic Franck



1985 48' Chris Craft 480

Sale Pending



2003 23' Safeboat



2008 29' Sea Ray 290



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62 PILOTHOUSE

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55' MARQUIS 2008  
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68' DYNA LAGUNA 1997  
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LISTING

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36' COBALT 360 2005  
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48' OCEAN ALEXANDER 1987  
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# Letters

## Habo Espaniel?

Editor:

Love your magazine – from the fine covers to the detailed content on everything from cruises I'd like to take to boats I wish I could afford to buy.

The *Hills of the Jaguar* article by the Mehaffys especially caught my eye in the July issue. Great info on the winds across the Gulf of Tehuantepec, a place we southern cruisers fear and respect. But what was with the complaint about the facilities and services at Puerto Madero and Puerto Chiapas? They travelled thousands of miles to get there, why not tie up to the docks at the sparkling new marina there – what's with dragging supplies down a cliff? And, after a lifetime of cruising why are they still barely able to converse with the citizens of the country next door?

Please, you two. Learn Spanish and stop playing down to your hosts. Cheers!

Joey  
Campbell River, British  
Columbia

*The Mehaffys reply:*

Joey,

We appreciate the careful reading you gave our article. However, when we anchored in Puerto Chiapas in March of 2011, the anchorage was the only option for visiting sailors.

The new Marina Chiapas did not open until several months later. If we decide to sail south again, we'll look forward to staying in this new marina and meeting the manager, Enrique Laclette, again. As the manager of the then-new Marina Chahué, in Huatulco, when we spent a week there in 2003, he was highly efficient and effective as well as extremely kind and helpful to the cruising sailors. This new marina will undoubtedly be a genuine asset to all sailors transiting the Mexico coast.

Carolyn and Bob Mehaffys

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Editor,

Thank you for being a media sponsor for the 2012 Swiftsure International Yacht Race.

The editorial and advertising support Northwest Yachting Magazine provided to promote the race to racers is sincerely appreciated. It is a major way for us to reach out to potential new competitors and to remind past competitors to make plans to do the race once more.

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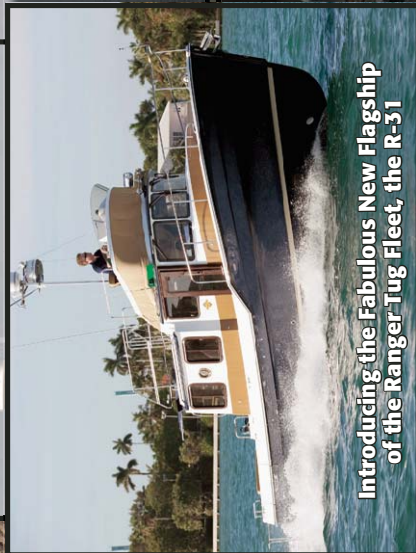
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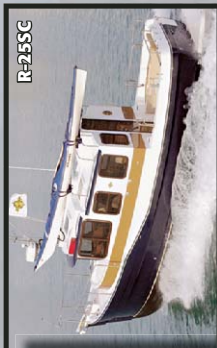
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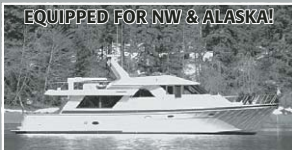
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# Coming Aug. - Oct. Attractions

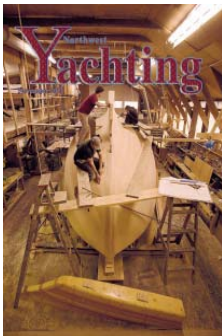
## BOATING CLUBS

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

Their members, who hail from throughout Southwest Washington and Oregon, gather to enjoy the opportunity to share their boating adventures with others and to participate in the many organized and informal activities of OYC. From organized cruises, co-sponsorship of the Toliva Shoals sailboat race, to their Lighted Ship Parade and Foorow, which honors our military, to informal BBQs at Island Home and participation in community celebrations, they provide a variety of opportunities to expand your boating enjoyment. Members also enjoy access to over 100 reciprocal yacht clubs

throughout Puget Sound and British Columbia. Many of these offer complimentary moorage to OYC members. Currently, OYC is inviting interested boaters to become members. Moorage is available for members at their 250-slip yacht basin in downtown Olympia within walking distance of groceries, chandleries, restaurants and shops. To learn more about OYC memberships, or for a membership application please visit their website [www.olympiayachtclub.org](http://www.olympiayachtclub.org).

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



nights for food and drinks in front of a cozy fire and watch the game or just talk boats. Besides the usual club advantages of reciprocal agreements, socials, dances, PLYC has no monthly meetings. There is an initiation fee and very reasonable yearly dues. Visit their website, click on "officers" and send an e-mail to Vice Commodore Marilyn Gates. The site contains further information about them, their activities and past issues of *The Jib Sheet*. [www.plyc.us](http://www.plyc.us).

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

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

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

See their website at [www.shisholebayyc.org](http://www.shisholebayyc.org) for information on programs, racing, or how to join. For more information,



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contact Chris Powell, rearcommandere-@shilshole-baycc.org, or David Horn, vicecommandere@shilshole-baycc.org.

**Fidalgo Yacht Club** – Anacortes in Skyline Marina is the gateway to the San Juan Islands and points north. FYC has both power boats and sail boats with cruises scheduled from March through October. The club welcomes guests who are interested in becoming a cruising or social member to come to a monthly dinner meeting. Saturday bar nights featuring burgers, steaks and other taste treats or a cruise.

There are also other events for the various holidays.

Fidalgo Yacht Club has a sister yacht club in Sydney - Capitol City Yacht Club. Each year one club travels to the other to enjoy the festivities put on by the hosting club. This has been named/Capidalgo.

FYC is an active club with Coast Guard Courses, CPR classes, bridge club and book club. They are also active in helping out with various boat shows in Anacortes. Our boating reciprocal program is extensive with many other clubs.

For more information on how to join in

on the fun – the web site is [www.fidalgoyachtclub.org](http://www.fidalgoyachtclub.org) or email the membership chairperson, Liz Weideman, at [fidalgocymembership@gmail.com](mailto:fidalgocymembership@gmail.com). Contact Commodore Tom Hopper at [jinh@aol.com](mailto:jinh@aol.com).

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

In addition to 20 weekend cruises to choose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston. (The clubhouse is also available for event rentals.)

Totem is a down-to-earth, family friendly club and enjoys members of all age groups.

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

For more info, call Ray Sharpe at 253-759-1537 or visit the club's website, [www.totemyachtclub.com](http://www.totemyachtclub.com), to pick up a membership application or see their newsletter, *Totem Line*.

**Tollycraft Boating Club** welcomes anyone with a love of classic Tollycraft yachts. A membership application can be downloaded at [www.tollyclub.com](http://www.tollyclub.com). Contact the club at [secretary@tollycraft-boating-club.com](mailto:secretary@tollycraft-boating-club.com).

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

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

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

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

For membership contact Dale at 425-747-8106, for racing info call Jack at 206-719-4084; [www.nwriggers.com](http://www.nwriggers.com).

**Galilean Yacht Club (GYC)** is welcoming new sailing and powerboat members of all ages. Current club members include young families to active retirees. GYC schedules short, weekend cruises as well as enjoyable, long destinations, to meet every boater's needs. Their members enjoy visiting the Puget Sound, San Juan and Canadian ports of call. New members will enjoy the fun, fellowship and relaxation of this premiere Christian boating group. Please contact us at [www.galileanyachtclub.org](http://www.galileanyachtclub.org) to learn more and see our cruising schedule.

**Puget Sound Cruising Club** is a group of sailors interested in long distance and local cruising. The PSCC was formed in



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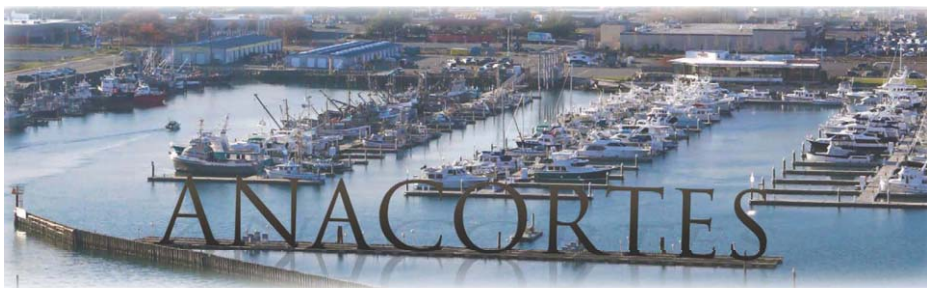
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1973 to bring together people interested in cruising, sharing stories, pictures and sailing experiences. A supportive group of fun, talented folks to help get you out cruising. PSCC meetings are held at North Seattle Community College. Your \$3 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club please access their website at [www.pugetsoundcruisingclub.org](http://www.pugetsoundcruisingclub.org) or contact the current commodores: Judy Nasmith and Paul Barnes 206-963-3560

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

**South Sound Sailing Society.** Meets the second Tuesday of each month at 7 p.m. at the Olympia Yacht Club, 201 N. Simmons. Each meeting features a guest speaker or presentation. [www.sssclub.com/sss](http://www.sssclub.com/sss).

**AUGUST 3-5: Glaspy Rendezvous.** Port of Des Moines, WA. Food, fun and events! Contact: Erik & Christina Mickeson 206-930-5646; [erikchristina@yahoo.com](mailto:erikchristina@yahoo.com). Carl & Angela Rhodes, 541-771-4747; [carlrhodes@gmail.com](mailto:carlrhodes@gmail.com).

**AUGUST 10-12: Island Packet Rendezvous.** Poulsbo Marina. In addition to the scheduled events Signature Yachts will be sponsoring a pancake breakfast Sunday morning and a catered dinner Saturday night. For more information and moorage reservations contact: Bruce Burns at 206-930-5292, [bruceburns@johnisnic.com](mailto:bruceburns@johnisnic.com). Or Rick Shane at Signature Yachts 206-294-9004. [rick@signatureyachts.com](mailto:rick@signatureyachts.com).

**AUGUST 17-19: Perry Design Rendezvous.** Port Ludlow Marina. Festivities include bonfire Friday night, seminars Saturday morning, blindfold dinghy races Saturday afternoon, amazing people/pet tricks, potluck dinner Saturday night followed by music and dancing to Bob Perry and band. Registration is free email [judy@swiffsureyachts.com](mailto:judy@swiffsureyachts.com) or call 206-963-3560. Call Port Ludlow Marina to reserve your slip 360-437-0513. There is plenty of room to anchor out if you prefer. [www.latitudeailingassoc.org](http://www.latitudeailingassoc.org).

**AUGUST 25-26: Seattle Yacht Club AI Rendezvous.** [www.seattleyachtclub.org](http://www.seattleyachtclub.org).

**AUGUST 31 – SEPT. 3: Dagmar's Yacht Club Labor Day Cruise to Lopez Island.** [www.dagmars.us](http://www.dagmars.us).

**OCTOBER 5-7: Dagmar's Yacht Club's October Feast at Kingston.** [www.dagmars.us](http://www.dagmars.us).

## EVENTS

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

**Sand Man Tug.** The public is invited to visit Olympia's vintage 100-year-old tugboat. Sand Man, operated from 1910 until 1985. The 60-ft. boat always locally owned and was based in Olympia. Over the past decade she has been faithfully restored by the nonprofit Sand Man Foundation. The boat

is open most weekends from 11 a.m. to 4 p.m., year-round at Olympia's downtown Percival Landing. There is no charge to visit. [www.olympia@comcast.net](http://www.olympia@comcast.net).

**First Saturday Art Walk.** Every Saturday year round 1-5 p.m. at the galleries through out historic Gig Harbor, 888-553-5438. [www.gigharborguide.com](http://www.gigharborguide.com).

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

**Thomas Burke Memorial Museum.** The Burke Museum is located at the corner of

# Aug. - Oct. *Coming Attractions*

NE 45th Stand 17th Ave. NE, on the University of Washington campus. 206-543-5590 or visit [www.burkemuseum.org](http://www.burkemuseum.org).

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

**Fridays at the Corinthian Yacht Club Shilshole.** 5:30 p.m. to 9 p.m. 206-789-1919.

**"Cast Off" Boat Rides.** Center for Wooden Boats, every Sunday 2 p.m. (weather permitting). Come for a sail on The Center for Wooden Boats's 35' New Haven *Sharpe*, a type of boat originally developed for oystering on the East Coast, or on one of their other larger boats. Sail free (donations cheerfully accepted). Groups please call ahead. 206-362-2628.



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# Coming Aug. - Oct. Attractions



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

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

**Center for Wooden Boats.** Monthly meetings on third Friday of the month, 8 p.m., at

the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2012 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

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

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# Coming Aug. - Oct. Attractions

### Wooden Boat Foundation's Sea Scouts.

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

**Alki Lighthouse Tours.** Come take a tour of this historic old lighthouse, one of the oldest in Washington State. The Alki Lighthouse site is located past the southern tip of the public Alki Beach. To get there from Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the Harbor Ave. exit and turn right onto Harbor Ave. Follow the road alongside the water, until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway. 425-392-8261.

**AUGUST 10: Northwest Seaport Chantey Sing with Tugboat Bromberg.** Lake Union Park, 860 Terry Ave. North, Seattle. 7:30 to 9:30 p.m. Free! Songs of the sea are easy to learn and fun to sing. All ages welcome. That rascally pirate Tugboat Bromberg will be on board as songleader to keep the music rolling, with opportunity for anyone to

lead a song or just join in the chorus. The historic tugboat *Arthur Foss* will be docked at the Historic Ships Wharf during the sing. Donations accepted. Jean Geiger host. For more information: 206-447-9800 or [www.nwseaport.org](http://www.nwseaport.org).

**AUGUST 11: Port Gamble Maritime Music Festival.** Noon to 5p.m. Free! Old Mill town of Port Gamble, in a natural amphitheater overlooking Puget Sound for an afternoon of music. Performing will be some of the Northwest's most entertaining maritime musicians, including Cannery Underground, Piper Stock Hill, and Spanaway Bay. Refreshments and booths with maritime gift shopping will be available.

[www.portgamblemaritimemusic.com](http://www.portgamblemaritimemusic.com).

**AUGUST 12: 20th Annual Dog Days of Summer, A Tail Wagging Good Time.** Union Steamship Marina, Snug Cove, Bowen Island. Dog contests, dog demonstrations and exhibitors. [gifts@gmail.com](mailto:gifts@gmail.com).

**AUGUST 17-19 and the 25. The 25th Annual Metal Boat Festival.** Will be held on the waterfront in Anacortes, WA. The festival is a seminar with speakers covering various boat related topics. The seminars will be held at the Marine Technology Bldg. at 8 a.m. Friday and concluding Sunday. This is an opportunity for people interested in metal boats to see both homebuilt and profes-

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sionally built boats, power and sail, and talk to owners. There will also be a metal boat designers with catalogs for you to talk with. At the end of each speaking session there will be a Q&A time. Sunday will be a Designers and Builders Forum where attendees can ask panel of Designers and Builders any boat related questions. Just some of what will be enjoyed during the three days is the Women's Forum, the annual Friday evening dinner with keynote speaker Yacht Designer, Ted Brewer. The festival is open to everyone, Metal Boat Society and non-members alike. For more info or to register call Curt at 425-485-2100, or email at curt123@q.com, www.metalboatsociety.org.

**AUGUST 23-26: Vancouver Wooden Boat Festival.** Granville Island, Vancouver BC. Admission is free. Afloat and ashore, there will be a floating exhibition of wooden boats, displays, hands-on boatbuilding and demonstrations, including knot tying and marlinspike seamanship. Full program available at [www.vancouverwoodenboat.com](http://www.vancouverwoodenboat.com).

**SEPTEMBER 22: 24<sup>th</sup> Annual Fishermen's Fall Festival.** 11 a.m. to 6 p.m. Fishermen's Terminal 1900 W. Nickerson St., Seattle, WA. At the south end of the Ballard Bridge. Admission is free. Celebrating our local fishing fleet. All proceeds directly benefit the Seattle Fishermen's Memorial and their efforts to honor the local fishing community and

their families. The festival will feature industry related exhibits and competitions, fundraising salmon barbecue, children's activities and musical entertainment. For more information [www.fishermensfestival.org](http://www.fishermensfestival.org).

**SEPTEMBER 28-30: Anacortes Boat Show.** Cap Sante Boat Haven Marina, 1019 Q. Ave. Anacortes, WA. 10 a.m. to 5 p.m. Friday, Saturday and Sunday. Free. Over 70 boats of every type and style will be brought to the docks. 360-293-0634. [www.boatsafloat.com](http://www.boatsafloat.com). [www.anacortesboatshow.com](http://www.anacortesboatshow.com)

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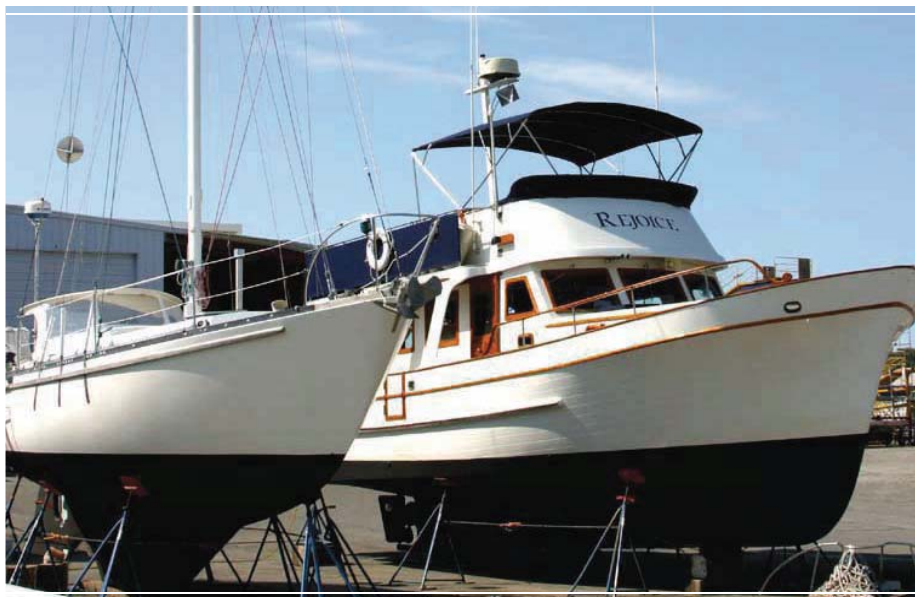
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dent with the basics needed to operate a boat safely and be in compliance with state & federal laws. Upon successful completion of the final test, students will qualify for the Washington State Boater Education card required before operating watercraft in our state. The classes are held at the Conference Center/Everett Yacht Club, Orca Room, located at the back of 14th Street. (404 14th Street, Everett, WA 98021.) The class hours are from 7-9 p.m. To register or for more information contact Cdr. Jim West, JN at [phnx789@msn.com](mailto:phnx789@msn.com) or 425-778-0823.



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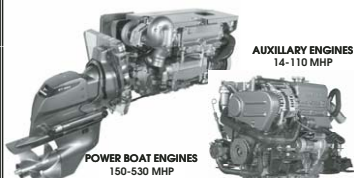
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For dates of classes near you go to: [www.auxnorthwest.com](http://www.auxnorthwest.com) or [www.d13cgaux.com/sites](http://www.d13cgaux.com/sites).

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**Advanced Training:** If you already have your ASA 104 (or comparable experience), then now is the time for the next step! You can advance to the ASA 106/Advanced Coastal Cruising (including an option for ASA 105/ Coastal Navigation) in our week-long Learn-n-Cruise format. This offshore preparatory course is intense, challenging and rewarding and is offered locally, as well in Desolation Sound or en route to Alaska! If your dream is to skipper catamarans, then the ASA 114/Catamaran Cruising course will give you the training to take on a twin screw catamaran. This course is

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**New 2011 SELENE 58 \$1,390,000**

**ONLY New Selene available in the US!** Next Generation Deep Hull Design, Wesmar Stabilizers, Wesmar Hydraulic Get-Home Drive, SidePower Thrusters, 23kW Onan, CruiseAir AC, Factory Hardtop, Teak Decks, Dishwasher, Trash Compactor, Full Size SubZero w/2 Freezer Drawers, SubZero Wine Cooler, Built in Deep Freeze, Bosch Washer & Dryer, LED Lighting and more.... Factory Warranty.

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**2005 SELENE 57 \$1,089,000**

Cummins QSM-11, Key Power Active Stabilizers, Yanmar wing engine, 16kW N. Lights, 2-PC Navigation, 2-radars, 2-4kW Outback Inverters - Kabola Heat, AC, HRCO Water-maker, Airtex Hydraulic Davit, Boston Whaler w/40hp Mercury.



Canadian Duty Paid - Not for Sale in US waters

**2006 SELENE 57 \$1,095,000**

Only 360hrs. Like new! Deere 6125 main, Yanmar wing engine, 12kW N. Lights, Redundant Furuno Navnet & PC electronics, Teak decks, New LPU paint, Hardtop, Watermaker, Cust. Forepeak mast, Oversize B&S thrusters, Aiko WADJ, Sub Zero frig drawers, 12" Apex w/50hp Yamaha, 3000 mile range, Sips fuel! 2.7GPH@7.5kts.



**2009 Selene 49 \$879,000**

Next Generation Deep Hull Design, Wesmar hydraulic get-home drive, Factory hardtop, Redundant PC nav system, SeaTel sat TV, 16kW Onan, Mastervolt 3kW inverter, AC, Steelhead Davit, Stodd helm chair, Teak decks, DeLuxe Apex tender w/40hp Yamaha. Only 100 Hrs., Bristol!



**2008 Seahorse 52 \$595,000**

Deere 6068, Low hours, Great fuel economy at 9kts, 9kW Northern Lights, B&S isolation transformer, Weabasto hydronic heat, Washer/Dryer, Raymarine E-Series AIS Navigation, ComNav AP, XSH TV, Full Sunbrella Flybridge Enclosure, 11.5" Bullfrog w/30 hp Honda and much more!

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**2007 Selene 47 \$779,000** Factory Hull/Stem Extension, BEI Articulating Rudder, Cust. Rigid SS Birmini Frame, Garmin & PC Nav., 8kW N. Lights, Mastervolt 3kW inverter, Hurricane heat, Spectra Watermaker, 2 radars, Boston Whaler w/30hp Mercury.



**2006 Selene 47 \$689,000** Wesmar Active Stabilizers, Raymarine Nav., 2-Radars, Sea-Tel TV, 8kW Northern Lights, 3kW Outback inverter, Hurricane heat, Village watermaker, Awl-Grip hull paint, Bull Frog tender w/30hp Honda, Alaska Ready!



**2004 Selene 43 \$549,000** Low Hours, PC & Garmin Navigation, Simrad AP, SeaTel TV, Kabola heat, 8kW N. Lights, 3kW Magnum inverter, Spendeide Washer/Dryer, Grumet deep freeze, Avon RIB w/9.9hp Honda, Mexico Vet!



**2005 Selene 36 \$359,000** Alaska Veteran, Simrad Navigation, 3kW Northern Lights, 3kW Outback Inverter, Kabola Heat, Splendide Washer/Dryer, Sea Frost Deep Freeze, Village Marine Water Maker, 9' Canoe RIB Tender w/15hp Honda. Low Hours!



**2002 Nordhavn 40 \$399,000** Naiad Active stabilizers & Paravane! Luger Main w/Yanmar Wing Engine & Northern Lights Gen, Furuno NavNet, B&S Thrusters, New Hydronic Heat, AC, 11" Bullfrog w/20hp Honda on SS Stem Davit, Alaska Vet. Ready to Go!



**2002 Nordhavn 35 \$349,000** Yanmar 6LYM 350hp Main, New 8kW PandaGenSet, Furuno NavNet Electronics, Hydronic Heat, AC, Watermaker, New LPU Paint, Bow Thruster, Washer/Dryer, Avon 10.5' w/Honda 15hp, 10-12kts, Nicest N35 anywhere!

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# Coming Aug. - Oct. Attractions

available as a weekend course (\$495) or as a fully provisioned week-long Learn-n-Cruise course cruising and learning in the San Juan Islands (\$1,495), with an option for ASA 105 Coastal Navigation. Details: call 1-800-677-7245 or visit [www.sanjuanailing.com](http://www.sanjuanailing.com).

**"For Women Only" Courses:** Both weekend and week-long classes are offered in an all women environment. Developed to give women the confidence needed to skipper a vessel, or become a more confident crew member. All Women Weekend is a weekend to get away, enjoy sailing and

relax with a fully provisioned weekend (which includes a 5-course meal at a quaint Friday Harbor restaurant). This fantastic weekend away is \$425 and is led by ASA certified, female instructors. Join the flotilla of fun, practice your sailing (or try it for the first time) and even bring your friends along with you. A more focused, learning option is available in the All Women Learn-n-Cruise. This week-long course will give you hands-on experience aboard a 30-40' yacht with the opportunity to achieve your ASA Bareboat Charter Certification. The tuition for this course is \$1,395 and is all inclusive, with the exception

of one meal ashore and your ASA certification/textbooks. For more info, call 1-800-677-7245 or [www.sanjuanailing.com](http://www.sanjuanailing.com).

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

**Private Instruction:** If you prefer learning with your own crew, you have the option of hiring your own instructor (ASA-sail certified or RPBA -power certified, USCG Captain) and taking any courses while you charter the sailboat or yacht of your choosing. The extensive fleet includes over 311 sailboats and 16 power yachts and trawlers. The cost for private instruction, aboard your chartered yacht, is \$250/day. The company will provide you with a list of available instructors for your

selection and will help match to best fit your boating needs. 1-800-677-7245; [www.sanjuanailing.com](http://www.sanjuanailing.com).

**Guided Flotillas:** This season offers a wide array of flotilla options that are guided by USCG Captains and ASA/RPBA certified instructors, providing a great opportunity to cruise alongside other boaters and explore locations both nearby and far away. Choose from the following - Alaska Inside Passage (multiple legs): April 30-July 29; Gulf Islands: September 17- October 7. For complete details, call 1-800-677-7245 or [www.sanjuanailing.com](http://www.sanjuanailing.com).

**The Everett Sail & Power Squadron** will be conducting the USPS America's Basic Boating Course, Piloting, and Advanced Piloting during the summer 2012 sessions. One of the best ways to have a fun boating experience is to know before you go. Listen to experienced classroom instructors and take discussions with fellow boaters to add to your local knowledge. The completion of the Basic Boating class will also satisfy the boater education requirement for the State of Washington. Plan ahead by signing up now and be prepared for a summer of safe boating! For questions or to register and for information about other classes, please contact by either classes@ecscjimgroves.com, AP, SEO at 360-659-5398 or email at [jlgconsulting@earthlink.net](mailto:jlgconsulting@earthlink.net).

**The Sea Scout's Tacoma-Pierce County Chapter.** Very active, and one of the largest community youth sailing and boating programs in the United States. Young women and men between 14 and 21 are welcome. There is a meeting most Saturdays at the Base at 1129 Dock Street, or call Hank Hibbard at 253-761-8742, or cell 253-241-3950.

**Olympia Sail and Power Squadron Public Boating Courses.** Monthly event on Saturdays at spaces donated by the Lacey Fire District. These courses provide useful information for every type of boater: power or sail. Cost is \$35. The course includes boat handling and seamanship, survival equipment, rules of the road, line and knots, charts and aids to navigation, engine troubleshooting, boat training and more. Training will cover Washington State requirements that boaters will have to know in order to keep operating in the Puget Sound. For more information contact: Bill Walker at 360-754-0393, or Bobbie Scott at 360-491-5157.

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

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

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54' Bracewell "Stardust"



51' Herreshoff Ketch "Trene"



70' Heisley High Speed



61' Rutherford



52' Custom Jespersen Cutter



58' Cooper



58' Hatteras Yachfish



43' Wauqueiz



52' Wahl Custom Trawler



48' Tollycraft Sedan



40' Beneteau



48' Sea Ray



38' Ocean Alexander



40' Hincley Bermuda



42' Ocean Alexander



42' Chris-Craft



40' Nicholson Ketch



40' Fathom Pilothouse



38' Little Harbor



39' Baltic

## POWER LISTINGS

70' Heisley High Speed '91	.....	\$695,000
61' Rutherford '83	.....	\$349,000
58' Cooper '91	.....	\$395,000
58' Hatteras Yachfish '72	.....	\$197,500
54' Bracewell '00	.....	\$700,000
54' Delta Pilothouse '87	.....	\$239,500
52' Wahl Custom Trawler '75/05	.....	\$395,000
52' Chris Craft '63	.....	\$79,900
48' Sea Ray Sundancer '07	.....	\$498,000
48' Nordic Pilothouse '85	.....	\$259,000
48' Ocean Alexander Sedan '85	.....	\$199,000
48' Tollycraft Sedan '82	.....	\$195,000
46' Carver Voyager '03	.....	\$299,000
46' Maxum SCB '99	.....	\$199,500
44' Ocean Alexander '90	.....	\$157,500
42' Ocean Alexander '88	.....	\$165,000
42' Chris-Craft Commander '85	.....	\$159,000
42' Grand Banks Classic '79	.....	\$119,500
42' Ponderosa '86	.....	\$119,500
41' Symbol '86	.....	\$119,000
40' Fathom Pilothouse '08	.....	\$399,500
40' Ocean Alexander Europa '83	.....	\$129,500
38' Little Harbor Whisper Jet '01	.....	\$365,000
38' Eastbay '99	.....	\$235,000
38' Rampage Express '01	.....	\$182,500
38' Rawson '73	.....	\$39,000
36' Carver 366 '04	.....	\$105,000
36' Californian Trawler '79	.....	\$69,900
35' Chaparral '05	.....	\$140,000
34' Glacier Bay Ocean Runner '06	.....	\$280,000
33' Bertram Flybridge '87	.....	\$67,500
31' Bertram Sportfish '62	.....	\$89,000
31' Hatteras '74	.....	\$27,500
30' Sea Ray Sedan '89	.....	\$29,900
29' Fountain 29 Fever '05	.....	\$73,500
28' Albin '06	.....	\$120,000
26' Tollycraft '73	.....	\$25,000
23' Hadlock Skiff '05	.....	\$34,950
22' Stabi-Craft '99	.....	\$39,900

## SAIL LISTINGS

52' Custom Jespersen Cutter '82	.....	\$199,500
51' Custom Herreshoff Ketch '80	.....	\$175,000
44' Spencer 1330 '75	.....	\$99,750
43' Wauqueiz '00	.....	\$249,500
43' Cheoy Lee Motorsailer '82	.....	\$149,950
42' Beneteau '04	.....	\$169,000
40' Beneteau '09	.....	\$235,000
40' Hincley Bermuda '70	.....	\$189,000
40' Hincley Bermuda '74	.....	\$155,000
40' Nicholson AC Ketch '81	.....	\$95,000
39' Baltic '78	.....	\$99,950
38' Baltic '85	.....	\$119,900
38' Hans Christian '78	.....	\$79,500
375' Hunter Legend '90	.....	\$65,000
37' Pacific Seacraft Crealock 81	.....	\$99,500
37' Hunter '96	.....	\$79,500
37' Alsberg Brothers Express '85	.....	\$49,900
36' Cape George Cutter '74	.....	\$34,900
35' Catalina '04	.....	\$119,500
35' C&C '89	.....	\$49,500
32' Freedom '92	.....	\$68,950

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# Coming Aug. - Oct. Attractions

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

Anacortes Yacht Charters offers an extensive range of educational courses of interest to boaters including the following:

**ASA 101 Basic Keel boat.** Available as a 2-day course, beginning with terms and concepts; followed by hands on skill building aboard a 22' sailboat, while focusing on maneuvering, docking, practical navigation rules, safety and more. No prerequisite required. Cost \$250.00 per person, plus required material and certification.

**ASA 103 Basic Coastal Cruising.** Offered as a 2-day course, beginning with a brief review of ASA 101 and progresses to hands on training aboard a 30' - 36' sailboat. Your floating class room includes skill building with focus on safety, weather, skipper and crew duties, seamanship, man overboard, points of sail and more. Cost \$350/per person, plus required material and certification.

**ASA 104 - Bareboat Chartering.** This 2-day course begins with a brief review of ASA 101 & 103 and progresses to "hands on" training aboard a 32' - 40' sailboat. Your

floating class room includes skill building with focus on planning, living aboard, weather, seamanship, maintenance along with advanced sailing skills. Cost \$350.00 per person, plus required material and certification.

**ASA101/103/104 Course.** This popular 4-day/3-night combined course begins with a half day classroom of 101 and progresses to a 22' tiller sailboat on day one. Day two through four continue your training on your floating classroom for 103 & 104 instruction aboard a 30-40' sailboat with hands on skill building while focusing on weather, duties of skipper & crew, seamanship, boat handling under power & sail, docking, anchoring safely and more. Basic Keelboat certificate or equivalent is recommended. Cost \$850.00, plus required material and certifications.

**Introduction to Power Cruising - Twin Engine, Single Engine & Ladies Only - Our** popular 3 day /2 nights Power Cruising courses are offered on 32' - 36' twin or single engine power boats and provide on the water training. No previous experience

required. Cost \$750/per person.

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

**Advanced Power Cruising.** This course includes the same valuable training as our Introduction to Power Cruising while also introducing the student to basic operation of modern navigational aids and auxiliary power sources. Additional time is also spent on crew training and dock maneuvering. Training is offered on 45' to 47' power yachts. Cost \$995/per person. Anacortes Marina Office, 2415 "T" Ave., Suite 2, Anacortes, WA 98221. Reservations 800-233-3004 or 360-293-4555, fax: 360-293-6683, www.ayc.com, info@ayc.com.

**Portland Sea Scouts.** Meetings are held twice weekly: Tuesday evening from 7 - 9 p.m., and Saturdays from 9 a.m. - 5 p.m. The meetings are at the R.A. Remussen Sea Scout Base, 7005 Marine Drive, Portland, OR. The Sea Scout base is 3.5 miles west of NE 122nd Ave; and 1.5 miles east of the Multnomah County Launching Ramp at 42nd Street. Interested youth members are invited to attend any meeting. Adult volunteers are also being sought. For more info call Pat Kelley, 503-667-7635, days or evens.

**SEPTEMBER 15-16: Agate Pass Sail & Power Squadron Two-Day USPS ABC (America's Boating Course)** 9 a.m. to 5 p.m. Located at Martha & Mary's classroom, 19160 Front Street, in Poulsbo. Cost \$45 per person. This course will qualify boaters for the Washington state Boater's Education Card. For more details and register contact Roland Malan at 360-638-2997 or www.usps.org/localusps/agatepass.

**SEPTEMBER 18: Boating Skills and Seamanship.** Chuck Olson Chevrolet Auxiliary Auxiliary, 7-9 Edmonds USCG Aux. Flotilla 12. For more information 425-483-9684 or boatclasses@hotmail.com.

## RACING

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

**AUGUST 4-5: STYC Down the Sound.** This event features a day of shorthanded sailing to Gig Harbor, along with reserved moorage and a dinner party at Arabella's Landing. On the following day do it all over again with a race back to Shilshole. Both days of racing use the pursuit style start where each boat is given an individual start time based on handicap, with the theoretical expectation that all boats will arrive at the finish line together.

This race is the second in the STYC Triple Sound Series, along with Race to the Straits, and the J&J to be held in early September. All three races are limited to short-handed competitors only, with separate divisions for single and double handed crews. Entry deadline is August 3. For more details go to www.styc.org.

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## *Mystic Eagle\** 52' Grand Banks Europa

2003 - T-450 John Deeres

Stabilized, thruster and watermaker.  
As comfortable as they come!  
**\$875,000**



## *Spirit Catcher\** 52' Grand Banks Europa

1998 - T-660 Cats

Separate private master aft, 2 staterooms  
fwd. Perfect for a cruising family!  
**\$814,500**



## *Serenade II* 46' Grand Banks Europa

2004 - T-450 Cats

Under cover and immaculate. Thruster,  
watermaker, AC & furnace, Raymarine  
E-Series. Ready to head north!  
**\$599,000**



## *Fireworks\** 47' Grand Banks Europa

2006 - T-503 C-9 Cats

Thoughtfully and extensively equipped.  
Elegant two stateroom, two head layout.  
**\$739,000**



## *Saoirse Na Mara* 42' Grand Banks Motoryacht

1995 - T-210 Cummins

Rare down-galley layout. Come and see  
this lovely Grand Banks!

**\$239,000**



## *Tonda/Victoria\** 42' Grand Banks Europa

1998 - T-300 Cats

**\$399,000**

2001 - T-420 Cats

**\$449,000**

Two beautiful Europas ready to take you  
north! Both at our dock in Bellingham.



## *Tyee/Braveheart* 42' Grand Banks Classic

1999 - T-330 Cummins

**\$389,000**

1988 - S-210 CAT

**\$219,000**

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lized) Classics worth your inspection!



## *Honky-Tonk* 36' Grand Banks Classic

1981 - S-120 Lehman

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Navy veteran. Fresh varnish, updated soft  
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## *Slow Dance/Ranger/Nautica* 32' Grand Banks Sedans

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1990 - S-135 Lehman

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# Coming Aug. - Oct. Attractions

**AUGUST 11: 42nd Annual Shaw Island Classic.** Friday Harbor, WA. All boats are grouped into divisions depending upon their type, class, and handicap ratings. The divisions include multihulls, unballasted centerboats, registered PHRF boat and cruising sailboats of all sizes and rigs. The course permits rounding Shaw Island either clockwise or counter-clockwise. A navigation challenge, currents, winds and projected boat speed must be factored into an equation to determine which way to round the island. After the race, winners will be announced at the traditional lasagna dinner.

Race applications may be obtained by emailing [fleetcaptain@sjyc.com](mailto:fleetcaptain@sjyc.com). Or the San Juan Yacht Club at 360-378-3434 or download from [www.sjyc.com](http://www.sjyc.com). All entries must be received at the club no later than 8:00 p.m. on Friday, August 10.

**AUGUST 11: STYC Single Handed Race.** This is the oldest event in the club's 36 year history of fun and low stress racing, and always proves a challenge for the (wo)man enough to get out there and show what you're made of. Given the nature of sailing the course with no one but yourself to rely on, the rules



exclude the use of spinnakers. There are never any losers in this race, and everyone gains a higher level of proficiency, and appre-

ciation for what it take to work cooperatively with your boats, and the environment in which you sail. Entry deadline is August 8. For more details go to: [www.styc.org](http://www.styc.org).

**AUGUST 18-19: McCurdy Trophy.** [www.seattleyachtclub.org](http://www.seattleyachtclub.org).

**AUGUST 24: 100-Mile Northern Century Race.** Anacortes, WA. For details go to: [www.anacortesyachtclub.com](http://www.anacortesyachtclub.com).

**AUGUST 25-26: Junior Olympics.** [www.seattleyachtclub.org](http://www.seattleyachtclub.org).

**SEPTEMBER 22: TransPuget Benefit Race.** Shilshole Bay Yacht Club invites you and your crew to race in this late summer classic. The long course race is a Grand Prix Qualifier. Proceeds support Puget Sound environmental youth programs with Sound Experience aboard the schooner *Adventures*. There will be classes for long course flying sails, short course cruising and multi-hull boats will be provided as long as there are three or more entries. Free haul outs for first place in each class plus other prizes. Skippers meeting September 22 at 10 a.m. at Ballard Sails, 6303 Seaview Ave. NW (near West Marine). Start times for the long course, flying sails: Class A 11:30, Class B 11:35. Short course, non-flying sails: Class C Noon. Entries are due by Wednesday, September 21. To enter or for more information visit: [www.shilshole-bayyc.org/TransPuget.html](http://www.shilshole-bayyc.org/TransPuget.html). Contact Christina Hanna at [racechair@shilshole-bayyc.org](mailto:racechair@shilshole-bayyc.org).

**OCTOBER 6: 32<sup>nd</sup> Annual Foulweather Bluff Race.** All yachts in the flying sails division with a PHRF rating of 180 or lower compete in the 26-mile feature race to the Coast Guard Buoy off Foulweather Bluff and return to the finish line just north of the Edmonds Ferry Dock via the Scathead Head Buoy. Yachts with a PHRF rating of 181 and higher and yachts in the NFS division compete in the 18-mile short course to a temporary buoy set off Pilot Point, also returning to the finish via the Scathead Head Buoy. The race will have a reverse starting order with NFS and the over 181 PHRF classes starting first and the multi-hulls starting last. In addition to the usual first, second and third place class trophies, there is the perpetual Bill Heston Performance Memorial Trophy, awarded to the mono-hull with the best long course corrected time, a special award to the wooden yacht with the best finish, and the combined top four finishers. The Foulweather Bluff Race is also one of the last events used as a qualifier for the SYC Grand Prix. Overnight moorage is available at the Port of Edmonds Marina to boats arriving the day before the race and/or staying overnight the day of the race. Mail completed entry forms to Reinhard Freywald, 9503 234<sup>th</sup> Street, SW, Edmonds, WA 98020 or [www.cycosedmonds.com](http://www.cycosedmonds.com).

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## "The chinook salmon are coming! The chinook salmon are coming!"

Before launching into a smorgasbord of salmon fishing options during the month of August, imagine Paul Revere, riding his horse in high gear overdrive, shouting "The chinook salmon are coming! The chinook salmon are coming!"

In this column, during the last two months, I have spent significant time and words revealing my excitement about the chinook salmon forecasts bound for the coast, Columbia River, coastal bays, the Strait of Juan de Fuca and practically Dick's Burger fast food stop

in Seattle. To date, the forecasts have been accurate and frankly, salmon fishing from mid-June through July has been incredible. I know, as my personal summer chinook fishing jihad has been going 24/7.

As you may recall, the hatchery-only chinook fishery ignited at coastal ports in mid-June. Thinking back further in time, to 1981, or maybe 1982, the king salmon were just outside the surf line from the north jetty at Westport, north to Ocean Shores in 30-50 feet of water. The technique was primitive in anticipation of a hook-up. Seventeen

"pulls" (two feet to a pull) and put the rod in the rod holder. Crush! And more crush! One after another, the rod tip buried into the water as the king salmon attacked like piranha in the Amazon. It was absolutely amazing and I'll never forget it. Mint bright, fat 15-20 pound footballs, bound for the Columbia River, gorg-



Photo above - Admiral Fish himself (Tony, on the right) with his son Kiley with two beautiful nearly identical kings that fell for plug cuts of herring in the Straits.



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ing on massive schools of anchovy. June of 2012 was re-living that memory again as thousands of Sooty Shearwater birds covered the ocean surface, trying to get at zillions of anchovy. Underneath the birds, chinook salmon were feasting on the anchovy too. Indeed it was one of the best ocean openers in a long, long time.

King salmon were thick as fleas on a dog's back between Tatoosh and Waddah Islands, where the Strait of Juan de Fuca begins at Neah Bay. The game was on and the spectacular chinook salmon fishing continued through the end of the month.

On July 1<sup>st</sup>, the Strait of Juan de Fuca opened for their annual hatchery, fin-clipped only chinook fishery. Ka-boom! Sekiu and Port Angeles were lights out. At Port Angeles on opening day, 49 boats were checked by the Washington Department of Fish and Wildlife and those boats brought 73 king salmon to the launch ramp. Ediz Hook and "the Humps" were on fire.

To the west, at Sekiu, 95 boats returned to the docks with 126 king salmon. Big, fat footballs, stuffed with baitfish and putting it on like the greatest hot dog eating contest of all time. It's been an incredible salmon fishing summer already and there is more to come.

From a historical and contemporary perspective, August is shaping up to be the biggest salmon fishing enchilada of the entire year. King salmon will be peaking in many areas followed closely by this year's coho salmon return. The ocean, lower Columbia, Willapa Bay, Strait of Juan de Fuca and north Sound will compete for the summer highlight show. In other words, the options are incredible.

I have the gunpowder to send you north, west or south. East is not

an option. To the north, along the Strait of Juan de Fuca from Sekiu east to Port Angeles, the march of king salmon will peak early in the month, until the king salmon season closes for retention on August 15<sup>th</sup>. Remember, the coho salmon will be right behind the chinook. To the west, Neah Bay, La Push and Westport should be awesome. Ilwaco has the potential, especially during the first two weeks of Au-


*Continued on next page*

*Photo right - Dwight Jones, GM of Elliott Bay Marina (left) and George Harris, CEO of the NMTA, with a limit of kings taken up in the San Juan Islands while fishing with Admiral Fish.*




*Photo below - Admiral Fish with a beautiful, fat, bright king that took one of maestro's baits off of Westport.*






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# Tony's Tackle Box (cont.)

gust, to melt the lighthouse right off Cape Disappointment, at the mouth of the Columbia River. They'll be changing the name at the end of August to Cape Nirvana.

To the south, the last two weeks of August will be the big show in the lower Columbia. The king salmon run, which lit this summer on fire from Neah Bay to Ilwacoduring the last two months will manifest itself in the lower Columbia as two thirds of a million king salmon round the corner into the river. Mercy! Tides do

not matter. I like the third week of the month as it's paid huge dividends for this angler during the last few years. Fishing below and above the Megler-Astoria Bridge will be as good as king salmon fishing gets anywhere on the planet. I am so there.

Immediately following the Columbia River big show, I turn my focus onto Willapa Bay. As many anglers know, I have a hang up about Willapa Bay since I started fishing there every August dating back into the mid-80's. Big kings in

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



10-20 feet of water is my definition of excitement. I fish the marker line, from Marker #2 east as far as Marker #26 on the soft bottom tides. Big tides tend to stir the variety of grasses in the Bay and can affect, in a negative way, the ability to hook king salmon. I like the tides and timing, during the last week of August.

To be successful at Willapa Bay, it is critical to keep your bait (herring, whole or plug cut) one foot off the deck, regardless of depth. Do not be discouraged when they aren't biting. There will always be a bite immediately before the high water and often during the approach to low slack. Shooting ducks in a barrel, baby. The salmon fishing jihad continues!

Finally, I would be remiss in not reporting on the first full month of

Dungeness crab fishing in Hood Canal and Puget Sound. WDFW crab biologists predicted good crab fishing and I concur that it's been a very good July. August catches should continue to be healthy until the summer season concludes on Labor Day weekend. My observations here in south Puget Sound is that the crab population appears to be good and the size of the crab is impressive. I had two huge Dungeness pass me on the water riding a Harley this past weekend. I am talking here about big crab!

Isn't it great to be alive? We live in a wonderful place and the salmon fishing this summer has been as good as it's ever been. Excuse me while I put on my August salmon fishing jihad uniform. It's show time! See you on the water. **mw**

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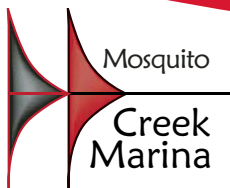
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NW YACHTING AUGUST 2012 43



## There's no App for that

useful and serious apps that may serve as good backups.

**Navigation and charts.** Mobile phone navigation apps are ubiquitous, and proper boating navigation apps are becoming front and center. The key here is that proper, updated marine charts must be the backbone of any system. Some systems allow downloading of charts onto your phone so that the navigation software works fine out of cell phone range.

**Calling.** Yes, the smart phone is a phone good for making emergency calls. For some time now, prudent mariners have cell phones on their short list of communications devices. And with your smart phone revealing your lat/long, it's even more relevant.

**Weather.** There are plenty of weather apps out there. Find some

"Once you have one, there's no going back."

"You'll wonder how you ever lived without one."

"It's my brain."

"It's the future."

"Who needs paper?"

"You can do anything from a pad or smart phone."

I held out as long as I could. Really, I did. As much as I coveted my neighbor's iPhone, I recoiled at the thought of giving my cell phone carrier ANOTHER monthly chunk of money. I finally succumbed when the relentless smart phone/tablet cabal wore me down. And, after a few weeks of use, I've decided that while I could happily live without my 'Droid, and

intend on doing so someday, for now it's a useful tool. As will be the iPad or tablet I'll get someday.

Then an email landed my inbox (on both on my smartphone and computer of course) singing the praises of the Go2Beach "App" to help me enjoy the coasts and beaches of Washington. I downloaded. Hey, it's free, right?

Sorry to my friends at the Department of Ecology, but even though there were loads of information "at the touch of a button," it just didn't do it for me as a smartphone app. Maybe I don't get it, but I'd rather read about it ahead of time on my computer (<https://fortress.wa.gov/ecy/coastalatlantis/PublicAccess.aspx>) and then go visit the actual places instead of

figuring things out on a screen en route. So far in my limited app-time I've missed as much looking at that little screen as I've seen. My plan for Go2Beach and other apps of that ilk is to check out the places on a screen that's bigger than a phone, then give the actual real place all my attention when I get there.

### The Apps have it

This all got me to thinking about all the cool things we boaters can do with smart phones, and all the things we can't. Despite my occasional curmudgeonly dig, it's all very exciting.

So far nobody's saying a smart phone can replace your boat's navigation system, and they probably never will, but there are some really

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you like and cross-check what NOAA has to say.

**Tides.** Paper tide books are pretty nice, but if your phone is handy and the tide book is buried in the nav table somewhere, this will be one of your favorite apps.

**Compass.** There may now be more than 1.6 zillion ways to find out your course, but having it available on your phone is definitely a good backup. (I'll always like looking at bouncing compass card, it seems a lot more real than a digital output.)

**Inclinometer.** If you feel the need to know *exactly* how much you're heeling.

**Speed.** Knowing speed is vital, and why not have one more backup?

**AIS.** This is probably my favorite, so I'll go ahead and give up the brand name, "marinetraffic.com." It tells you what ships, yachts and others are showing up on AIS. This AIS isn't nearly as efficient and helpful as it is on your chart plotter, but it's fun to see who's on the water. Where's the ferry you ask as you wait in line? Ask the phone. Apps for iPhone and Android.

**Documents.** Storing or accessing documents, ship's papers and manuals can be a challenge. The smart phone saves a lot of space onboard!

There are some nifty administrative apps to keep a log, track maintenance, record fuel usage and the like. In my experience, the problem is getting in the habit of recording those things, not the technology of pen and paper.

There are some apps that may not be quite as "serious" as the ones listed above, but can be great fun or useful onboard.

**Emails and messaging.** Of course, how can we live without them? Sadly, it seems we can't.

**Logging a course.** Runners, bikers and hikers use smart phone trackers to record their adventures, and so can boaters. These are loads of fun to review afterward and show your friends.

**Games, movies, music, books, photos and videos**

**Flashlight.** If you haven't already discovered it, your smart phone has a great LED flashlight for finding that lost screw in the drawer without having to go find the flashlight first

**Friend mapper/finder.** This is another fun one. If you can coordinate with your boating buddies, you can all see each other's position at any given time. For that yacht club rendezvous it would be great.



Photo above - Navionics has created effective iPad/iPod apps for both navigation and tides.

**Boating ramps.** If you have no plan in mind, and are driving around with your boat in tow, there's an app to find a ramp.

**Whales.** There's even an app for helping avoid hitting one of the few remaining right whales. In addition to basic information, the app provides real-time updates on whale locations so the whales, and you, can avoid collisions.

And for my friends in the sailboat racing community, smart phones allow you to find the race results before you get in your car to go home and vicariously enjoy those ocean races that you didn't get to go on.

This all is just scratching the surface of what these amazing devices can do. I'm sure there's much more and I hope some alert readers will clue us all in. What's more, there will be lots more.

#### Worth Noting

The smart phone 3G/4G/WhateverG claim to fame is really that you don't need any of those cumbersome wires or WiFi to get connected. Just data plan minutes. But what if you don't have a plan with a lot of data to burn?

Well, once you're in range of WiFi, hey, smart phones are generally smart enough to use it instead of a cell phone connection. Also, if you're in range of WiFi, those old fashioned things called laptops come in quite handy. If you think that, because your home WiFi seems to have trouble reaching the other end of the house, you'll never pull in WiFi at the end of the dock you'd be wrong. Many marinas are becoming positively scorching hotspots.

Expect WiFi to get even more prevalent. Repeaters and adaptors

can be set up quite easily that can pull in WiFi from seven or more miles away given the right conditions. Sometimes you can even get WiFi on the move. Yes, Virginia, you can have your Netflix in the forepeak while we're heading down the Sound.

My guess is that ultimately, somehow, we'll all be connected all the time, everywhere. Our grandkids will roll their eyes when we relics talk of the time when there was such a thing as "out of range" for cell phones and computers. They'll stare in non-comprehension when we talk of pushing buttons.

#### Is it all that exciting?

After all that, you'd think that I was a smart phone evangelist. In the sense that they're worthwhile tools and excellent backups for many essential functions, I am. But do

they really enhance our time on the water? I don't think so.

**Here are some things smart phones can't do:**

Laugh with a kid when you're teaching her how to tie a bowline. Well, there are knot-teaching apps, but I'd like to think it's better person-to-person.

See and appreciate the Dalls porpoises off the bow.

Trim a sail or steer powerboat through a wave trough.

Douse a fire.

Douse a sail.

Set an anchor.

Set a hook, though there are fun fishing game apps.

Sting your face with spray.

And a smart phone can't do most of the cool things when it's out of range of cell towers and WiFi.

On balance, looking at a smart phone is time away from looking at the water, the sky, my boat and my companions.

We all know the man or woman who spends as much time engaging with their phone as with the people right in front of them. They're the ones missing out.

I plan on tucking mine away in the chart table and turning it off when I leave the dock. That way, I'll know right where that smart phone is, and have plenty of battery power, if I actually need any of those serious apps.

And when I get back to the dock I'll turn it on again and it will have all my emails and text messages and voice messages.

That's the plan. I'll hold out as long as I can.

#### The Olympics

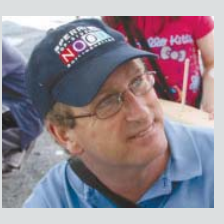
Speaking of the Internet, sailors get to follow a lot more Olympic action because of it. Sailing is usually relegated to the two a.m. coverage spot, if at all. This month some of the best dinghy sailors in the

Photo below - Anna Tunnicliffe has shifted from Laser sailor to match racer. Photo by Richard Langdon/US Sailing.





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



world can be seen live online.

NBC is making it available, but you already have to be a cable or satellite subscriber with access to its stations. I'm guessing there will be other byways on the Internet to get to the feeds as well. And keeping with our smart phone theme, you can get an app for that.

What about the US and Canadian sailing teams? The Pacific Northwest has a proud Olympic sailing history with the likes of the Buchans and McKees, but this edition there are no US locals to root for.

While the US hasn't exactly been a powerhouse in the Olympics in recent editions, there is a new attitude and esprit de corps on the Sperry Topsider (yes, it has a sponsor) US Sailing Team. Anyone sailing at this level can have a great regatta or a lousy one, and one bad start or disqualification can end medal hopes in an instant. The sailors I'm following most closely are brother and sister Zach and Paige Railey in the Finn and Laser Radial classes respectively, Anna Tunnicliffe and team in women's match racing and Mark Mendelblatt and Brian Fatih in the Star class. All have very good chances of medaling and have proven themselves against the best in international competition.

By contrast, the Canadian Olympic team is chock full of Northwesters. Veteran Richard Clarke, who skips Canada's Star. Top Laser sailors Mike Leigh and Luke



Photo above - Anna Tunnicliffe.  
Photo by Amory Ross/US Sailing.

Ramsay of Vancouver have teamed to sail a 470, Vancouverites Nikola Girke and Zac Plavsic are sailing, respectively, the women's and men's RS:X boards and Hunter Lowden of Vancouver is crewing on Canada's 49er.

### Go Canada!

The 2012 Olympic Games sailing should be great. The British will provide excellent race management, the venue will be challenging and no matter what the Olympic politics of the moment are, the sailors will be at their best. *mw*

Photo below - Zach Railey, to leeward, powering off the start line in the Finn class. Photo by Mick Anderson/US Sailing.





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# New Boats

## Helmsman 37 Sedan

If you've been shopping for a trawler over the last couple of years, the Helmsman 37 has probably been on your list. The great news is that combined with more lenient lending possibilities from local institutions, and a new dealer arrangement in the US, the Helmsman 37 is now more affordable than ever.

The new dealer here is not exactly new to the US, as our friends at Waterline Boats have been around for a while and as they have continued to grow and expand, are now taking an active part in marketing and selling the Helmsman line in North America. All of which benefits you as the customer.

One feature that has not changed on the Helmsman 37 is that when you walk aboard you immediately feel that you are on a much larger vessel. The next item that caught our eye was the overall fit and finish of the vessel.

If you look down the sides of the vessel or closely examine the molding details around the hatches you'll notice that Helmsman has spent a bundle of money on tooling. Why is



that important? Well, besides making this an exceptionally good looking boat, the tooling details mean that your yacht will remain a great

looking vessel as long as you own it.

As with all Helmsman Trawlers construction is a solid fiberglass layup with vinyl ester resins in the

external layers. The hull is also fitted with an internal fiberglass grid system that incorporates the engine beds and provides for overall struc-



tural stiffness.

The Helmsman 37 is powered by a Cummins QSB 5.9 liter 230 hp electronically controlled common-rail diesel that drives the 37 at an easy eight knots while sipping on the 300 gallons of fuel at a rate of only 2.9gph.

The Helmsman 37 Sedan in its two stateroom version is a fresh update on the traditional sedan trawler design. The master stateroom is luxurious and comfortable. The guest stateroom is surprisingly roomy with its practical layout, and doubles as an office. The open, well-lit salon is modern yet richly nautical, and is a comfortable living area — whether in port or underway. The L-shaped companion seating area is unique in a sedan trawler and offers a fantastic view forward.

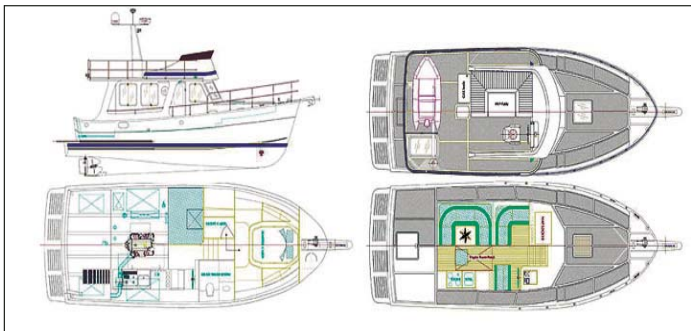
This sedan trawler achieves a surprisingly roomy interior because of the boat's wide beam, and provides safe exterior covered walk-arounds on both sides of the boat. The flybridge has comfortable seating for six and space to mount a dinghy if desired.

Minimal exterior maintenance and reliable, economical propulsion systems allow owners to spend more time cruising. Another feature we really liked and something that you won't find on most trawlers in this size range are the wide range of options and custom configurations that are available.

The Helmsman 37 Sedan Two Stateroom model is offered at \$339,000, well-equipped with the most common and desirable features, and including U.S. delivery and prep. The real plus here is that you'll be able to view the Helmsman 37 Sedan Trawler at the Lake Union Boats Afloat Show in September.

**Specifications:** LOA - 37.83' (11.53m); LOD - 36.5' (11.12m); Beam - 13.92' (4.24m); Draft - 3.5' (1.06m); Displ. - 22,500 lbs ( 10,205 kgs); Fuel - 300 gals ( 1,135 l).

**West Coast Sales Office:** Waterline Boats, 2046 Westlake Ave North, Suite203, Seattle, WA; 206-282-0110.



## Corum SOTO 27

While walking through the 2012 Kaohsiung Yacht Boutique Boat Show which was for the most part very large and very beautiful yachts, there was one exhibit that caught my very biased eye and that was the one showing the SOTO 27. It caught my eye because it was totally sexy, beautifully built, had a cloud of sail

area, a deep t-bulb keel and being very light weight, you just knew that this would be a rocket ship in the Pacific Northwest.

Corum Yachts is located in Taoyuan County, Taiwan, just west of Taipei. They manufacture racing sailboats, cruising sailboats and small and medium-sized power boats. Starting from the initial design and progressing through manufacturing and marketing they are clearly committed to producing a first rate product. The designs they select to build are modern, built to be comfortable and very user friendly. They also have the ability to work with clients on an individual basis to customize vessels to meet clients' individual needs for specific market requirements.

The SOTO 27 is just one of those great looking boats that says awesome speed while just sitting at the dock. The cockpit layout is such that it can be easily sailed by two for double handed racing or cruising or sailed fully crewed with five without getting in one another's way.

A very successful design, the SOTO 27 has already won several South American championships within the last two years. The SOTO 27 also runs in many countries in South America, in addition to Taiwan, as one design class.

Don't let the aggressive appearance and tall sail plan concern you as the SOTO 27 is very easy and safe to operate even when it hits 20+ knots which it has done on more than one occasion. Designed by internationally renowned naval architect Soto Acebal, who is certainly



one of the top 10 sailboat designers of the world, the SOTO 27 wins because it is a fast boat over a wide range of conditions regardless of the rating rule you race under.

The SOTO 27 is constructed using the vacuum bag technique with a high density foam laminate and complies with all standards of ABS. Also standard is a collision bulkhead in the bow area. The end result is a very light weight yet rigid, high performance vessel perfect for high speeds in all conditions.

The interior has two bunks, and otherwise not much else. After all, the boat is so fast you'll do very little overnight racing.

The base price of \$56,500 includes North Pentex Racing sails (mainsail, two jibs, and an asymmetrical kite), a carbon bobsly, a cradle for transportation by con-

tainer, and basically all the gear you need to start sailing. Safety gear is up to you as those requirements change country to country.

**Specifications:** LOA - 30.41' (9.27m); LOD - 27.13' (8.27m); Beam - 8.9' (2.72m); Draft - 5.9' (1.8m); Displ - 3,307 lbs (1,500 kgs); Keel (lead) - 1,653 lbs (750 kgs).

**Builder:** Corum Yachts, [www.corumyachts.com](http://www.corumyachts.com).



# New Boats

## Carver 54V

At the recent Kirkland Uncorked Boat Show we had the opportunity to meet the new guys in town, the crew at Breakwater Marine (nice guys) and get a tour of their new Carver 54V which is sure to find an enthusiastic audience here in the Pacific Northwest.

For more than 58 years, Carver has been designing high quality yachts known for their comfortable and spacious accommodations and superior construction. In a time when new product development has been limited for many companies, Carver has taken an aggressive, proactive approach by developing and introducing several newly designed models. These new models illustrate Carver's continued commitment to delivering luxurious yet functionally designed yachts at an exceptional value in today's marketplace.

Carver's Voyager class yachts are designed and outfitted for people who love to explore faraway places and we have enough of those around here. Built for long range cruising, a Carver Voyager class yacht will deliver its owners and their passengers to exciting new harbors in comfort and grand style.

The new Carver 54V is built on the proven and popular Voyager Series platform. The yacht's eye catching profile is configured as a true pilot house yacht, incorporating a spacious extended fly bridge, lower helm and highly functional salon and cockpit that come together in a logical symmetry that blend into the yacht's character.

Below decks you will be impressed with the rich combination of Zatarra oak hardwood, luxurious fabrics and quality appliances. The designers at Carver have integrated

these materials in a way that creates a more spacious and more comfortable environment than other similar sized yachts.

The unique Zatarra oak is used to craft cabinets, bulkheads and cabin doors. Zatarra is an exotic cut of wood that is finished using a process unique to Carver. This durable finish protects the wood while highlighting the rich, natural character of the select oak hardwood's grain and golden hue.

"This new yacht design has been highly anticipated by our customers and dealers. Our company is very proud of the achievement in style, innovation and accommodations on this boat. We believe it is important to launch the new model in a grand fashion to our valued customers," stated Carver Yachts president, Robert VanGrunsven.

The 54V holds true to the classic command bridge Voyager series that has been remarkably successful for the company. The design focuses exclusively on space, layout, function, long range cruising and efficiency. The 54V offers exceptional overnight and entertaining accommodations and timeless design for an extraordinary value.

The innovative design incorporates Carver's increased long range cruising efficiency supported by a state-of-the-art joystick control and maneuvering system. This new technology integrates the main engines with a thruster system allowing the



operator to dock or maneuver in close quarters with confidence, conviction and peace of mind.

"Our customers are demanding

space for entertaining and enjoying their families – a yacht that can be used to vacation, spend leisure time and create long lasting memories.





Our mission is to provide this experience in an exceptional and value based way," states VanGrunsvan. "In the end, people with a passion for the water and boating will always be present. However, we recognize that for some families, a more economical option needs to exist. An option that is sexy in design, content and price."

The 54V is an exciting new product with incredible value supported by attentive customer service and aftermarket support. Plus you'll be able to see the new Carver 54V at the Lake Union Boats Afloat Show in September unless of course some

smart boater decides to buy this beautiful vessel now and take it cruising for the rest of the summer!

**Specifications:** LOA - 56.25' (17.1m); LOD - 53.5' (16.3m); Beam - 15.16' (4.6m); Draft - 4.75' (1.5m); Displ (w/ fuel&water) - 51,500 lbs (23,360kgs); Fuel - 800 US Gals (3,028 liters).

**Northwest Dealer:** Breakwater Marine, Four Locations in the Pacific Northwest, Surrey BC, Everett, Lake Union, and Ferndale, Call 1-800-New-Boat for more information or to find the location of the dealer closest to you.



## Mares 45

We almost can't get enough of these new power catamarans. Not only are they great looking, they're also fast, stable and very fuel efficient.

Mares, which translates as the "Sea", was founded back in 1982 by a businessman who had a passion for fishing and a vision of the future. While in New Zealand, an area where seven-foot seas are the norm, he took notice of a particular catamaran design that flawlessly handled the harsh sea conditions. This catamaran rode easily across the crest of the waves, smoothly, evenly and with amazing control.

Realizing the great potential of this catamaran hull he started perfecting the unique Mares Design. Since then Mares has built power catamarans ranging from 21 to 90 feet. Mares continues to build stylish yachts with form and function and in 2012 launched it's new series of power catamarans which are some of the most fuel efficient yachts on the market.

Striving to be as fuel efficient as possible, Mares is using the latest technology to accomplish this goal. Mares uses an asymmetrical cat hull, high tech resin infused light weight construction, Pod drives and foil assist in the tunnel to offer one of the most fuel efficient planning yachts in her class. The Mares hull forces air into the tunnel giving lift and a ride on top of the waves instead of trying to push through them,

which basically translates to the boat going faster and burning less fuel. The new Mares from 45 and up are now built at the Kha Shing yard in Taiwan. Kha Shing is one of the most technically advanced builders in the world right now. Their craftsmanship and attention to detail has been a great asset in the building of these new Mares.

With the new sleek European styling, meticulous fit and finish, this makes Mares a sensible alternative to yachtsmen seeking an answer to the rising fuel costs. Her elegant sweeping lines and enormous panoramic windows areas look amazing and flood the interior with light and give a spacious airy mood. That same feeling of large yacht luxury is further mirrored in the open plan cockpit area with plenty of seating and room for entertaining. There is easy access to the bow from the aft deck by walk around side decks whether for sun pad use or easy docking.

The 45 has a unique layout with two large staterooms, each equipped with a spacious head and shower. The master is beautifully appointed and has a tremendous amount of room. The salon has a spacious design with 360 degrees of visibility, which includes an inside helm station, galley and comfortable seating with a high- low table for dining.

The Mares 45 Fly Bridge is pow-



ered with Cummins diesels and Zeus pod drives and another first for Mares is the integrated foil that adds even more performance and fuel efficiency to this already efficient hull design. All these advantages, combined with the unmatched craftsmanship and practical, user-friendly design owners and guests will enjoy.

Everywhere, sumptuous furnishings, the master cabin, which features a full width cabin, a king bed, skylights and fabulous en suite head. The guest cabin has berths that quickly convert from two singles to a double with en suite head. The galley is large, light-filled and equipped with up to two fridges and a host of storage options.

You can choose the 45 with a fly

bridge or the popular express style design. Either way you will love the layout and interior finish. But the ride, the way she handles and the amount of fuel you save will impress the most discerning yachtsman. The Mares 45 finally a boat that is making a difference. If you like the looks, you will love the ride.

**Specifications:** LOA - 44.75' (13.68m); LOD - 44.45' (13.54m); Beam - 15' (4.57m); Draft - 1.66' (0.51m); Fuel - 450 US Gals (1,703 liters); Water - 100 US Gals (378 liters); Displ. - 31,900 lbs, (14,500 kgs) light ship.

**North American Dealer:** Lenny Noble USA, 954-523-2287 or go to [www.maresyacht.com](http://www.maresyacht.com)



# New Products

## Free Weatherlink Network gives real-time reports worldwide

Whether out cruising for the day or sitting at the docks, boat owners have free access to thousands of local weather reports through the WeatherLink Network. Hosted by Davis Instruments,

WeatherLink Network provides detailed, current weather conditions to any boat owner with a computer or compatible mobile phone.

The community of Davis weather stations at [www.weatherlink.com](http://www.weatherlink.com)

## Lithium battery delivers high performance and safety

Reportedly ultra-reliable in every situation, Torqeedo's Power 26-104 Li NMC battery has a unique intelligence in the form of protec-

tion against short circuits, overloads, deep discharge and wrong polarity. Weighing only 55 lbs, this high-performing battery delivers 2,685 watt-hours.

Safety aspects of the battery encompass proven and secure battery chemistry, advanced safety electronics and unique hardware protection of each individual battery cell. Developed to meet a stringent safety standard, the Power 26-104 features a steel cylinder housing with under battery safety mecha-



has more than 9,000 real-time reporting stations worldwide. Davis weather station owners can use WeatherLinkIP software or a WeatherLink Network annual subscription to easily and automatically post their local data to the WeatherLink Network. No web skills are required.

Anyone with Internet access can view data, including temperature, humidity, wind, barometric pressure and rainfall, from the worldwide reporting stations for free. Davis' free WeatherLink iPhone and Android apps make it simple to monitor conditions on the go.

Contact Davis Instruments, 3465 Diablo Ave., Hayward, CA 94545, 510-732-9229; Fax: 510-732-9188. [info@davisnet.com](mailto:info@davisnet.com); [www.davisnet.com](http://www.davisnet.com).

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Station Summary	Current	Today's Highs	Today's Lows
Outside Temp	85.0 F	73.4 F	66.0 F
Outside Humidity	87%	80%	80%
Inside Temp	82.0 F	73.4 F	67.0 F
Inside Humidity	77%	77%	80%
Wind Speed	10.0 F	10.0 F	10.0 F
Wind Gust	10.0 F	10.0 F	10.0 F
Barometric	30.250"	30.250"	30.150"
Wind Speed	0.000"	19.000"	0.000"
Wind Gust	0.000"	19.000"	0.000"
Solar Radiation	0.000"	0.000"	0.000"
UV Radiation	0.000"	0.000"	0.000"
10 Day Forecast	Partly Cloudy		

Wind	2 Hours	10 Minute
Average Wind Speed	10.000"	10.000"
Wind Gust	10.000"	10.000"

Rate	Rate	Day	Share	Month	Year
1.000"	0.000"	0.000"	0.000"	0.000"	0.000"
1.000"	0.000"	0.000"	0.000"	0.000"	0.000"

# New PlasDeck Stair Edging glows in the dark for added safety at night

PlasDECK announces the launch of a new accessory for its line of synthetic teak boat decking products. PlasDECK has created a stair edging with an Azure rounded bulbous edge that glows in the dark for added safety at night.

The new stair edging (PlasDECK part number E-604-AZ) contains

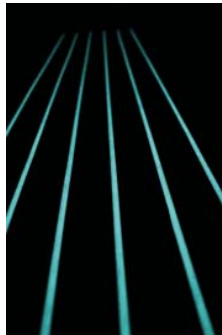
the same cutting edge glow-in-the-dark technology that can be found in PlasDECK's award-winning Azure boat decking which provides the ability to see the deck after dark. After Azure is charged by normal daylight, the lines in the material glow a soft azure blue from dusk to dawn, bringing a new level of comfort, security, and safety after dark. This environmentally-friendly natural light doesn't depend on batteries or wires.

With the introduction of Azure stair edging, PlasDECK adds another safety feature. Stairs can be difficult to navigate on a boat at night, especially for a guest who is not familiar with a deck's layout. With Azure stair edging, the steps will be accented with soft blue light to help guide the way. This product can be used by the Do-It-Yourself PlasDECK installer or it can be incorporated into prefabricated cus-

tom PlasDECK panels. Like all PlasDECK boat decking, the Azure is made of PlasDECK's patented flexible PVC, which contains only

the best ingredients.

More information about PlasDECK is available at [www.PlasDECK.com](http://www.PlasDECK.com).



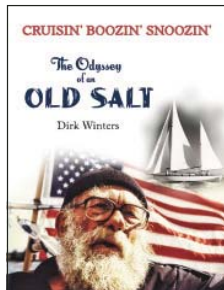
# Too old for serious cruising?

## Dirk Winters was still sailing the seas late into his 80's

If you feel your age is putting the kibosh on your offshore cruising dreams, set your shoulda-woulda-coulda aside for a moment and consider the adventures of Dirk Winters, whom you might consider a late starter.

At 67, an age when a lot of guys are trading in the five-day workweek for the golf course or a motor home, this longtime sailor was just getting started. His itch for extended blue water cruising had never gone away. So he bought the 40-foot wooden ketch *Windjob* from a Portland Yacht Club (OR) buddy to scratch the itch that carried him around the world, then half way around again by the time he turned 80.

His new 500+ page book, *Cruisin' Boozin' Snoozin', The Odyssey of an Old Salt*, has just been published



by Portland Yacht Club on Amazon's Kindle as an e-book, where it sells for \$9.99 for Kindle owners as well as most computer and pad users. The book offering can be found on Amazon's site, search the title or "Windjob."

Winters kept a meticulous log and a diary, so the reader easily can track his 13-year voyage and re-live an adventure that ranged from amazing adventures to 10 cyclones/hurricanes. Winters was by no means an amateur sailor. He spent most of his life sailing the Columbia River, the coastal regions of the Pacific Ocean and crewing aboard club boats in the TransPac race to Hawaii.

A home builder by occupation, Winters could build, fix or invent his way out of any situation, and there was no shortage of opportunities aboard 25-year-old *Windjob*, his beloved home on water that suffered dismasting, pirate attacks, groundings, gear failures to nu-

merous to mention, and perennial crew problems. Winters navigated by sextant and dead reckoning with a little help from instruments that would be considered rudimentary by today's standards.

But this Old Salt was never discouraged, never thought of giving up, and always would rather be at

sea than on dry land. He made innumerable friends from other cruising yachts and ashore. He had a way with the ladies, was a consistent host at parties aboard *Windjob*, and never failed to keep his rum locker full no matter where he ventured around the world.

He finished the book and copyrighted the manuscript in 1989, but it was never published until his yacht club received copyright permission from his daughter and only heir, then prepared it for Kindle. The salty sailor was 92 when he died

in 1999.

*Cruisin' Boozin' Snoozin'* is a great adventure story, and a good reference for sailors planning or dreaming about a life at sea.

Portland Yacht Club plans to make available to readers a collection of about 100 hand-annotated chart segments of Dirk Winters' travels which are too detailed for viewing on Kindle. Check the club's website: [www.portlandyc.com](http://www.portlandyc.com) for availability of this information in the near future.

# New Products

## SWIFTSURE YACHTS

[www.swiftsureyachts.com](http://www.swiftsureyachts.com)

**Alchemist**  
1991 Able Whistler 48  
\$375,000

One need only flip through the first few pages of Ferenc Mate's book *The World's Best Sailboats* to find pictures of a Whistler 48, a sister ship to this Swiftsure Yachts listing, *Alchemist*. Designed by Chuck Paine, the Whistler 48s all had different deck configurations depending on the owner's needs. *Alchemist* has a raised salon some might call a pilothouse, as she does have a below-deck steering station. Her inventive layout with two companionways works extremely well. Able Marine's attention to detail is evident in the top-notch joinery and the thought given to *Alchemist's* systems and access. *Alchemist* has had a complete on-deck refit and shows like new above decks. Below she has a refinished floor and an interior that has been well cared for by her one owner. This is a special boat, well suited for the Pacific Northwest. She is a must see.



QUALITY YACHTS FROM SWIFTSURE YACHTS details online at: [SWIFTSUREYACHTS.COM](http://SWIFTSUREYACHTS.COM)



Catan 431 • 1998 • \$450,000



Wateline 55 • 2001 • \$449,000



Andrews/Perry 72 • 1998 • \$595,000



Monk Tri-Cabin 36 • 1989 • \$99,000



Able Appogee 50 • 1993 • \$425,000



47 Beneteau 477 • 2001 • \$239,000



36 Beneteau First 36.7 • 2005 • \$120,000



Gozard 37 • 2001 • \$265,000



55 Riptide • 1996 • \$430,000



54 CT • 1985 • \$290,000



Tashiba 40 • 1987 • \$159,000



Contest 35 • 1982 • \$69,500



Hallberg-Rassy 46 • 2002 • \$529,000



Hallberg-Rassy 43 • 2003 • \$455,000



34 Hallberg-Rassy 342 • 2008 • \$219,000

**Hallberg-Rassy**  
Swiftsure Yachts is the exclusive Hallberg-Rassy distributor in the Pacific Northwest... All models available for 2012 delivery.

70 Wylie/Schooner Creek	1993	\$399,000	40 Hallberg Rassy	2008	\$399,000
65 S4S	1966	\$25,000	40 Jönneri	1986	\$195,000
62 Shepoutz Schooner	1985	\$399,000	40 Vallant	1979	\$139,000
53 Swan	1989	\$462,000	38 Sabre 386	2006	\$295,000
47 Beneteau 473	2006	\$275,000	38 Bavaria	1999	\$129,000
47 Passport	2002	\$395,000	37 Tayana	1982	\$99,000
43 Slocum	1988	\$195,500	35 Beneteau First	1984	\$45,000
41 Sweden	1984	\$173,000	32 Beneteau 323	2007	\$84,000
40 Ellis	1990	\$199,000			

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# New Products

## New LED Nav Lights certified to two nautical miles

Further enhancing its popular Stealth series of LED navigation lights, Perko introduces an updated version. The new **Stealth II LED lamps** are now USCG certified up to 2nm for powerboats under 20m. Boats under 12m can use either Stealth II brighter lights or the original Stealth models.

The line includes bi-color, and horizontal- and vertical-mount side lights. White all-round lights with fixed or articulating heads are also part of the new Stealth II line. They feature the same sleek appearance as the original models, and at

1/2" high have the lowest profile among surface mount lights on the market.

Stealth II lamps feature a polished 316 stainless steel housing for superior corrosion resistance and long life. They also come in either black or white powder coated finishes. An advanced, reduced-glare design helps preserve night vision by limiting the amount of light outside the visibility zone. The long-lasting LEDs stay cool to the touch and are miserly on power use.

The suggested retail price of the Stealth II bi-color light is \$85 and



the pair of side lights is \$160. Perko's superior marine navigation lights, hardware and other accessories have been continuously manufactured in the USA since 1907.

Contact Perko, 16490 Northwest 13<sup>th</sup> Ave., Miami, FL 33169. 305-621-7525; Fax: 305-620-9978. [sales@perko.com](mailto:sales@perko.com); [www.perko.com](http://www.perko.com).

## New anchor rodes hold up in heavy weather

Adding to its high-quality Titan Chain products, CMP Global now offers durable rope/chain **Titan Anchor Rodes**. Three models fit all major windlasses and feature twisted, double-braided or plaited rope.

All Titan Anchor Rodes use nylon rope, which is elastic and serves as a great shock absorber for sudden loads caused by wind and waves. Nylon also absorbs more of the loading energy when anchored compared to natural fibers, helping the anchor maintain its set.

Titan G4 HT Chain is used for the

rodes, made from CMP's corrosion-resistant Hi-Test steel. This surface-hardened, high carbon steel delivers better strength-to-weight ratio than proof coil. Chain in a rode decreases the angle of pull on the anchor, allowing it to set and hold more effectively. Its weight also forms a curve that absorbs shock loads in heavy weather.

The Double Braided Anchor Rode and Eight-Strand Plaited Anchor Rode are exceptionally strong, flexible and easy on the hands. Braided nylon makes it easier to feed rope through

a deck pipe for storage.

The Three Strand Anchor Rode uses stiffer, twisted rope that is easy to splice. Economical three-strand line has more twists for extra strength to avoid fouling equipment.

Anchor Rodes from CMP Global are available in overall lengths of 165'-320', including 15'-20' of chain, with rope diameters of 1/2"-5/8".

From CMP Global, The Business Center, Upton, St. Michael, Barbados BB 11103. 604-940-2010;



[sales@cmpglobal.com](mailto:sales@cmpglobal.com); [www.cmpglobal.com](http://www.cmpglobal.com).



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# Pre-engineered fire systems use unique, safe agent

Enclosed compartments containing flammable materials require fire extinguishing technology that activates instantly and safely. Sea-Fire's pre-engineered NFD and NFG systems are automatically heat-activated, using 3M™ Novect™ 1230 Fire Protection Fluid. This non-toxic agent is the safest on the marine market, with zero ozone depletion and an extremely low Global Warming Potential (GWP) of just one.

Sea-Fire's pre-engineered systems protect areas from 25 cu. ft. up to 1,800 cu. ft., such as engine compartments, electrical control rooms, generator areas, paint lockers and lazarettes. Each of the easy-to-install systems come complete with marine-approved brackets, a system status indicator light with faceplate and owners installation manual.

While all NFD and NFG models operate automatically with heat-sensor valves, all can be equipped with a manual discharge capability. Sea-Fire's pre-engineered series systems include a factory-installed pressure switch that can be used to monitor system discharge and other functions, such as activation of engine shutdown systems and air exchange equipment.

Novect 1230 works by removing heat energy at the molecular level to the point where fire cannot be sustained. It has the highest heat capacity of any commercially available halon alternative, is electrically

non-conductive and non-corrosive. Additionally the product vaporizes quickly during the system discharge. Unlike messy foams and powders, the extinguishing agent is clean, leaving behind no residue.

Novect 1230 certifications include RINA, DNV, USCG, ABS and all major international approvals. Available worldwide with no environmental restrictions, 3M backs its product with a unique 20-year Blue Sky Warranty. More details on the Blue Sky Warranty are available from Sea-Fire.

Sea-Fire is a world leader in marine fire suppression systems.

Manufactured in the USA and UK, they are used widely by recreational and commercial boatbuilders, and the offshore industry. The company, with its extensive international distribution network, offers a complete array of sensors, display and control panels, engine shutdown systems and ventilation systems to complement its pre-engineered NFD and NFG models. Sea-Fire also carries portable fire extinguishers and engineered extinguishing systems for protecting areas up to 17,500 cu. ft.

Contact Sea-Fire Marine, 9331-A Philadelphia Rd., Baltimore, MD 21237. 800-445-7680 or 410-687-5500. [www.sea-fire.com](http://www.sea-fire.com).



## Telescoping LED light

For a simple way to customize a boat, Accon Marine introduces its Telescoping LED Light. This durable, solid stainless steel light, enables owners to position a light to the height they desire.

Mounting on the deck, this light pulls up high enough to clear the trolling motor. It can be mounted further back than conventional deck-mount lights, limited only by the depth of the hull. This means the further back this light is mounted, the more room there is under the deck to make the telescoping part taller.

Cast with solid 316 stainless steel, this light features a LED light with built-in surge protection. Hardwired, there are no pins to corrode.

Standard telescoping height is 9" with custom heights available.

Accon Marine's new Telescoping LED Light has a starting price of \$420.14. An optional waterproofing seal is available.

To enhance a boater's experience, Accon Marine manufactures a full line of flush mounted, stainless steel hardware, including Pop-Up cleats, lifting cleats and navigation lights.



The company strives for high-quality in its products.

Contact Accon Marine, 13665 Automobile Blvd., Clearwater, FL 33762. 727-572-9202; Fax: 727-572-7621. [www.acconmarine.com](http://www.acconmarine.com).

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# New Products

## Life Jacket for iPhone 4/4S

So in June we introduced you to the waterproof case for the iPhone 4/4S and you liked it because it really is a pretty cool solution to the problem of wet. However, a couple of you made the point that if it doesn't float and it's only good to about 2m/6.6ft, then if you drop it off the dock, it's still just as good as gone, usually. Some of you even tried it and when the phone got to about 20-feet there was water intrusion which may have occurred because of the implement used to grab the phone.

Well, the good news is that the folks at LifeProof are a pretty smart bunch and as usual, they came up with a very clever solution. Why not just make a **Life Jacket for the iPhone** that fits right over the waterproof case and then all these issues are solved.

The new life jacket comes equipped with a quick-release lanyard and hand-strap to offer a variety of connection options including upside down, sideways, facing in or out. The other feature that really

makes a lot of sense is that in addition to providing positive buoyancy that ensures your iPhone will not sink, it also greatly enhances the impact protection to ridiculous levels, in other words don't try this at home or let the kids try to prove you wrong at the Space Needle.

The life jacket is high-visibility orange for quick and easy location

in water, mud, or snow and there's a grip-enhanced finish for secure handling even when wet or your fingers are frozen to the core. All iPhone features and buttons work inside the case, including headphone jack, camera and flash, speaker, mics, etc plus your iPhone easily slips in and out of the LifeProof LifeJacket. Very cool!

These are available online at [www.lifeproof.com](http://www.lifeproof.com) and at Best Buy, AT&T and RadioShack for only \$39.99 and that is pretty cheap insurance.



## Trumpet horn upgrades keep corrosion at bay

Boat horns are an important safety item, but they don't have to sacrifice beauty for function. Schmitt & Ongaro Marine Products has enhanced its stylish line of single and dual trumpet horns with moisture-blocking resins and lubricants. Unique in its use of these techniques, the company is helping boat owners battle corrosion, to ensure a horn works properly when needed.

The sounding unit is sealed with



an engineered resin to block moisture intrusion. Electrical contacts within each horn's rear sounding unit are also protected with a conductive lubricant, which prevents oxidation. With this, Schmitt & Ongaro has eliminated a tedious maintenance chore and lengthened its products' service life. Owners no longer need to disassemble and clean a horn's electrical contacts, even after it's subjected to rain, condensation or salt spray.

The **Deluxe Stainless Steel Single Trumpet** horn is 16.5" long with a 120 db rating, while the **Shorty** model measures 13.5" long with a 114 db rating. For a richer, deeper sound, the **Deluxe Stainless**

**Steel Dual Trumpet** has a 125 db rating and is 18.5" long, with the **Shorty** model rated at 120 db and measuring 16" long.

Schmitt & Ongaro's horns uniquely use 304 stainless steel inside and out, including the sealed sound unit. They are US patented and each model meets applicable ABYC standards for either boats up to 12m or 20m. Schmitt & Ongaro backs all of its horn models with a 5-year, no-rust guarantee.

Every horn comes pre-wired for simple installation and fits existing hole patterns for upgrade projects. The company also offers a full line of compact, drop-in horns for boats up to 39' that feature the protective conductive lubricant.

Suggested retail pricing for Schmitt & Ongaro Marine Products trumpet horns start \$107.85 for the **Deluxe Stainless Steel Shorty Single Trumpet** model.

Contact Schmitt & Ongaro Marine Products, 1001 Ranck Mill Rd., Lancaster, PA 17602. 866-724-6488; Fax: 866-329-7679. [sales@schmittsteering.com](mailto:sales@schmittsteering.com). [www.schmittsteering.com](http://www.schmittsteering.com).

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While final conversion options are only limited by your imagination, this sleek, contemporary concept – drafted by HYS Naval Architect Simon Jupe – is now available for your consideration.

This extraordinary conversion will include a full range of new luxury yacht equipment and interior.

Shown right and below: just a few examples of typical interiors from previous HYS projects.

Key features of this modern design configuration includes an ultra private upper-deck penthouse master suite with an adjoining sky lounge (both with 180 degree views), a spacious saloon, library and formal dining area and a massive lower aft deck for open-air entertaining and water sport activities.

Retired in 2011, the heart and soul of this all-steel former Japanese government vessel includes immaculately maintained mechanical systems, a zero-hour 1800 HP MAN B&W Niigata engine, a top speed of 15+ knots and a remarkable range of 12,000 nautical miles at 11 knots.



37 meter Dr. No



49 meter Western Isles



51 meter Northern Sun



55 meter Ark Angel

*"Over the years, I have had rather a lot of experience with various yards around the world, and I can honestly say that it is a rarity to find a yard that is so organized, competent and skilled."*

Tom Perkins

HYS Client and owner of M/Y Dr. No

HYS Yachts – the subject of numerous magazine features in Boat International, ShowBoats, Boat Exclusiv and Asian Pacific Boating to name a few – has earned a well deserved reputation as the pre-eminent masters of the highly specialized and uniquely affordable commercial to luxury yacht conversion niche.

Just a few of the more notable HYS conversions include the 55 meter Ark Angel, the 51 meter Northern Sun, the 49 meter Western Isles, and the custom crafted 37 meter Dr. No for yacht-luminary Tom Perkins.

For more information please visit [www.hys-yachts.com](http://www.hys-yachts.com).

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Price shown based on concept configuration and subject to final specification

# New Products

## New Martyr Clamp Shaft Anodes are cadmium free

Those wishing to protect the environment can do so while also preventing damaging electrochemical corrosion to propellers and shafts. Dependable Martyr Clamp Shaft Anodes from CMP Global are now available in cadmium-free aluminum and magnesium models.

Aluminum anodes excel at protecting valuable equipment in both

saltwater and brackish water. Magnesium is the only anode type that works in freshwater. Martyr Clamp Shaft Anodes are engineered with a steel insert to ensure a tight fit and complete contact for the life of the anode. Stainless steel bolts and retaining washers prevent the anode from falling off as it is depleted. The unique bullet shape combines the

benefits of streamlined performance with maximum anode weight and longevity.

Martyr Clamp Shaft Anodes from CMP Global fit most propeller shafts. Inside diameters range from .75" to 2", outside diameters from 2.2" to 3.3" and lengths from 2.5" to 4". All hardware is included for easy installation, even while the boat is in the water.

CMP Global is a world-leading manufacturer and supplier of the cast aluminum, magnesium and

zinc anodes. It's the only company with the capability to produce cadmium free anodes that perform in saltwater, brackish water and freshwater.

Contact CMP Global, The Business Center, Upton, St. Michael, Barbados BB 11103. 604-940-2010; sales@cmpglobal.com; www.cmpglobal.com.



## Wiper arms look and perform better—at same price

Windshield wiper arms may not be the flashiest component of a boat, but they need to hold up over time. Recent upgrades to heavy-duty adjustable tip wiper arms from Schmitt & Ongaro Marine Products make them perform and look better, all without a price increase.

Adjustable tips on the Deluxe Ultra HD single and parallel wiper arms swivel with the wiper blade to better clear water from the windshield. They're now made from marine-grade 304 stainless steel, as are all structural pieces on these models, for durability and good looks.

For a smoother sweep and improved aesthetics, the wiper arms of the parallel models are matched. The follower arm looks more like the driver, and is stronger and stiffer



for less bounce on the windshield. Both the single and parallel arm versions come in two models, adjusting from 12.5"-18.5" and 19"-24". With a 5/8" shaft, the Deluxe Ultra HD Adjustable Arms can replace all competitive arms on HD motors. The standard finish is powder-coated black. An electroplated, chrome-plated stainless steel finish is available for quantity orders.

Contact Schmitt & Ongaro Marine Products, 1001 Ranck Mill Rd., Lancaster, PA 17602. 866-724-6488; Fax: 866-329-7679. sales@schmittsteering.com. www.schmittsteering.com.

## Skinny Mini Antennas Sport Low-Profile Design

When onboard space is limited, a low-profile antenna creates more mounting location choices. Shakespear Electronic Products Group offers its 3' Skinny Mini 5250 VHF and 5250-AIS antennas, and an array of ratchet mounts, for varied installation options.

The antennas are ideal for bass boats, center console fishing vessels, and other small craft, as well as for mounting higher on larger boats for extended range. Compact and lightweight, the one-piece, stainless steel whip design provides superior stability on high-speed craft.

The 5250-AIS is designed to meet the broader bandwidth of all popular AIS transceivers. Identical in appearance to the 5250 VHF model, it helps create a clean, uniform look onboard.

Shakespeare uses a durable, chrome-plated brass canister on these VHF and AIS antennas to minimize the de-tuning associated with plastic canisters. Easily installed, the Skinny Mini 5250 models utilize a standard 1"-14 thread, and include 15' of RG-58 cable and a PL-259 connector. Shakespeare

offers a variety of stainless steel ratchet and rail mounts, sold separately, to accommodate the user's installation needs.

Shakespeare's online Learning Center helps owners determine the types of antennas and accessories best-suited for their applications.

Located at www.shakespeare-antennas.com/media, it features videos, sound bites, and other media files on a variety of educational and maintenance topics.

The economical Skinny Mini 5250 and 5250-AIS antennas from Shakespeare have a suggested retail price of \$87.50 each.

Contact: Corporate Offices, Shakespeare Electronic Products Group 6111 Shakespeare Rd., Columbia, SC 29223 USA. 803-227-1590; Fax: 803-419-3099, www.shakespearemarine.com



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-  1984 Nelson/Marek 68 "Blue Ruby" \$223,500  
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-  1999 Camano Troll 31 "Murphy's Law" \$134,500  
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-  2000 Camano Troll 31 "Big Sky" SOLD  
Super clean, stainless arch, Ultra-leather interior, low hours.
-  1999 Nordic Tug 32 "Nordic Star" SOLD  
Cummins 220, Garmin, new dinghy, furnace, a pretty boat.
-  1997 Nordic Tug 32 "Sonshine" SOLD  
Cummins 210 & 5.5 Northern Lights, thruster, new bottom.
-  1998 Nordic Tug 32 "Sea Benz" \$199,500  
Cummins 220, windlass, dinghy & OB, gorgeous teak.
-  1990 Riviera 33 Flybridge "Compromise" \$79,500  
Twin Cummins Diesels, 2-cabins & 2-heads, Genset.
-  2007 American Tug 34 "Forever Friday" \$334,500  
Cummins QSB-380. Pretty "Cabernet" hull & beautiful interior.
-  2001 American Tug 34 "Morning Rose" \$234,500  
Cummins 370, Red hull with neutral interior. Super nice.
-  2008 American Tug 34 "Chill Seaker" \$337,500  
Cummins QSB-380, Raymarine, Avon inflatable, Satellite TV.
-  2008 American Tug 41 "Jade Princess" \$575,000  
Volvo D9-500, Rigid dinghy, gorgeous colors, loaded.
-  2007 American Tug 41 "Tislan" SOLD  
I sold this boat new & she is fantastic. Call Steve to see her.
-  2005 American Tug 41 "Cinnamon Girl" SOLD  
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-  1976 Grand Banks 42 "Bizigari" \$133,333  
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# Adastra

## New 140' motor trimaran is a real "Starship"

by Peter Marsh

While Russian oligarchs and Arabian sheiks amuse themselves by building "handy size" passenger ships and claiming they are yachts, there are the first signs of a new movement among the nouveau riche. The goal is to discourage such conspicuous consumption and strive for a greener approach to yachting. A new design that rejects excessive size in favor of a super-efficient hull shape has recently begun (not) making waves in a most unlikely port—Hong Kong.

When I wrote about the 132-foot (40m) sailing trimaran *Banque Populaire* in the February issue, I had no idea that a motor trimaran of similar size was close to completion on the opposite side of the world. At McConaghy Boats' Zhuhai, China production center, the *Adastra* seems to be the motor-powered equivalent of the French boat that raced around the world in 45 days, since it is also designed for long-range ocean voyaging with up to 14 people on board. (The name "ad astra" is Latin and means to the stars.)

With a length of 140 feet (42.5m) and a remarkably slender main hull, it is as efficient under power as the French boat is under sail. Equipped with a single Caterpillar C18 in the main hull with a maximum output of 1150 hp @ 2300 rpm, it can attain a top speed of 22.5 knots. Throttling back a little, the fuel consumption figures reveal a luxury yacht that can truly claim to be breakthrough: at 17 knots it burns 32 gph, at 13 knots it consumes only 24 gph. Not bad for a 50-ton boat!

### Breakthrough for British Designer

So I was not surprised to find the owner, Hong Kong shipping magnate Anto Marden had been sailing a trimaran in SE Asian waters for 30 years. He approached the designer of his 45-foot boat, Englishman John Shuttleworth, to turn his ideas for an ocean cruising power tri into reality. This was an amazing opportunity for him to apply the skills he has developed in drawing big fast

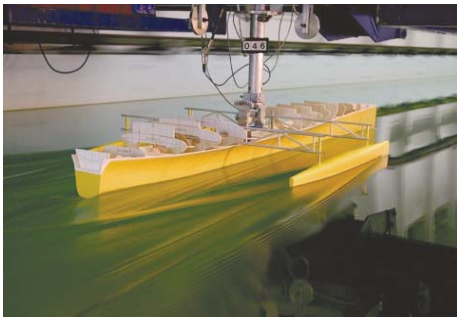


Photo above - Extensive tank tests were run to investigate the best position and size of the floats for *Adastra*. Photo below - From any angle, the *Adastra* is a stunning sight, looking more like a supersonic airliner than a motor yacht, though its top speed is only 24 knots. The model testing, design, engineering, and construction took five years.

cruising catamarans in the last 20 years to the powerboat sector.

In the early 1980's, Shuttleworth designed several successful

multihull racers that outpaced the best French boats. From the start

his trimarans had high-volume, full-length floats and were built using





record time of 1998 in 74 days, 21 hours—a distance of 22,600 nautical miles. (New Zealand architect Craig Loomes also deserves a mention for several wave-piercing motor tris, including the 78-foot 13-ton *Earthrace* that went across the Pacific then around the world twice before breaking that record in 2008 in 60 days—supposedly to publicize bio-fuels.

Loomes office, now known as LOMOceanDesign, was responsible for the 31m solar powered, carbon fiber wave piercer catamaran *Turanor Planet Solar*. It was built in Germany and recently completed the first (low-speed) circumnavigation using electricity derived solely from photovoltaic cells.

However, the *Adastra* was to be a departure from these speed machines since Anto (now aged 62) and his wife Elaine wanted comfortable accommodation for 9-10 guests and 4-5 permanent crew. “*Adastra* is the result of careful design, planning and discussion with

the owners, to meet the needs of a very experienced ocean voyaging couple and their family, and to provide the level of comfort and style that would be expected in a yacht of this class and size,” says Shuttleworth. “It takes the power trimaran concept further than has

*Photo above - This bow view shows the dramatically arched crossbeam with the pilot house perched on top. Bridgedeck clearance will never be a problem! The widely-spaced wing engines in the floats enable the skipper to spin the boat or ease it into a tight berth. Photo below - The vast length of the bow tapering to a very sharp entry is what gives the *Adastra* its remarkable efficiency. However, this also makes it excessively long for its accommodations. The lack of stanchions or lifelines shows that the foredeck is not accessible in a seaway without a harness and tether.*



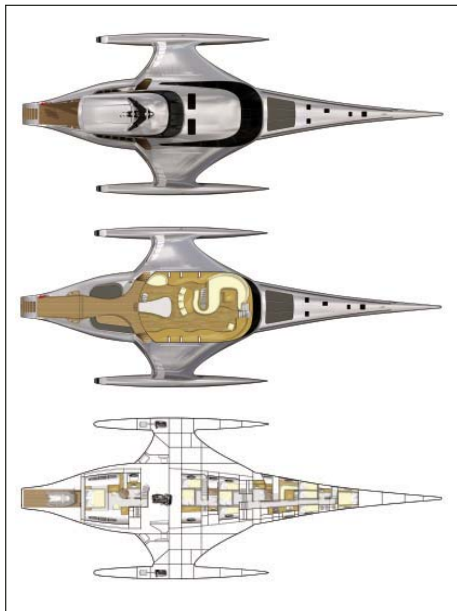


Photo above - The 115-foot Cable and Wireless Adventurer revolutionized the design of high-speed craft, but because of its limited payload never really found a niche after its record voyage. Its latest owner is the Sea Shepherd Foundation, who renamed it Brigitte Bardot and put it into service as a high-speed reconnaissance and escort vessel, replacing the former Earthrace. It was seriously damaged by heavy seas in the Antarctic at the end of 2011, but limped back to Australia for a re-build. Illustrations left - The interior designer has fitted as many comfortable cabins as possible into the flared hull, from the owners' cabin aft to the crew's double bunk in the bow.

ever been attempted before. No effort has been spared to produce a beautiful yacht that will have low fuel consumption and yet provide excellent sea keeping qualities and luxurious accommodation."

#### Going Where No Man Has Gone Before

Research on the novel hull shape took far more time than expected, since it included tank testing and

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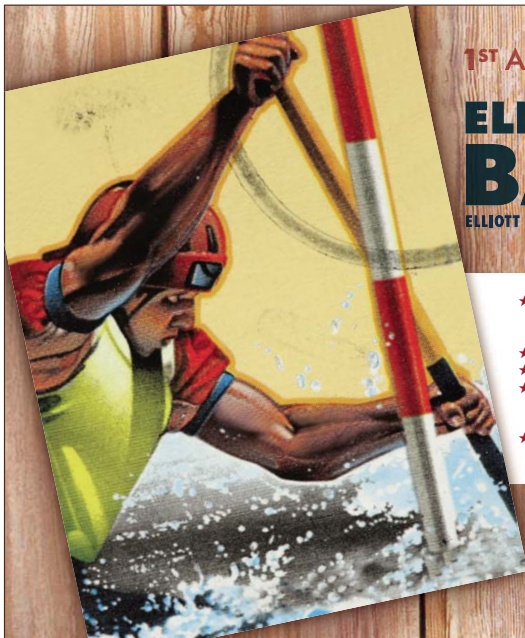


the building of a 6-foot long radio-controlled model with outrigger that was be raised and lowered independently by radio control to test its performance in waves. By filming the boat in waves of varying height and wavelength he was been able to study the motion in detail and correlate this with the tank tests to find the optimum position of the outrigger, which has a very significant effect on roll damping in this type of vessel.

This was followed by an advanced structural analysis of all the major components in the yacht by Applied Structural Analysis Ltd. in order to achieve the light weight required for very low fuel consumption. The hull is glass/Kevlar foam sandwich, the futuristic superstruc-



*Photo left - The 78-foot, 13-ton Earthrace visited West Coast ports before beginning its assault on the round-the-world record. With a tiny aircraft-like cabin, it had limited application after it set the new record of 60 days in 2008, and was donated to the Sea Shepherd Foundation. In a risky confrontation with a patrol ship escorting the Japanese whaling fleet, the bow was sliced off and it later sank. Fortunately, no one was injured.*



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ture is carbon fiber with Nomex honeycomb core, and the interior is lightweight oak veneers over honeycomb panels.

To help reduce weight, virtually every aspect of the boat is custom built, including the carbon fiber hatches, portlights, ladders and even hinges. Not surprisingly, this all took more time (5 years) and money (\$15 million) than expected. I think you will agree that it was worth the effort!

#### Design has Plenty of Flare

As in sailing trimarans, the center hull flares dramatically above the waterline to create more accommodation below the main deck. *Adastra's* 52.5-foot overall beam creates a spacious saloon on the main deck with a lounge area, dining table, and navigation station—all enjoying superb views through a panoramic forward window. However, there is clearly a price to pay for the phenomenal performance and the hull volume and deck area disappears rapidly towards the ends and as you descend into the hull.

So the central deck area is highly radiused and difficult to walk on. Access to the sunbathing area and foredeck is via a door in the window. The aft deck has a sofa and bar area to port and a dining area to starboard, further aft of this there is space for a 16-foot tender and di-

## Patrol One

The only example found of a wavepiercing motor yacht of a reasonable size is the *Patrol One* from LOMOcean Design, built by Diogene Marine of Mauritius. The 75' vessel operates as a private motor yacht in the Indian Ocean surrounding the island of Mauritius. Of significant importance is the ability of the boat to travel, at moderate to high speeds, the 250 nautical miles of open ocean between the islands of Mauritius and Saint Brandon and to return without refueling.

The shape of the hulls is intended to maximize passenger comfort at high speeds in rough water; the central hull is designed to wave pierce, rather than pitching, rising and falling over on-coming waves. This requirement has been verified by extensive model tests. The construction medium is E-glass, epoxy, foam cored sandwich composite, utilizing stitched E-glass reinforcement materials, epoxy resins and both linear and cross linked PVC foam cores.

Power is by twin Caterpillar C18's rated to 1000hp. The pro-



Photo above - This 75' wavepiercing motor yacht named Project One may be the first of this type suitable for use by a typical yachtsman. It was designed by LOMOcean Design and is based in the Maldives Islands.

pulsion units are Seafury surface drives from New Zealand, with surface piercing propellers giving a top speed of 32 knots. *Patrol One* is used chiefly as a day boat, but with overnight capabilities. She is configured with a large external cockpit, an adjacent galley and dinette and a bridge area capable of seating

a pilot and seven passengers in aircraft style. Sleeping accommodation for eight persons is provided in three double cabins plus a twin bunk arrangement.

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rectly below is a garage which can store a smaller craft. The garage door has been designed to fold out and create a large dive platform.

Below the main deck, the interior of the hull contains a full-width master cabin aft with access from the deck saloon, and two further guest cabins, crew space, and the galley located forward of the engine compartment. The main helm station is in the pilot house above the saloon, where it forms part of the cross-beam structure.

A SIMON<sup>®</sup> integrated ships monitoring system monitors fuel, security, pump sensors, electrical, lights, etc. The vessel has a fully automated fuel-management system with an Alfa Laval fuel cleaner and two 800 gph water makers. A well-known Northwest product is found in the engine room—a 26 kw Northern Lights genset. Each float houses a 110hp Yanmar engine that generates a quiet 36 kw and provides thrust via a folding prop to aid in docking.

The anchoring system is unique with three anchors all driven by carbon fiber drum winches run by hydraulics. The primary anchor is a custom 130kg Bruce style anchor that deploys out of the starboard wing. The bow anchor is 80kg and deploys out of the bow with a carbon fiber arm. The third anchor is 60kg which deploys out of the port wing and will be used as a stern anchor.

Light displacement with stores and crew is 49 tonnes, plus 64.8 tonnes, 3,200 gallons litres of fuel. Additional long-range tanks are available to double the fuel capacity, but the vessel must be operated very cautiously with the added weight. The \$15 million cost may seem high to we working folk, but that much doesn't go very far in the mainstream world of super yachting these days, and the proud owner now has a yacht that will be remembered by everyone who sees it!

It is really amusing to read how the super-yacht journalists have tried to describe this stunning boat without offending their conventional but super-rich audience. They call it "very interesting" or explain that it is only "the fourth largest powered multihull in the world." One gushed that it was an "incredible insight into the future of the luxury yachting lifestyle" presumably in a brave new boating world without a hot tub and gym!

#### McConaghy boats—from Sydney to Zhuhai

McConaghy Boats was founded by John McConaghy in Australia in 1967, building 12, 16, and 18-foot skiffs, Tornado and A-class catamarans, Moths and other high performance dinghies. Early boats were built of plywood, but McConaghy began engineering and perfecting the vacuum-bagged foam sandwich, fibreglass/Kevlar construction

method, which proved an immediate success.

As the company's reputation grew, so did McConaghy's research and development into pre-preg composite construction techniques. This earned them a reputation as the best in the business, and they were chosen to build the Farr 40 One Design class. Many maxis currently racing in US waters were built in Sydney. In 2006 the company expanded yet again and opened a 25,000 square foot facility in China.


It has since quadrupled in size and produces yachts ranging from foiling moths to Volvo 70's and America's Cup cats. One of the partners, Mark Evans, has been based principally in China. His direct involvement, along with other key

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




Australian personnel, has ensured that the high standard of quality control and attention to detail that is synonymous with the company

name has been maintained. Currently McConaghy Boats China employs 350 staff, McConaghy Boats Sydney employs 25. [www.mcc](http://www.mcc)



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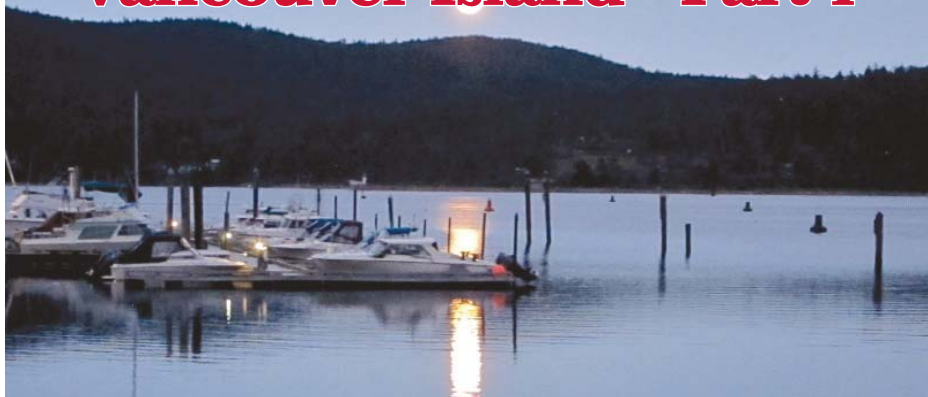
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# Around and Around Vancouver Island - Part 1



The Scotts set off around Vancouver Island the “wrong way around.” First stop—Saturna and then on to Sooke  
**by Marianne Scott**

**W**e raised the sails on June 30 for our first Vancouver Island circumnavigation in 17 years. The last time we'd completed the trip was on a previous sailboat—it had been our shakedown cruise before setting off for a year-long voyage to French Polynesia. That shakedown taught me a lot about the boat and about myself. The boat was strong and capable but lacked handholds to get below or to traverse to the bow. The aluminum-frame dodger wobbled precariously. I felt precarious as well. And I learned I wanted to be strapped onto the boat in big ocean swells.

This time, though, our plan was less ambitious. Because we'd decided to take in the “Music by the Sea Festival” in Bamfield, a tiny village off Barkley Sound, we intended to circle the island the “wrong way around,” sailing up the west coast first and returning via the Inside Passage.

My husband, David, had been busy preparing various aspects of our Hanse 411 sailboat. *Beyond the Stars*—changing the jib sheet, trying to get the water maker to work and checking various mechanical aspects, while I'd loaded our cabinets with clothes suitable for every

weather, our bilges with the requisite bottles of red and white, and the lockers with some of the food we'd be hard pressed to find on the west

coast. One thing I noted was the amount of space powerblocks and cords for cell phones, computers, cameras, iPods and iPads take up.

*Photo above - Fishing boats in Sooke Harbour. Photo below - A mural in downtown Sooke depicting its past lumber industry.*



## Saturna's Lamb Roast

Although our trip was to go west and north, we started in the Gulf Islands—with Saturna Island our first destination. We'd opted to spend Canada Day—that's July 1, the Canadian equivalent of the July 4<sup>th</sup> celebration—at the Saturna Island Lamb Roast. It's a fun event with live music, crowds of kids festooned with wash-away maple-leaf tattoos, a beer garden and a happy spirit of patriotism.

Saturna's annual lamb roast has been held for the past 62 years. It's got strong traditions. Richard Blagborne, one of Saturna's most indefatigable volunteers, told me some of the background.

A Scot named Jim Cruickshank spent many years as a gaucho in Argentina before arriving in the Gulf Islands. He came to an early Saturna lamb roast and offered to teach the locals how it was done in Argentina. He explained that South American cowboys would spend days in the saddle and then roast a lamb on two metal staves. These were easy to carry on horseback and could be lashed together into a cruciform shape. (I couldn't help but think of the proverbial sacrificial lamb.) In addition, Cruickshank suggested that lambs be cooked *around* a circle of burning wood rather than *over* a fire. And this is the way Saturnians have roasted their lambs for decades and woe to anyone who might suggest a different way of doing things!

The lamb roast is not just a celebration—it's also central to the sparsely populated island's well-being. With just 350 people calling it home (and that's the summer population), many services are paid for through this annual event. Some medical services, the library and a host of civic needs are filled with the proceeds of the lamb roast and the booths that peddle local crafts, wine and beer, hot dogs, ice cream and surplus library books.

People come from all over. BC Ferries puts on extra runs to the island. Winter Cove is chock-a-

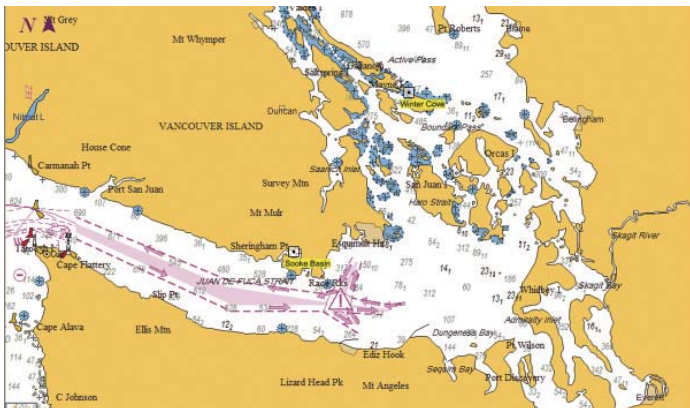


Photo above - Rafting anyone? Winter Cove gets filled with boats. Photo below, left - The lambs are roasting gaucho style. Photo below, right - A flock of dinghies line the dock leading to the Saturna Lamb Roast.





Photo below - View of Saturna's Winter Cove with boats attending the Lamb Roast.

block with boats of all descriptions, with as many as six vessels rafted together. Dragging is a real danger as we found out to our dismay. We set our anchor securely and tugged it into the mud and weed. Friends from Vancouver rafted their newly acquired yacht, *Hana Mari*, to our starboard side. We were surrounded by other boats and believed that

any danger would originate from too many boats in too small a space. David kept an intermittent night watch to make sure the current wouldn't drift *Beyond the Stars* into a neighboring vessel.

All went well, so at noon the next day, we joined a huge fleet of din-

ghies at the dock and spent the next four hours enjoying the lamb roast festivities. As we dinghied back, someone yelled across the briny, "Hey, *Beyond the Stars* and that other boat have dragged onto the lee shore."

We were lucky. When we finally located our two masts among the

thickets of other sticks, our boats were still a good 100 feet from the rocky shore in 15 feet of water. Unhurt. When we pulled up the anchor we learned how, after being hooked for 24 hours, our Delta had worked itself loose.

On Winter Cove's southeast cor-



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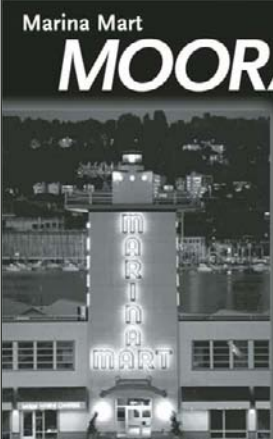
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ner, a slender Boat Passage opens into Georgia Strait funneling spectacularly high currents in-and-out of the Cove. Winds, currents and tides compete in the small bay and generate a tangled mass of chain as boats continue to circle. Our chain caught the hook's fluke like a swirling dervish and created a grotesque anchor-chain pretzel. The anchor and about 50-feet of snarled chain slowed the drag of *Beyond the Stars* and its rafted visitor. The joined boats drifted about one-fifth of a nautical mile across the Cove, miraculously avoiding hitting other vessels in the crowded bay. Lucky us!

and family groups can be seen lounging on their blubber and barking loudly at visiting boaters.

We didn't stay in Becher Bay this time, but we like the anchorages this wide inlet offers. Named after 19th century Royal Navy surveyor Commander Alexander Bidport Becher, the Bay has strong tidal currents. Locals say the Bay offers good ground fishing for lingcod. Our favorite spot is Murder Bay, a quiet and protected anchorage, just northeast of Wolfe Island.

*Photo right - The colorful mural at the Stick in the Mud Café.*



## On to Sooke

A full moon led to strong tides so we left before 700h to catch a rapid ebb in our favor. Lacking even a breath of wind, we motored down Haro Strait, travelling at nearly 11 knots over the ground. By the time we hit Discovery Island, the tide had turned sharply and we were suddenly battling more than three knots of current. Should we carry on? We decided to hook down between Discovery and Chatham Islands—one of our favorite anchorages.

Amazingly, we spied two sailboats on shore, one a huge, wide trimaran resting on its keel; the other a ketch glommed onto the concrete pillars that once supported a supply dock for Discovery's lighthouse. It reminded us of old Nelson's Dockyard in Antigua where naval ships would be careened to apply new copper sheathing to their hulls to minimize an invasion of barnacles, seaweed and teredo worms. At Discovery, however, it looked like these two boats were launched onto the beach to avoid travelift and boatyard charges. Their beaching was not accidental—the boats' bottoms were covered by new, bright-blue anti-fouling paint.

We again left early from Discovery toward Sooke. It was unseasonably cold, rainy and the wind ran up to 37 knots. We hit a lot of square waves and submarined quite a bit. But eventually things settled down to a mere 22 knots and we enjoyed the ride down the coast, with sea birds diving and lots of small boats hovering near the coast hoping to catch their salmon limit for the day.

Race Rocks and the narrow channel that separates it from Vancouver Island, Race Passage, justly live up to their names and reputation for danger—currents can speed a boat normally running a maximum of seven knots to an exhilarating eleven knots over the ground. So before you go, check the tide and current tables. Whether you decide to go through Race Passage or sail around the islets, bucking the tide is tough. If tide is slack, however, and you keep a close eye on your charts and GPS, you can approach the islets off Race Rocks. They're a haven for sea lions and seals

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## Sooke

Sooke, located on the southwest corner of Vancouver Island, has one of Juan de Fuca Strait's best protected harbors. Whiffen Spit, a long sandy finger, protects the harbor and forms a natural breakwater. Entering the harbor takes careful navigation. To avoid a string of rocks lying off Company Point, we stayed away from shore at least ¼ mile until we could line up the first set of range markers (leading marks) inside Sooke Inlet. We then made a hard turn to port, followed the numerous buoys and then lined up the second set of range markers. The harbor's deeper channels are marked and you must follow them unless you want to contribute to the local economy by requiring a tow off a mud bank.

You can anchor inside the protective arm of Whiffen Spit—a great place to relax. A short dinghy ride gets you to the sandy beaches of the Whiffen Spit Park for a pleasant stroll. Crabs are plentiful.

One word of caution. When we visited Sooke before, we grazed the edge of one of the ubiquitous eelgrass fields. Our engine's water intake sucked up a mass of the slim green leaves and plugged the filter. After cleaning the filter once and restarting the engine, the residual leaves in the water intake refilled the filter, necessitating another cleanout. In this shallow harbor filled with plant life, check your engine's water exhaust frequently.

This time we chose to moor at Sooke Harbour Resort and Marina, one of two potential tie-ups. This place emphasizes its resort,



Photo above - Two sailboats using the Discovery Island beach to do maintenance.

renting out its townhouses and condos. Most of the marina, which is getting long in the tooth and could use a major clean-up job, offers permanent moorage to small sport-fishing boats, which do a good trade with visiting guests. Many inside slips contain only about two feet of water at low tide—with our 6.5-foot draft we moored on the outside dock. The marina charges \$1/ft, has 30-50 amp power, wifi in the office, but no VHF connection. Reservations can be made at 250-652-3634.

The old government dock, now the Sooke Harbour Authority, is lo-

cated a mere 0.4 miles (0.7 km) further into the Harbour, offers moorage on a first-come, first-served basis. Linda Young, who's served as harbormaster for 27 years, always tries to fit boats in, "unless they're 70 feet," she said. "Rafting is sometimes necessary." The dock is filled with commercial fishing boats. "The US laws changed this year and we can't fish for tuna down there any more," a helpful Ms. Young explained, "so most of our tuna boats are in. That leaves less room for recreational vessels." Fees are \$6.0/ft, plus electricity. There are no

amenities except water. Call 250-652-4431 in the morning, 250-642-6429 in the afternoon.

One advantage of the Harbour Authority location is that at its head, you can dine at Markus Wharfside Restaurant. We ate there our first evening in Sooke and had a delightful experience. Markus Wieland and his wife Tatum Claypool run this eatery in an old fisherman's house. They live next door and their garden—fenced off from the ubiquitous deer—provides the restaurant with a deep—of organic veggies and herbs.

Markus's chef training has been



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Photo above - A vintage kitchen in the Sooke Region Museum.

international. He's studied and cooked in Germany, Switzerland, Italy, France and Vancouver and been a private chef for a Mexican family. But what he sought was a simpler, settled-down place where he could use local produce and seafood. "We want everyone to have the best meal ever," said Tatum, who serves as sommelier. "We put our heart into every meal."

We liked the atmosphere, the art on the walls, the starched tablecloths. The view over Sooke Harbour was spectacular. The Sooke Hills formed the background, swirls of current stirred the water and a group of old pilings from a former cannery stood as dark sentinels near the shore. While enjoying the view, David had a delectable pork tenderloin dish while I enjoyed tender scallops.

Sooke uses several slogans to describe itself; "Wild by Nature,"

"Wildly West Coast," and the "Place where the Rainforest Meets the Sea." There are nature trails, walks on Whiffen Spit and a hike to the Sooke Potholes. Unless you like long walks, they require transportation to get there. But if you need to go to the commercial center of this town of 11,000 inhabitants, it's possible to go on foot.

Walking along the West Coast Road (HWY 14) roughly one-and-one-third mile from the marina, you'll find two supermarkets, banks with ATMs, a hardware store, drugstore and a BC Liquor Store. The Little Vienna Bakery offers many types of delectable pastry and good bread. A block away, the Stick in the Mud Café is renowned for its coffee.

I lunched at an old standby known for its comfort food—Mom's Café. My burger was tasty and the crispy yam fries more than I could

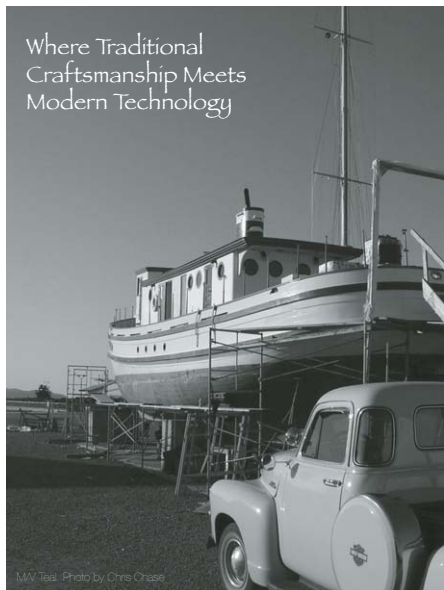


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finish. My server, Sue, who'd worked in the café for 29 years, told me the restaurant will celebrate its 50<sup>th</sup> anniversary next year and is one of Sooke's mainstays.

The same area is also home to the Edge restaurant, where we had a delicious tuna dinner. This restaurant lacks the white linen, and the silverware is well used, but the food is tasty and the prices reasonable.

Another mile west from "downtown" you can find the Sooke Region Museum. It's a charming place

that provides a good overview of the area's history. Sooke, which can be reached from Victoria in a mere 35 minutes by car was once a distant settlement. But before colonizers moved in, Sooke's highly protected harbor made a habitat for thousands of years. At least two aboriginal villages were located on its shores, where clams were abundant and salmon swam upstream into the Sooke River.

The T'so-uke people - whose name was bestowed on Sooke, are

part of the Coast Salish group with relatives on the Olympic Peninsula—lived here in long houses and spent much of their time ensuring a food supply for the long winters. Besides drying fish for later consumption, these groups hunted seals, whale, elk, deer and bear. Blue cama lilies provided a form of carbohydrate, as did berries of all kinds. White cama lilies were known to be poisonous and were dug out to prevent them from spreading.

The Hudson's Bay Company had been getting footholds in this part of the world, establishing forts and trading posts. But when the US and the then British Empire set the 49<sup>th</sup> parallel as its North American border, the Vancouver (WA) fort moved north to Victoria and established a new post in 1843. Six years later, the HBC obtained a 10-year lease from the Crown to colonize Vancouver Island with the requirement to create settlements within five years. I

guess today we'd call it a "public-private partnership," or if I were to be more cynical, "government-corporate collusion."

In 1849, the first European to arrive in Sooke was Captain W. Colquhoun Grant of the Royal Scots Greys. True to the times, British military men had to supply their own income and when Grant lost his fortune, he engaged eight retainers to come with him to Vancouver Island as the law stipulated that for every 100 acres of land purchased, an owner had to import four men or three couples.

The HBC, along with its subsidiary, the Puget Sound Agricultural Co., had monopolized the land all around Victoria so that's why Grant ended up establishing his allotment in Sooke, paying one pound sterling per acre. A thriving farm with produce, cattle, pigs and poultry grew rapidly. A lumber mill was next.

But Grant grew bored with the



Photo left - Beyond the Stars and Hana Mari before dragging anchor.  
Photo below - The scallops at Markus Wharfside Restaurant were delicious.



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isolation and absence of adventure and began traveling. Having become an "absentee landlord," his holdings fell into decline providing an opportunity for the ambitious, hard working Scottish miners, the Muir family, headed by the patriarch, John Muir.

These Scots were poor and owed the HBC three years of indentured labor—not much different from their virtual slavery in the mines of Scotland—to compensate for passage to the New World. But they persevered and eventually took over Grant's failing enterprise. So successful was this family and the people they hired that endless flows of agricultural products and produce would arrive in Victoria after a two-day voyage by canoe. They constructed a flour and threshing mill. They also built the first successful steam-powered sawmill on Vancouver Island and supplied pilings for San Francisco's harbor. Eventually they even took up ship building and produced the largest ship—115 tons—constructed in the colony heretofore.

But one of John Muir's deep satisfactions was to overcome the HBC's insistence on retaining the British class system, which rigidly relegated the Muirs to the second-class status of workers and merchants. He sought new world values and fought the old world chains that denied him greater democratic participation. He eventually served in the newly established provincial Assembly—an early form of parliamentary government—a peon no longer.

I saw photos of Captain Grant and the Muirs and their enterprises in the Sooke Region Museum. I lingered at the artefacts, the ship models, the quilts, period infant clothing, information on regional

wildlife, the history of logging, how fish traps operated, and the recreation of a vintage kitchen. An outside barnlike structure houses many traditional farm implements and a grass-green 1926 Model T Ford. The former Sheringham Point light-house, now replaced by a modern structure, graces the grounds.

But all this history is but a recent addition to our region's botanical longevity. On the Museum's terrain stands a slice of Douglas fir displaying its 1,227 rings. That tree, which may have reached a height of 300 feet, began its life in about 745 AD, when the Mayan culture flourished in Central America, Charlemagne was three years old and decades away from reigning

Marianne Scott is an award-winning writer who has covered the marine scene for well over a dozen years and has been contributing to *Northwest Yachting* since 2001. She sails with her husband, David, on their yellow Hanse 411, *Beyond the Stars*, throughout Puget Sound and British Columbia.

Marianne is also the author of *Naturally Salty, Coastal Characters of the Pacific Northwest and of Ocean Alexander—the first 25 years.*



over his Holy Roman Empire, and Columbus' "discovery" of Caribbean islands was 747 years away. Compared to this tree's lifespan, those 19th century colonizers—like us—live but a blink of an eye. **www**

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# Sea Stories

## Rows, Rows, Rows of Boats at Seattle's Lake Union Boats Afloat Show

### 34th Annual Show Opens Wednesday, September 12

Seattle's 34th annual Lake Union Boats Afloat Show gets underway on Wednesday, September 12<sup>th</sup> and continues through Sunday, September 16<sup>th</sup>. It brings you all the best of boating in one place on beautiful South Lake Union in sunny September. The show is open from 11 a.m. to 7 p.m. weekdays and 10 a.m. to 6 p.m. weekends.

**More boats, more styles, more fun.** From sport boats to sailboats, trawlers to mega yachts and everything in between the West Coast's largest floating boat show has it all! More than 50 distinct brands of yachts and 50 brokers and dealers from Washington, Oregon, California, Florida and British Columbia, Canada will display their yachts. Yachts represented will include Ocean Alexander, Selene, Westport, Kadey Kroger, American Tug, Regal, Jeanneau, Navigator, Hunter, Catalina, Riviera, Sea Ray and many more. Some 50 shore side exhibitors with professional services from marine finance and insurance to electronics, marinas, shipping, yacht linens and yacht maintenance will also exhibit at the show.

New for 2012: extended weeknight hours and Boater's Happy Hour.

Weekdays the show will now be open an extra hour, so come on down after work. Boater's Happy Hour is 5-7pm and tickets are half price. Just \$6! There will also be a Floating Beer Garden.

#### Boats of Note:

**Aspen Power Catamarans** ([www.aspenpowercatamarans.com](http://www.aspenpowercatamarans.com)) will be displaying their **28 foot C90 Cruiser**. It's the world's most efficient and noise free cruiser in this class and was built in partnership with Nordic Tugs. The engine is the new Volvo D3 engine with electronic controls which runs at a much lower rpm while developing the same horsepower.

**Bellingham Yachts** ([www.bellinghamyachts.com](http://www.bellinghamyachts.com)) will be showing the **Sabre 42 Salon Express**. This is a West Coast debut for this boat. Built in South Casco, Maine by one of the premier boat builders in the United States, it hosts a wide range of new technology including twin Cummins ZeusPods with joy stick control and sky hook station keeping.

**Coastal Craft Boats** ([www.CoastalCraft.com](http://www.CoastalCraft.com)) will have hull number one of the **Coastal Craft 560IPS**. It is a U.S. debut for the boat. The enclosed, heated back deck makes it the perfect boat for northwest boating. Other features include Flir Night Vision, four helm stations and a lithium hybrid electrical system.

**Crow's Nest Yachts** ([www.crowsnestyachts.com](http://www.crowsnestyachts.com)) will be displaying two brand new **Westcoast Custom Yachts**: a 62' Custom Pilothouse and a 64' Custom Express Cruiser that has full accommodations with three staterooms and three heads.

**Hidden Harbor Yachts** ([www.hiddenharboryachts.com](http://www.hiddenharboryachts.com)) will have the fastest boat in the show. With twin 450 Yanmar diesel engines and twin Arison surface piercing drives, the **45 Phantom** cruises comfortably at 40 to 50 mph and can reach a top speed in the high 60s. She would serve well as a fast commuter, fast fishing boat (it comes equipped with two live wells), or a fun boat to cruise in with family and friends.

**Kadey-Kroger Yachts** ([www.kadeykroger.com](http://www.kadeykroger.com)) will have their new **Krogen 52** at the show. It has



Photo above - The new 28 foot C90 Cruiser from Aspen Power Catamarans will be only one of several new boats at this year's Boats Afloat Show.

two People's Choice Awards in a row at Trawler Fests. Hull #04 will be on display and is very different in appointment from other Krogen52s so will provide a fresh experience for those who have previously boarded other Krogen 52s.

**Lake Union Sea Ray** ([www.lakeunionsearay.com](http://www.lakeunionsearay.com)) plans to include the all-new **Boston Whaler 315 Conquest Pilot House** in the show. This will be the first one on the West Coast. The boat features a fully enclosed helm with bulkhead on an entirely new model.

**Seattle Boat Company** will feature 2013 Malibus and Cobalts, including Malibu's 30<sup>th</sup> anniversary limited edition 23 LSV with the new revolutionary Surf Gate system and Cobalt's all new 24 SD and R5 models

playing two brand new **Westcoast Custom Yachts**: a 62' Custom Pilothouse and a 64' Custom Express Cruiser that has full accommodations with three staterooms and three heads.

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\*Floating beer garden

**All you need to know:**

**What:** South Lake Union Boats Afloat Show.

**When:** Wednesday September

12 - Sunday September 16.

**Hours:** Weekdays, 11a.m. - 7p.m.; Weekends, 10a.m. - 6p.m.

**Where:** South Lake Union in Seattle.

**Tickets:** \$12 for adults / \$5 for kids 12-17 (kids under 11 are free). \$18 for a multi-day pass. Weekdays 5-7 p.m.: \$6. E-Tickets can be purchased at [www.BoatsAfloat-Show.com](http://www.BoatsAfloat-Show.com).

**Getting There:** Parking lots are limited near the show. For convenience park downtown and take the Seattle Street Car directly the show on South Lake Union.

**Show Office:** 206-748-0012.

## PAE/Nordhavn Starts New Headquarters Project

On the heels of news that another marine group has filed for bankruptcy, last week **Pacific Asian Enterprises, Inc.** began refurbishment of an iconic 9,000-square-foot Dana Point building that will serve as the company's new world headquarters. The new

state-of-the-art facility will house sales, project management, engineering, accounting, commissioning and shipping/receiving, which currently is spread out among three separate locations. Unifying all the departments into one space has been a long-term goal of P.A.E. owner-

ship. "Communications and efficiency will vastly improve by having the entire company together," said P.A.E. President and owner Dan Streech. "And this will lead to a better customer experience for visiting clients."

Last year P.A.E. was awarded a 30-year-lease of the site of the former Beach House restaurant, located just down the street from the current site of Nordhavn's Orange County-based southwest sales office and has spent the past several months designing and reconfiguring the building to include new offices for staff, owner/guest office suites, a conference and showroom and a gallery dedicated to the history of P.A.E. and the Dana Point waterfront.

Production will continue to take place at P.A.E.'s two partner factories, Ta Shing Yacht Building Co. in

Taiwan and South Coast Marine in China.

While boat sales - new construction, in particular - have been stagnant across the industry for nearly three years, P.A.E. has been able to navigate the down period through the strength of its brand. Even more encouraging: the company has seen an uptick in both new and renewed sales in recent weeks, perhaps an indication that the worst of the yacht buying recession is in the past. "We are eager to move forward knowing that we have room to expand as business improves in these coming months and years," said Streech.

Work is scheduled to continue throughout the summer and Streech said he is hopeful the staff can move into its new offices in November.

## Famous Fall Anacortes Boat Show scheduled for September 28<sup>th</sup> -30<sup>th</sup>, conveniently two weeks after the Lake Union Boats Afloat Show

As always the Show will be held at the Cap Sante Boat Haven and will be open from 10:00am until 5:00 pm every day. The Show is FREE and there is plenty of free parking at the Boat Haven however it's probably a good idea to get there early so you'll have plenty of time to cruise the Show.

The unique feature of the Anacortes Boat Show is that it is exclusively for businesses based in Anacortes and this is their opportunity to showcase some of the best boat brokers and marine shops found in the Pacific Northwest.

Situated a short hop from the San Juan Islands, Anacortes is a prime location to purchase a boat, provision or schedule repairs due to the abundance of a wide variety of marine businesses whose only goal is your satisfaction. The Fall Anacortes Boat Show offers boaters the opportunity to browse beautiful vessels, learn about the new technologies available to them and so much more while enjoying the beautiful surroundings of Anacortes.

As you drive into town just look to the east for the big white tent which you will find filled with marine trades and some fine local fare. You can then browse through the marina or make your visit a weekend affair and spend

the entire weekend. There are plenty of fine and reasonably priced hotels as well as an amazing variety of res-

taurants where you can ponder the purchase of your next vessel while enjoying fine wine and outstanding

Northwest cuisine.

For more information just go to [www.anacortesboatshow.com](http://www.anacortesboatshow.com).



# Sea Stories

## Pono Guerrero joins crew at Hemel Board Company

**Pono Guerrero** (photo right) has just relocated to Seattle from Honolulu in June. Pono has been a beach boy in front of Duke's Restaurant and the Royal Hawaiian (the Pink Hotel) on Waikiki. He was one of the first instructors to start teaching standup paddle boarding (SUP) on the island of Oahu. With eight years of being a surfer and SUP instructor,

he's the perfect person to take reins and join **Hemel Board Company**.

Pono will be heading up Hemel Board Company demos, rentals, meet-ups, training and instructional SUP department. Stop by to say hello to Pono and for top notch SUP individual classes.

To schedule your SUP instructional class or for SUP rentals call



Hemel Board Company at 206-216-3691. The company is located at 2380 West Commodore Way, Seattle, WA 98199. [www.hemelboards.com](http://www.hemelboards.com)

## Kayak for a Kure at Seattle's First-Annual Elliott Bay Marina Paddle Day! Benefiting the Michael J. Fox Foundation Sponsored by Kona Brewing Co.

Teaming up with the Michael J. Fox Foundation and Kona Brewing Co. in support of Parkinson's disease research and awareness, Elliott Bay Marina is proud to announce its first ever kayak-racing event. From noon to 4 p.m. on Saturday, August 11, 2012, adults and children of all ages are invited to attend, as contestants or as spectators, for a day of friendly competition, live music, food and more.

Kayak racing categories include all-age relays, and singles for the following age groups: 12 & under, 13-18, and 19 & above.

Races begin and end on the south end of G Dock (the central dock located near the compass at the center of the marina), the course follows the length of the dock. Kayakers are available for rent at the marina, free of charge, or contestants are welcome to bring (and share!) their own.

Free hot dogs and beverages will be served to all participants, and there will also be opportunities to win fun prizes.

Spectators over the age of 21 are invited to visit the beer garden overlooking the races, featuring Kona Brewing Co.'s debut of its new, Hawaiian golden ale, "Big Wave" Kona's "Wailua Wheat" ale, made with tropical passion fruit, will be served, as well.

Other on-site food and beverages are available at Maggie Bluffs and Palisade restaurants—both great viewing spots!

To register for a race (or more than one!), visit the Harbor Master's office or call 206.285.4817. Races are \$10 per person, and all proceeds benefit the Michael J. Fox Founda-

tion. Donations are also encouraged! (Note that this event is open to the public, and participants, therefore, do not need to currently moor with Elliott Bay Marina.)

Please contact General Manager Dwight Jones for media inquiries: [dwright@fossilsliding.com](mailto:dwright@fossilsliding.com)

For fundraising information, visit

our Team Fox website at [www.michaeljfox.org/get-involved/fundraise.html](http://www.michaeljfox.org/get-involved/fundraise.html) and search for "Paddle day" under the SUPPORT A FUNDRAISER option.

For on-site event details, visit [www.elliottbaymarina.net](http://www.elliottbaymarina.net), or contact Laurie or Kat in the marina office: [info@elliottbaymarina.net](mailto:info@elliottbaymarina.net).



photo by David Hoffman

# No sleeping while at the helm

The Coast Guard rescued three fishermen on Wednesday, May 9, after their 37-foot vessel *Karanna* ran aground on the Chibahdehl Rocks, approximately four miles west of Neah Bay, Wash.

The operator of the vessel stated that he had fallen asleep while transiting, which resulted in the vessel grounding.

The Coast Guard launched a 47-foot motor lifeboat crew from Station Neah Bay and an MH-65C Dolphin helicopter crew from Air Station Port Angeles, Wash., after receiving a report that the vessel was taking on water.

The motor lifeboat crew arrived on scene but was unable to pull

alongside the *Karanna* due to the shallow waters. However, the three fishermen were able to swim to the motor lifeboat where they were safely brought onboard. The members were transferred to local EMS on shore and eventually released.

"I cannot emphasize enough the importance of standing a taut and vigilant watch when you are underway," said Capt. Scott Ferguson, Commander of Coast Guard Sector Puget Sound. "The alternative could result in loss of life and significant impacts to the environment. Please stay sharp out there."

A salvage operation will be conducted as soon as weather permits.

## U.S. Maritime Academy offering Captain's License classes

The U.S. Maritime Academy is now offering Coast Guard approved training in lieu of Coast Guard examinations. The Academy specializes in OUPV (six-pack) & Master Licenses to 100 tons, Sailing & Towing Endorsements, 1-Day renewal Classes and application preparation.

U.S. Maritime Academy has over 2000 graduates since 1985. Director Capt. Jeff Sanders wrote the textbooks and curriculum. His philosophy emphasizes education and retention of material taught - not cram courses! He offers evening classes to accommodate work

schedules.

Local class schedules and contacts are listed below by date and location. Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or visiting their web site: [www.usmaritime.us](http://www.usmaritime.us).

**Seattle** - Center For Wooden Boats. USMA Captain's License. **September 19 - November 10.** Wednesday & Thursday 6 to 9:30 pm. Saturdays 9 am - 12:30 pm. First night Q&A information. All welcome, free! Capt. Sanders 360-385-4852

## Naaman Jones opens Tradewinds Canvas Works in Port Townsend Boat Haven

Tradewinds designs and fabricates custom canvas for marine, commercial, and residential customers. Jones, who had worked previously as a technician for Gold Star Marine, says starting a new business in a difficult economy was hard, but worth it.

"There were some valuable lessons. We had no financing, so I really learned to control costs. Also, when times are tough there's not a line of people at your door, so I try to treat each customer really well," Jones said. "I want people coming back to me because they feel like they had good work done, on time and at a fair price."

Jones said the recession may have a silver lining for his business. "Things seem to be looking up. The economy's getting better, and

there's a lot of deferred maintenance out there. I think it's going to be a busy year."

The Tradewinds shop is equipped with a 180 square foot fabrication table and a long-arm industrial sewing machine. Jones has ambitious plans for his business. "We have a ton of capacity," he said. His plans include hiring additional fabricators and expanding the business to serve the entire region.

Tradewinds Canvas Works is located in the Boat Haven next to the launch ramp parking lot. Jones is a graduate of Wyotech Daytona Beach, where he studied marine technology, and of Northcoast Marine Canvas School, of Port Clinton, Ohio. For more information, call (360) 301-0014, or visit [www.tradewindscanvasworks.com](http://www.tradewindscanvasworks.com).

# Sea Stories

## New expanded uses of Pen & Ink Art

Pen and ink vessel portraits by Jack Pumphrey are not new. Jack's been drawing and painting the marine scene for over 40 years. What is new are the applications you can take advantage of in using the art for Cruz'n Club Cards, note cards and announcements, illustrated log books, apparel art; embroidered shirts and jackets, screen printed crew tees, polo's caps sweat and pants.

It's easy to get started. Send Jack your best photo(s) and he will use it

as his model to create an original, hand drawn pen and ink work of art of your yacht. (not a computerized program).

The size of the portrait is 11"x14" and ready to frame. With your new art you will receive a complimentary order of 100 Cruz'n Club Cards.

For a free brochure contact Jack Pumphrey Arts, 2005 San Acacio Street, Las Cruces, NM 88001 or call 1-877-883-8284. E-mail [inkartyarts@comcast.net](mailto:inkartyarts@comcast.net). [www.jackpumphreyarts.com](http://www.jackpumphreyarts.com).

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# The Racing Sheet

## Great White devours the West Sound Sailing Series

**Brownsville, Wash.** - The peasant princess conquers white death in the finale of the West Sound Sailing Associations 2012 series, the Brownsville Race held on June 27th. No fancy invitational in the name, "no catchy phrase," as Dan Wierman puts it, just Brownsville. This is it, bring it if you got it, come to Brownsville for the race and party.

The Brownsville race starts off at the marina and has a three lap course that brings racers through the start/finish line on each lap. With the winds out of the south the first lap took racers from the starting area to

University Point then downwind to a mark off of Point Bolin then back to the starting area. The second lap takes racers back to University Point, then downwind to Battle Point and then back to the starting area. A third lap would be the same as the first if needed. A brilliant set up that allows the RC to easily shorten the course and make sure racers make it back to the dock with plenty of time for the series end party at the amazing Brownsville facilities.

By start time the winds had built to 10 to 12 knots and the two classes jockeyed off the line upwind towards



Photo above - The T-Bird Swan skippered by Gary Davis has been dominating Division II with four class wins out of seven events. Photo left - Bob Hennessey's beautiful new Beneteau 40.7 Starblazer shows the excellent upwind sail trim that moved them along nicely in the light air.



the first mark. Without the normal Division 3 no flying sails class, Division 2, the three digit flying sail raters, got off the line first and made quick work of the upwind leg while Division 1 prepared for their start. The Thunderbird 26 *Swan* led Division 2 off the line with *Falcon* chasing them down on the way to the weather mark. "Our nemesis *Swan* once again cleared the start line with a small lead on us," said Brian Massey. "By the time we reached the windward mark we had closed in on them slightly." Spinnakers up, Division 2 began pulling away to leeward as the big boats in Division 1 worked to weather behind them.

"At the start, we had gusts to 12 knots," said Dan Wierman sailing aboard the J-35 *Great White*. We got a good start on the boat (breakwater) end, on time in clear air. *Karma*, the Dash 34, started closer to the pin end and was ahead but to leeward of us. It was one port tack that took us to the

mark where we rounded, set the spinnaker and headed toward the Bainbridge Island shore." *Great White* had the lead but the J-105 *Dulcinea* was sailing hard to catch up and gain their time on the fast J-35.

*Great White* made it to the Point Bolin mark first with *Dulcinea* reaching in hard against the current behind them. While the long run towards Agate Pass had finally split the Division 2 birds up, *Falcon* rounded third followed by *Karma* & *Jabez* then *Swan*. "On the next upwind leg," Massey said, "Bob and crew from *Starblazer*, their new Beneteau 40.7, came along and rolled us nicely! Can't hold them off very long on our Cal 9.2."

The upwind leg didn't just benefit the 40.7 as Wierman and crew on *Great White* legged out on *Dulcinea*, crossing through the start/finish line 6 minutes in front of the J105 as they started the second leg of the race. Now these two J-boats aren't just

# The Racing Sheet

battling it out for the race, they are so close in points for the series that the final race, Brownsville, will decide the WSSA champion for the year.

The winds became shy for the leaders near University point and as they tacked and adjusted on the shifts those following made huge gains with more pressure away from the point. The J-35 rounded first but had lost much of their lead on *Dulcinea* and *Falcon's* nemesis *Swan* and played the shifts perfectly and gained the lead once again at the University point mark.

Everything but settled, the winds kept building from the SW, pushing the challengers closer and closer to the leaders with three or four boat on boat battles going on during the second to last leg. *Dulcinea* kept closing in on *Great White*, *Falcon* had once again passed *Swan* while *Blackout* & *Shenanigans* began their own contest for third in division 1. No end to the tight excitement on the course in Brownsville.

While *Falcon* was rounding the Battle Point mark, the horn could be heard as *Great White* and *Dulcinea* crossed the finish line close together. *Falcon* beat *Swan* around the final leeward mark with barely enough time between them to cover the handicap and headed back into the final beat to the finish. Next across the line was *Starblazer*, *Karma*, *Tantalus*, then *Blackout* and *Shenanigans* in an all out duel even though they are different divisions.

"About 100 feet from the line, the wind evaporated," said Gerry Austin. "*Blackout* coasted through the line, but *Shenanigans* stopped cold, working hard to get the last 50 feet as *Swan* and *Falcon* came flying in. *Swan* held the higher line giving up boat speed thinking it might get wild at the finish and it paid off as they coasted around the pin with *Shenanigans* finally working through the finish behind them. *Falcon* wound up about 50' north of the line, and had to play the puffs falling off the hill to get over just in front of *Jabez*."

"In all, it was a classic WSSA race," Austin said. "Variable winds, strong current, and complete unpredictability. The results simply don't show how close this race was throughout with *Great White* and *Dulcinea* battling for first overall and the series. *Swan* and *Falcon* match racing as always with *Jabez* in the mix, and *Blackout* and *Tantalus* battling for 3rd in div 1 for the series."

Massey goes on to say that "I think this was the most brutal finish we have ever had. We had consistent

wind all day, although shy at times. At the finish line it just shut off for us ... And of course it filled in just after we crossed ..."

Who won the series you ask? The imagined princess or the denison of the deep? *Dulcinea* won the day but for the series they tied, each with 13 points on the series and after the tiebreaker the overall series win went to Dan Wierman's J-35 *Great White*.

Congrats to Wierman and the crew of *Great White* for a great 2012 WSSA series!

About his win Wierman laughs that "this is the seventh time I have won this series since it started in 1978. I have raced every series and learned from many of the sailors who I have raced against. Many of them no longer racing. Hopefully, some newer sailors like one of the "Young Guns"

will step up and win this series in the near future." Check back in 2013 to find out!

Full results can be found at the WSSA website (<http://www.wssc.net/WSSA>). It was a fun WSSA season, can't wait for next years series beginning with PMYC's Jim DePue Memorial in February! - **Ben Braden, Photos by Marielle Massey**



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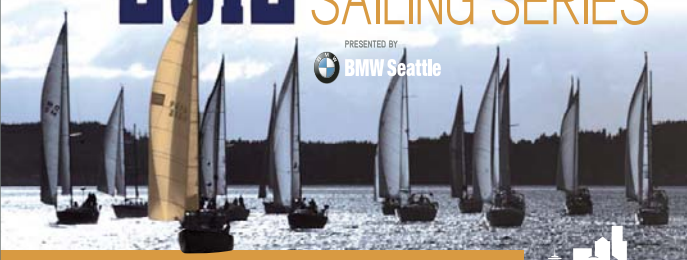
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# The Racing Sheet

## Predicted Log Racing

### Dave Padgett wins Liberty Bay Challenge Bob and Sue Lindal take first place at Gig Harbor Invitational



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# PITCH 2012

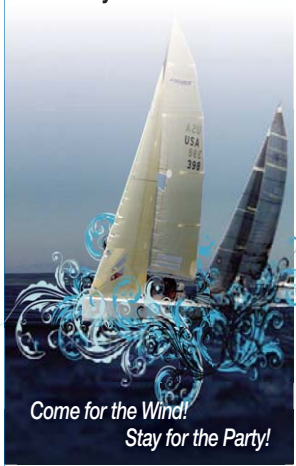


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## Labor Day Weekend 2012



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Poulsbo, Wash. - On Saturday, May 12, Poulsbo Yacht Club hosted the Liberty Bay Challenge. Eighteen boats gathered near Keyport for the start of the 17-mile event. It was a beautiful day in May without significant wind and with minimal currents. The course took the competitors south in Port Orchard past Brownsville and along the Westbank.

Just south of Illahee State Park the course developers inserted an unusual feature. It required a 180° turn with 2/10 of a mile radius. A quick check of the overall results showed that most competitors handle it in fine fashion.

The course then proceeded up the east shore of Port Orchard, around Battle Point and north near the Agate Pass Bridge. Proceeding back to Poulsbo required a slowdown at Keyport before moving into Liberty Bay and the finish abeam of the Poulsbo Yacht Club breakwater.

The scores were quite good with 16 of the 18 boats scoring less than 2% error. In third place was Bruce Cullen in *Caroline* from Meydenbauer Bay Yacht Club with a 0.7452% error. Steve Hazlerig of

Seattle Yacht Club in *Solara* scored second with a very respectable 0.6793% error. Bringing the beautiful winners trophy back to Queen City Yacht Club was Dave Padgett in *Slip Away* with a 0.6628% error. Dave has a lock on the currents of Port Orchard and Agate Pass. This is the third time in the past five years that Dave has won this event.

Now, on to the June event. Gig Harbor Yacht Club and Arabella's Landing played host to the annual Gig Harbor Invitational on Saturday, June 9. With the pleasant June weather it's a lovely run from the Seattle area to Gig Harbor. Most of the boats arrived by mid-afternoon on Friday, Tacoma, Seattle, Port Orchard, Bremerton, Poulsbo, and Gig Harbor and Meydenbauer Bay were all represented. It gave everyone an opportunity to enjoy the night life in the old village of Gig Harbor.

Ebbing currents in the Narrows were predicted to exceed 4 1/2 kts on Saturday. So of course the race started off of Point Defiance directly into the teeth of the current. With the 19 boats fighting their way, south nearly to the Tacoma Nar-

Photo below: Left to right GHYC Winners Bob and Sue Lindal, Marcie Crew, George Babbitt and Jim Anderson both of GHYC.





rows bridge the course turned back to the north and ran up to Gig Harbor. Ten knot boats were making five kts on the southbound leg and 15 kts on the northbound leg!

The current eased off a bit as the boats ran north in Colvos Passage along the west shore to light number four. A timed run brought the competitors to the east shore of the passage. Then, south past Camp Sealth to the finish at Spring Beach.

As you can imagine the scores of June did not match the scores of May. Only four boats managed to break the 2% error category and no boats were less than 1%.

In third place in their beautiful Lake Union Dreamboat *Vagabond* were Dick and Sylvia Timmerman of Queen City Yacht Club with a score of 1.3761% error. Dick has his name on this trophy several times, but not this year. In second place from Port Orchard Yacht Club in *Mouse Trap* were Fred and Linda

Cole with a score of 1.3021% error.

Contest winners were Bob and Sue Lindal of Queen City Yacht Club in *Susie Q*. Bob has his name on the trophy for virtually every other contest in the area but this is the first time he has won the Gig Harbor Invitational! The 1% barrier for this contest was nearly broken with his 1.0177% error.

Our hosts at Gig Harbor were most gracious and put on an excellent buffet dinner. Awards were announced with much fanfare, friendly chafing and companionship. This is a great sport populated with people who enjoy boating and enjoy developing their navigation skills. Friends are made from boating organizations around the Sound. If you're looking to increase your circle of boating friends come and join the IPA. Visit their website at [ipablogracing.org](http://ipablogracing.org). - **Bill Anderson, International Powerboat Association**

## Shilshole Bay YC TransPuget Benefit Race set for September 22

**Shilshole Bay, Wash.** - Shilshole Bay Yacht Club invites you and your crew to race in this late summer classic on Sept. 22 2012. The long course race is a Grand Prix Qualifier. Proceeds support Puget Sound environmental youth programs with Sound Experience aboard the schooner *Adventurers*.

There will be classes for long course flying sails, short course cruising and multi-hull boats will be provided as long as there are three or more entries.

Free haul outs for 1st place in

each class plus other great prizes!

Skippers Meeting: 10:00 AM Sept. 22, at Ballard Sails, 6303 Seaview Ave N.W. (near West Marine)

Start Times: Long Course, Flying Sails: Class A 11:30, Class B 11:35. Short course, Non-Flying Sails: Class C 12:00 PM (noon)

Entry Deadline: Entries are due by Wednesday, September 21. To enter, or for more information, please visit <http://www.shilshole-bayyc.org/TransPuget.html>

Contact: Christina Hannan at [racechair@shilshole-bayyc.org](mailto:racechair@shilshole-bayyc.org)

## Double Take wins Vic-Maui Race

**Lahaina, Hawaii** - While not all the racers have completed the course to Maui, as we go to press it appears that no one can touch Tom Huseby's J-145 *Double Take* sailing out of the Seattle Yacht Club. Aply navigated by a veteran of nine Vic-Maui's, Brad Baker got *Double Take* in for the proverbial clean sweep by being not only first-to-finish but first in class and first overall as well. She finished in an unofficial time of 10 days, 12 hours and 34 minutes.

Second to finish and third over-

all went to the speedy 35-foot Bieker design, *Terremoto* that was first to finish in the last Vic-Maui. Third to finish, first in Class II and second overall went to David Sutcliffe's extensively campaigned Beneteau 47.7 *Kenetic*, who won the last Vic-Maui.

Complete official results are not yet available however we hope to have those for September or you can go online to [www.vicmaui.org](http://www.vicmaui.org). This year 14 boats started and it looks like 13 will finish.



## HTX Blocks

Years of design and manufacturing experience, combined with collaboration from boat builders, designers, and sailors, has resulted in the new Lewmar HTX Hardware Range. Drawing upon the design of the racing range, the HTX blocks are constructed from a number of alloy parts, providing enhanced reliability.



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General Information	Size 50	Size 60	Size 72	Size 90
Post Diameter	3/8 in	15/32 in	21/32 in	7/9 in
Shackle Pin Diameter	3/16 in	1/4 in	3/8 in	3/8 in
Max Line Size	3/8 in (5/6 in fiddle)	1/2 in (3/8 in fiddle)	9/16 (1/2 in fiddle)	5/8 in
Working Load Limit	1760 lb	2425 lb	4400 lb	7700 lb
Breaking Load	3520 lb	4850 lb	8800 lb	15400 lb



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For there's a change in the weather.  
 There's a change in the sea.  
 - Billy Higgins, lyricist

Photo above - To enter Marina Chahué, a boater must make a wide turn around Piedra Blanca (in the background), pass through the entrance at an angle to parallel the breakwater, and then turn abruptly to pass between the first set of channel markers.

**W**hen planning the passage from Puerto Chiapas, the southern most port along the Pacific Coast of Mexico, to San Carlos, on the mainland shore far up into the Sea of Cortez, we had conflicting goals. First and foremost, we wanted to reach San Carlos, some 1,500 miles farther north along the coast, before the end of our cruising season. But with the more than two months remaining to accomplish that goal, we also anticipated revisiting many of our favorite anchorages and marinas along the route between the two ports.

A third desire was to avoid being at sea in inclement weather, something of a challenge because we would be heading into the prevailing northwest winds and seas. We're neither racers nor masochists. After these many years of sailing and cruising, we find the very thought of bashing into head winds and seas for hours and hours slightly nauseating. So, with weeks to accomplish the first goal, we theorized we'd have ample time to accomplish the second and the third.

While we had thought our three priorities ranked in this order — first,

reaching San Carlos; second, revisiting favorite anchorages; and, third, avoiding rough passages—the last of the three turned out to be the one ultimately trumping the other two.

Without overwhelming aversion to big winds and seas, we continuously monitored the weather programs on our computer as well as the local nets for current conditions

and forecasts along our route. Whenever we had to choose among the three priorities, we invariably chose to avoid bashing into headwinds and seas. In so choosing, we some-





Photo above - Frank and Jack show off fillets from the yellowfin tuna they caught on the passage between Puerto Chiapas and Acapulco. Photo right - Marina Chahué has only a mobile crane to lift boats onto the hard for maintenance and repairs. Photo below - Mega yachts also stop in at Marina Chahué to await better weather.



times stopped in convenient rather than favorite harbors; in fact, we passed by favorite harbors with scarcely a backward glance to take advantage of the rare calm or light head winds and seas.

In sailing northwest beyond Puerto Chiapas, we would be navigating first through the notorious Golfo de Tehuantepec, spanning the 300 miles between Chiapas and Puerto Angel. For boaters making the passage northward along the Pacific Coast of Mexico, this gulf generally proves to be the most challenging leg. Winds blowing across the Caribbean Sea intensify as they are funneled across the Plano de Tehuantepec, the narrow waist of southeastern Mexico, creating a tumult in the Golfo de Tehuantepec.

On the day that looked good for our departure from Puerto Chiapas, where, upon arriving from Nicaragua, we had officially checked into Mexico, we had forecasts for light winds and 3-foot seas for that day and the following two days. In anticipation of this good weather, we set a course for Acapulco, 500 miles to the northwest, planning to stay close to the coastline for the first three days as we crossed the dreaded Tehuantepec, in case the fair weather turned foul.

At 1000 hours (this late departure the result of the required boat inspection by the Mexican navy) we motored past the new Chiapas cruise ship dock off to port and, to starboard, the popular city beach that attracts residents from inland cities such as Tapachula. Then we rounded the end of the breakwater and entered relatively flat seas on a nearly windless day. For the first two days and nights, the sea conditions remained mild, as predicted, though during the second night the winds and seas did begin to escalate.

On the afternoon of the third day, nearing the western extreme of

Golfo de Tehuantepec, we passed the Bahías de Huatulco and Marina Chahué, one of our favorite ports from earlier years. Though the northwest winds were then registering consistently around 20 knots, we continued on toward Acapulco, 250 miles ahead. We had anticipated we'd have lighter winds once around Puerto Angel and Punta Ixtalahuite, less than 10 miles ahead, because Punta Ixtalahuite marks the northward extreme of the Golfo de Tehuantepec and the coastline makes about a 40-degree turn northward at that point.

In the meantime, we were tacking repeatedly in an attempt to make some progress against the headwinds directly on the bow. Though the long-range weather forecasts had shown we should have another day of light winds, after a





few hours and minimal progress in miserable sea conditions, we retreated to Marina Chahué, only 20 miles behind us.

With a smooth and speedy downwind sail back down the coast, we came to Punta el Bufadero, the point on the near end of Bahía de Santa Cruz, the bay immediately alongside Chahué.

All the paper and electronic charts we have aboard were woefully inadequate for entering Marina Chahué, these charts either too dated or too general, or both, to show either the marina or the bay of Chahué. The light on Punta el Bufadero and the large rocky islet Piedra Blanca and the surrounding smaller rocks and reefs in the middle of the bay do appear on the charts; otherwise, though, we had nothing to indicate the location of the marina other than a couple of sketches in cruising guides. Only because we'd been in this marina eight years earlier were we confident we would find a marina around the rocks and beyond the cliff face.

Piedra Blanca is only a tiny speck on the charts, but it loomed large on our approach because of the enormous volumes of white water breaking on the rocks and reefs in towering, spreading sprays. We needed no additional marker to encourage us to give this rock and its satellites a wide berth.

Not until we were past Blanca did we finally spot the first indication of a marina and an entrance channel. Directly ahead, about a mile north of Piedra Blanca, a light atop a rocky point identified the end of the breakwater. With more rocks and reefs off to starboard and the winds and seas building, we cautiously approached this breakwater, remembering the narrow, winding channel with short, abrupt



Dolphins frolic near the entrance into Marina Chahué.

turns that lies beyond. Once through the channel entrance between the end of the breakwater and the cliffs, at last we had buoys to follow into the marina.

Marina Chahué, one of several marinas the Mexican government has developed along the coasts of the Pacific and the Sea of Cortez over the past 20 or so years, has changed little since our last visit years earlier. The exception is the large new marina office and future boat repair facility. This large warehouse-looking building has little charm and style beyond the impressive stone steps leading up the hill from the docks to the building and the roofs of dried palm fronds over the two decks, one atop the roof of the office, the other in front of the remainder of the building.

Beyond the office is the same dusty parking lot and empty field,

seeming to belie the name of the bay and marina, "chahué," the Zapotec word for "fertile or moist land." While the dry, infertile setting of the marina and the bay does not appear to have inspired the Zapotecs who came up with the name, the verdant jungle on the hillsides inland certainly illustrates both fertility and moisture.

Once we had *Carricklee* secure in the marina, our two friends Frank and Jack arranged for their return flights to the States and then left after a couple of days. We stayed on another five days, reacquainting ourselves with the many charms of Bahía de Chahué, one of the nine Bahías de Huatulco. These bays of Huatulco, in the Zapotec language "where they worship the trees," lie along a narrow strip of flat land tucked up against the jungle-clad foothills of the Sierra Madre del

Sur, this mountain chain in Southern Mexico rising to an impressive peak of 12,149 feet.

Most of our days began with an early morning walk, our favorite venue for these walks along the banks of a canal curving inland from Bahía de Chahué. Attractive new houses with private docks dot the banks at the lower end of the canal, but at the upper end, as yet undeveloped, the birds are still the major inhabitants. As we walked, we had a continuous feast for the eyes. Brown pelicans and cormorants fished and rested in the waters of the still canal, and oyster catchers pecked in the mud at the water's edge. From low branches overhanging the water belted kingfishers waited for small fish to swim by. Brown-throated parakeets and magpie jays flew in and out of the bushes and tree tops.

The marina is some distance from the two nearby villages, Santa Cruz Huatulco and La Cruzcita. Though Santa Cruz Huatulco was the original fishing village for the bays of Huatulco, and is still the commercial port for this stretch of coast, including the site of a cruise ship dock, generally it is of less interest to visiting sailors.

However, historically, Santa Cruz was an important port along a pre-Hispanic trade route for Zapotec, Mixtec, and Aztec merchants. It served the same function for the Spanish conquerors, for whom it became a major port under the command of Hernán Cortez. This port was significant enough in the 16<sup>th</sup> century for the English captains Francis Drake and Thomas Cavendish (called *piratas* in this part of the world) to have attacked and pillaged it.

Today Santa Cruz has a few hotels, restaurants, and tourist shops, but its primary importance for visiting sailors is more practical. It is the site of the port captain's office, where we and all other ocean-going sailors check in and, on our departure, out of Huatulco. Santa Cruz is also the site of the closest diesel fuel for boats moored in Chahué. While we were there, we hired a taxi driver to take us on two trips to the fuel dock to fill our three 6-gallon jerry jugs to top off our fuel tanks.

The contemporary development of both Santa Cruz and La Cruzcita coincides with that of the tourism facilities the Mexican government initiated around the Bahías de Huatulco in the 1980s. While neither of the small towns retains any physical evidence of its importance in pre-Hispanic or Spanish Colonial history, La Cruzcita, 2 miles inland of Marina Chahué, has much more of the feel of a traditional Mexican village, probably because it is home to most of the workers in the resort facilities around the bays of Tangelunda, Chahué, and Santa Cruz.

Photo below - Marina Chahué, in one of the nine bays of Huatulco, is home to a variety of commercial, power, and sail boats.



The tree-shaded *zácolo*, or principal plaza, is clearly the heart of the town's activities. The Spanish Colonial-style Catholic church spreads along one side of the tree-shaded central plaza; busy restaurants and small hotels and shops squeeze together along the other three sides. At one of those restaurants, Los Portales, we savored our first *tlayuda*, a traditional dish of the state of Oaxaca, the location of these villages. This dish consists of a large crisp tortilla topped with salsa and chiles, nowadays including addition of any of various meats, cheeses, and vegetables, giving it the versatility similar to that of our contemporary pizzas.

On the Saturday we were there, artisans from the nearby hills had spread their wares in front of the church along one side of the plaza. Most striking to us were the pieces of brightly colored woven wool—pillow-covers, table runners, shawls—with embroidered stalks of lilies and sunflowers in even brighter threads of wool. These women from the nearby mountains, in their colorful native dress, many of whom spoke only halting Spanish, did not want their pictures taken.

Perhaps the height of excitement in Marina Chahué came early on a Friday morning. As we were having breakfast in the cockpit, we observed with some puzzlement a steady stream of small commercial tourboats moving into the marina from the more exposed commercial dock in Santa Cruz. Once the helmsmen had tied their boats securely along any empty docks, they immediately left them. Shortly after the arrival of these outside boats had begun, we heard the news: A tsunami originating from a monster earthquake in Japan was ripping across the Pacific, predicted to bring six foot waves and the potential for massive destruction along this coast.

The marina office sent out instructions that all the boats in the marina should be secured to the docks and the pilings with multiple lines. All of us already had extra lines securing our boats to the docks because of the high surges that constantly plague this otherwise delightful marina. Nevertheless, everyone on our dock scurried around nervously to get the boats even more secured, including tying boats to one another and putting out all the fenders we owned. With the approach of the tsunami reported to be imminent, we all worked as speedily as we could.

One cautious couple on a boat near *Carricklee* secured their boat and then hurried away from the marina to watch and wait from higher, safer ground. Others sat in their cockpits, as did we, anxiously following the reports as they came in from coastal areas to the northwest and looking out the entrance channel for any unusual surges and

crashes above the breakwater.

After an hour or so, though, the two of us went below and continued with our daily chores, a part of our consciousness alert to any unusual noises or movements of the water beneath the keel. And thus, after all the tensions of the first few hours, our day continued in its ordinary way. At some time during the day, we must have reached a point where we were no longer on alert. When someone from the marina knocked on the hull of our boat at about 1500h to tell us the tsunami had passed, our response was not so much one of relief but closer to one of surprise—an anti-climactic moment with which we'd wish to conclude all potential disasters.

One week after we'd come into Marina Chahué, having been driven back by the contrary winds and seas during our first attempted passage from Puerto Chiapas to Acapulco, we downloaded a forecast favorable for resuming our course northwest along the coast to San Carlos. The following morning we backed *Carricklee* out of the slip, working quickly but carefully to avoid the boat's being caught in the tremendous surge in the marina and swept into pilings or nearby boats. Once clear of the slip, we focused on getting out the narrow entrance channel without being swept into the buoys, the breakwater, or the rocky cliff faces.

Outside the breakwater, we began watching for the rocks, islands, and reefs we had avoided when we entered the bay. As soon as we were outside the bay, and clear of all the obstacles, we could relax as we once again pointed the bow toward

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



Acapulco.

That first day was another day of motoring, with northwest winds of eight knots or less, but with a south swell of approximately two feet creating somewhat confused seas. We saw little traffic on the water that night, only two ships and two fishing boats, neither of which posed any threat.

This light traffic as well as the mild wind and sea conditions continued throughout the next day, though we did encounter an adverse current of 1.5 knots to slow us down.

When we downloaded an updated weather forecast that evening, we learned these good wind and sea conditions should continue for at least another three to four days. We briefly debated whether to stop in Acapulco or to continue on toward San Carlos, still almost 1,000 miles

and who knew how many foul weather days away. Though we retain many pleasurable memories of past stops in Acapulco—visiting the Spanish colonial fort, watching the cliff divers, dining at a cliff-side restaurant overlooking the entire bay, being endlessly entertained by the chattering Amazon parrots in the palms alongside the anchorage at Puerto Marqués—we decided we could ill afford to spend these good-weather days in port.

On day three of our voyage, we passed Bahía de Acapulco, sparkling and alluring on this day of light breezes under brilliant blue skies. Though we were much aware of what we'd be missing, we knew that, in the final analysis, the wind and sea conditions once more took priority. For, when there's a change in the weather and a change in the sea, *There'll be some changes made.* *www*

The foothills and peaks of the Sierra Madre del Sur rise immediately beyond Marina Chahué.



## Tribute to Simplicity

**“It is not that I belong to the past, but the past that belongs to me.”**

**— Mary Antin**

I grew up when boating was, shall we say – basic. It was simple. This especially applied to the galley and my philosophy for cooking aboard truly stems from this simpler time.

Many believe that simplicity implies doing without. True simplicity as a conscious life choice can elevate ordinary moments from the mundane to the transcendent. Simplicity is both buoyant and bountiful.

Boating for me, and cooking aboard for that matter, started in Tacoma. As a child, August was the month we headed north. Cracked crab, a tossed greensalad, and crusty French bread was always our first dinner aboard. I remember my Dad would work half a day, stopping at Johnny’s Seafoods on the way to the boat for fresh crab. He would show up in his blue blazer with loosened tie, and that white paper wrapped parcel tucked under his arm. Off we would go! Cruising up Colvos Passage on a delightful August evening enjoying a meal such as this, was quite simply, the best.

The very way we ate in the Summer was so uncomplicated and satisfying. The carefree spirit and ease of Summer extended into the galley in a unique way. Somehow the season’s menus seemed to fall into place naturally, with more spontaneity and little advance preparation.

Remember, simplicity is key. Appreciate the aesthetics of food – the fresh, the simple, the homemade. Make the most of what is seasonal and readily available – the catch of the day, an unexpected berry patch, the intense flavor of August vegetables. Mix and match. Part of the knack of concocting a satisfying meal is creating a balanced menu in which there is a certain play between the substantial and the whimsical. Preparing food this way, with care and attention to detail, developing new ideas or old recipes with



innovative combinations and variations borders on art!

Many of the meals I knew as a child are still in my repertoire. Some of these recipes remain unchanged however, others I have tweaked and fine-tuned to better suit my needs as well as the increasing availability of ingredients these days. Additionally, the manner in which I serve a meal is a bit different now. I learned many things as a professional cook aboard some of the finest yachts on this coast with the primary lesson being presentation includes not only garnish but the manner in which a meal is put to the table with dishes and cloth napkins. Simple can be pretty!

August in the Pacific Northwest is definitely Summer. When fresh air and sunshine are as natural as breathing, cooks rarely want to spend hours in the galley; therefore simplicity, speed, and lightness are evident, in an approach that translates effortlessly to any boat – be it power or sail.

### Green Chile Soufflé

1 c. chopped green chilies  
1 lb. grated Cheddar cheese

1 lb. grated Jack cheese  
4 eggs  
2 T. flour  
1 tsp. salt  
1 can mild chili salsa

Wash chilies and drain. Line greased 9x13” pan with chilies, then grated cheeses. Mix together eggs, flour, and salt; pour over chilies and cheeses. Spread salsa over top and bake for 35 minutes. Cut into squares when cool.

### Ovens’ Island Sautéed Oysters

1 qt. oysters  
2 eggs  
2 T. milk  
1 c. flour  
salt and pepper  
1 c. plain bread crumbs  
2 T. olive oil  
2 T. butter

Drain oysters; dry with paper towels. In one bowl, beat eggs and milk. In second bowl, combine flour, salt, and pepper. In third bowl, place bread crumbs. Dredge oysters, one by one, in flour, then dip in egg, then in crumbs. Place

oysters on waxed paper lined tray; refrigerate 1 hour. Heat oil and butter in skillet over medium heat; when butter foam subsides, add oysters, a few at a time. Do not crowd; you may have to cook in batches using more oil/butter. Cook, turning once, until browned – about 3 minutes on each side.

### Classic Steamed Clams

Cook clams with sea water to clean themselves for 24+ hours changing water 2-3 times if possible. For cleaner, clearer nectar, scrub clams with a brush. Place clams in any size pan not crowding in order that they have ample space to open; cover with water, cover pan, and bring to a boil, then lower heat. Clams are done when fully open. Serve with melted butter and any other desired seasonings.

### Flank Steak Teriyaki

¼ c. soy sauce  
½ c. +/- water  
2 garlic cloves, minced  
1/8+ tsp. ginger  
1-2 tsp. sugar

Marinate flank steak as long as possible in this mixture; turn in sauce and refrigerate for several hours. Barbeque 3-4 minutes per side for rare.

### Now-Famous Salmon Marinade

½ c. white wine  
½ c. butter  
½ c. lemon juice  
brown sugar to taste

Place all ingredients in saucepan and simmer for 10-15 minutes. Baste fish while cooking.

### Ernie Fors’ Chicken Barbeque Sauce

Place ¼ cup water, 1 cup vinegar, ¼ pound butter, and 1 tablespoon salt in saucepan; heat to boiling. Brush on chicken pieces while cooking on barbeque.

### Baked Walla Walla Sweets

Walla Walla sweet onions  
olive oil  
red wine vinegar  
salt

Remove thin slice from both ends of onions and quarter length-



wise. Do not peel. Place onions in oiled baking pan, brush with oil, and sprinkle lightly with salt. Cover with foil and bake 30 minutes at 350° until tender. Remove foil, brush again with oil, sprinkle with vinegar and bake 50-60 minutes more, turning and basting with pan oil. Superb accompaniment as a side dish, but also tasty cold.

#### Champagne Tomato Salad

Macerate finely diced shallots in champagne. Slice tomato and arrange slices on a platter; sprinkle with shallot and season with salt and pepper. Pour champagne over all and serve immediately.

#### Raft Island Fruit Salad

- 1 c. sugar
- 1 T. salt
- 1 tsp. dry mustard
- 1 c. wine vinegar
- 1 c. oil
- 1 sm. onion, chopped
- 3 T. papaya seeds

Mix together and toss with 1" cubes of cantaloupe, watermelon, papaya, mango, banana, pear, apple – or whatever you desire. Serve in a watermelon shell!

#### Laguna Beach Special

Toss together sliced mushrooms, sliced avocado, Belgium endive, crab legs, and honey mustard to taste. Serve on a bed of Romaine.

#### Outrageous French Bread

- 1 loaf French bread, cut lengthwise
- soft butter
- 1 c. mayonnaise
- ½ c. grated Parmesan
- ½ c. chopped onion
- ½ tsp. Worcestershire sauce
- Paprika

Spread bread with butter, wrap in foil, and heat through. Mix together mayonnaise, Parmesan, onion, and Worcestershire; spread on each bread half, sprinkle with Paprika, and place under broiler until bubbly and golden brown. Cut across in chunks to serve.

#### Offwatch Cheesecake

- 1/3 c. butter
- 1 ¼ c. graham cracker crumbs
- 2 T. sugar
- ½ lb. cream cheese
- 1 can condensed milk
- 1/3 c. lemon juice
- 1 ½ tsp. vanilla

Mix together butter, graham cracker crumbs, and sugar; press into 8" pie pan. Beat cream cheese well; add condensed milk, lemon juice, and vanilla. Blend well and pour into pie pan to refrigerate until

servicing. May garnish with fresh fruit. So easy and even easier if you use a store-bought graham cracker crust!

#### Strawberries Romanoff

Steep large sliced strawberries in Cointreau and orange juice with some rind. Serve in clear stemmed glasses garnished with whipped cream and orange rind.

#### Butterscotch Brownies

- ¼ c. vegetable oil
- 1 c. brown sugar
- 1 egg
- ¾ c. flour
- 1 tsp. b.p.
- ½ tsp. salt

½ tsp. vanilla

Mix brown sugar into oil, add egg, and blend; add dry ingredients, beating well, then vanilla. Bake in greased square pan at 350° for 25 minutes. Do not overbake.

#### Creamy Crab Soup

- 1 can Cream of Mushroom soup
- 1 can Cream of Asparagus soup
- ¼ c. sherry
- 1 c. cream
- 7 ½ oz. crab meat
- 1 ½ can milk (use soup can)

Combine and heat through. Really great cheaper recipe – trust me, no one will know unless you tell them . . .



Highly talented gourmet cook Kathryn Farron is the accomplished author of the *Gimbale Gourmet Cookbook*. Be sure to check out Kathryn's website, [www.kathrynfarron.com](http://www.kathrynfarron.com).



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SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	
<b>POWER</b>																					
12	Rendova	02	08	7,950	Irwin	24	26	Glacier Bay	07	12	113,250	AspenCats	67	28	Sea Somic Cam	06	12	449,760	WaterLine	47	
	Chris Craft	52	0	19,950	Signature	75		Monterey 2655	04	0	36,999	WaterLine	47		TollyCraft	75	0	24,900	LaComerYS	95	
	Bayliner	99	0	5,500	Ranger/Flugs	15		26 Nordic Tog	83	0	79,500	MarineServic	16		28 Unifite	74	12	24,500	TradeWind	93	
	Bayliner 2052	98	0	19,000	WaterLine	47		28 Nordic Tugs	82	0	64,000	WaterLine	47		29 Back Cove HT	05	0	155,000	Bellingham	6	
	Chris Craft	07	0	37,500	Irwin PDX	24		28 Regal	06	0	55,000	Irwin	24		29 Blackfin FBSF	90	0	47,500	Expedition YS	60	
	Almar	99	08	26,500	NWYachtNet	90		26 SeaRay 260	06	0	68,000	VanisleMarina	38		29 Boston Whaler	02	12	69,900	Irwin PDX	24	
	Ranger Tugs	01	0	24,900	Ranger/Flugs	15		26 Tollycraft	73	0	18,900	LaComerYS	95		29 Campion	04	0	53,900	NWYachtNet	90	
	Trophy	03	08	29,500	AVC	94		26 Tollycraft	73	0	25,000	ElliotBay	35		29 Devlin	95	0	98,500	ChuckHovey1819	31	
	Chris Craft	01	0	29,750	Irwin	24		26 Tollycraft	73	0	19,500	LaComerYS	95		29 Formula	90	12	24,900	NWYachtNet	90	
	Duffy	08	0	42,500	ChuckHovey1819	29		26 Tollycraft	74	0	24,500	NHaborYS	91		29 Fountain	05	0	73,500	ElliotBay	35	
	Grady White	07	08	59,900	NWYachtNet	90		26 Tollycraft	74	0	26,500	EmeraldPac	50		29 Hinkley	10	12	298,000	AdvanceMm	114	
	Slab-Craft	99	08	30,900	ElliotBay	35		27 Bayliner	85	0	19,900	LaComerYS	95		29 Ranger Tugs	10	0	190,000	WaterLine	47	
	Hudbeck	05	08	34,950	ElliotBay	35		27 Bayliner	86	0	18,750	LaComerYS	95		29 Sea Ray	08	12	74,995	GrandBanksNW11	31	
	Safe Boat	03	0	29,500	GrandBanksNW11	27		27 Bayliner	80	0	13,500	BananaBelt	45		29 Sea Swirl	08	12	175,000	WaterLine	47	
	Bayliner	07	0	42,499	Bristol	92		27 Bayliner	80	0	13,500	BananaBelt	45		29 Sea Swirl	08	12	119,950	Irwin PDX	24	
	Bayliner	92	0	18,912	BananaBelt	45		27 Cobalt 272	06	0	69,000	WaterLine	47		29 SeaRay	97	0	36,800	LaComerYS	95	
	Bayliner	92	0	18,912	BananaBelt	45		27 Custom Tag	92	0	72,000	WaterLine	47		29 SeaRay 290	98	12	33,000	SeattleFacts	39	
	Bayliner	93	0	14,999	NWYachtNet	90		27 Glastron 279	03	0	29,500	MarineServic	16		29 SeaRay 290	98	12	39,000	VanisleMarina	38	
	Bayliner 245	08	0	53,000	LaComerYS	95		27 Monterey	96	0	24,900	LaComerYS	95		29 Tiara	04	12	90,000	OceanAlex	2.5	
	Centurion EN	06	0	45,000	WaterLine	47		27 Paramount	07	0	29,950	Irwin PDX	24		29 Tiara Open	00	12	102,500	Hampton YS4,116	32	
	Seafly	00	0	335,000	ChuckHovey1819	29		27 Regal	07	0	59,900	WaterLine	47		30 Bayliner	99	12	69,999	BananaBelt	45	
	SeaRay	00	0	43,500	TradeWind	93		27 Sea Ray	01	12	44,900	Irwin PDX	24		30 Bayliner	99	12	69,999	BananaBelt	45	
	SeaRay	00	0	43,500	TradeWind	93		27 Sea Ray	99	0	32,500	Irwin	24		30 Bayliner	99	12	45,500	Bristol	92	
	SeaRay	87	0	8,950	NWYachtNet	90		28 Albin	06	0	120,000	ElliotBay	35		30 bayliner	99	12	35,900	NWYachtNet	90	
	Sirper	06	0	45,950	Bristol	92		28 Aspen Pwr Cat	09	0	47,500	AspenCats	67		30 Bayliner 3055	01	12	39,995	WaterLine	47	
	Bayliner 2560	88	0	16,900	LaComerYS	95		28 Aspen Pwr Cat	10	12	175,000	AspenCats	67		30 Bayliner 3055	01	12	37,500	WaterLine	47	
	Chris Craft	11	0	112,500	Irwin	24		28 Bayliner	94	0	33,377	BananaBelt	45		30 Bayliner Craft	93	08	26,995	WaterLine	47	
	Chris-Craft	04	0	68,800	AdvanceMm	114		28 Bayliner	94	08	24,900	LaComerYS	95		30 Carver	94	12	19,700	NWYachtNet	91	
	CustomSedan	90	19	10,000	TradeWind	93		28 Bayliner	94	08	24,900	LaComerYS	95		30 Carver 300	92	12	34,900	Signature	75	
	Ranger Tug	07	0	97,000	NWYachtNet	90		28 Bayliner 2858	01	0	42,500	WaterLine	47		30 Cobalt	08	12	99,500	EmeraldPac	50	
	Ranger Tugs	09	0	139,327	RangerFlugs	15		28 Bayliner 2802	02	0	67,500	TradeWind	93		30 Fara	75	12	130,000	Crowstell	12	
	Nicraft	04	08	72,000	EagleCraft	20		28 Bayliner 2855	05	0	49,900	LaComerYS	95		30 Mainship exp	09	0	68,800	AdvanceMm	114	
	Bayliner	90	0	19,000	TradeWind	93		28 Bayliner 2858	02	0	47,900	LaComerYS	95		30 Maniship 022	88	0	88,000	WaterLine	47	
	Bayliner 26	09	0	49,900	LaComerYS	95		28 Bayliner 2859	97	0	23,000	LaComerYS	95		30 Osprey	04	12	129,000	NHaborYS	91	
	Bayliner 2556	88	14	14,900	LaComerYS	95		28 Bayliner SB	94	0	19,995	LaComerYS	95		30 Rinker	06	12	84,995	Irwin	24	
	Bertram	83	12	49,950	Irwin	24		29 Camano	91	0	114,500	TradeWind	93		30 Sea Ray	09	12	29,900	ElliotBay	35	
	Boathouse	90	N	5,995	VanisleMarina	38		29 Cape Dory	88	0	57,500	NHaborYS	91		30 SeaRay	06	12	79,900	NWYachtNet	90	
	Carver HT	79	0	16,750	LaComerYS	95		28 EagleCraft	07	0	169,900	EagleCraft	20		30 Seasport	04	12	155,000	NHaborYS	91	
	Glacier Bay	05	12	104,000	AspenCats	67		28 J/Co	89	0	59,900	EagleCraft	20		30 Tollycraft	77	12	34,900	NWYachtNet	90	
								28 Kallahan	77	0	89,900	EagleCraft	20		30 Tollycraft	88	12	49,500	WaterLine	47	
								28 Monterey	95	0	22,500	LaComerYS	95		30 Tollycraft	88	12	25,000	NHaborYS	91	

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32	Four Winns	84	T	79,999	WaterLine	47	35	Provler 35	90	TD	59,500	MarineServic	16	36	Grand Banks	89	TD	194,500	AAV/RYC	94	37	C&L Trawler	80	D	34,900	LaComerYS	95
32	G Banks Sedan	82	D	119,000	NWExplorer	37	35	Roughwater	75	TD	57,500	NWYachtnet	90	36	Grand Banks	94	TD	110,000	AdvantaM	114	37	Carver	94	TD	110,000	NHArborYS	91
32	G Banks Sedan	83	D	119,000	NWExplorer	37	35	Silverton	98	TD	169,302	BananaBelt	45	36	Grand Banks	88	T	189,000	MarineServic	16	37	CHB	82	B	87,500	AAV	94
32	G Banks Sedan	90	D	139,000	NWExplorer	37	35	Silverton	98	TD	169,302	BananaBelt	45	36	Island Gypsy	84	D	89,000	SeleneSeattle	21	37	Coastal Crt	06	TD	648,500	Bristol	92
32	Grand Banks	67	D	34,900	LaComerYS	95	35	Tiara Express	96	D	129,900	LaComerYS	95	36	Ldbstnr	91	SD	155,000	Hebert	7	37	Cooper	81	D	61,800	VanisleMarina	38
32	Grand Banks	90	D	39,500	LaComerYS	95	35	TiaraPgm	03	TD	165,000	CrowHest	12	36	Merridan	06	TD	259,000	AVC	94	37	Great Harbour	00	TD	299,999	WaterLine	47
32	Grand Banks	72	D	49,900	LaComerYS	95	38	Amer Tag 365	12	D	398,000	MarineServic	16	36	Monk	89	D	114,950	Swiftsure	55	37	Helmman Traw	12	D	390,793	WaterLine	47
32	Grandbanks	70	SD	80,000	Hebert	7	36	Amer Tag 365	13	D	399,000	MarineServic	16	36	North Pacific	08	D	199,000	AAV/RYC	115	37	Larson	06	TD	129,950	OceanAlex	2.5
32	Grandbanks	74	D	31,000	NHArborYS	91	36	AmitagWayft	13	D	289,000	MarineServic	16	36	Sabre	05	TD	324,000	Bellingham	6	37	LordHendon	83	D	115,000	NHArborYS	91
32	Haverson	03	D	164,000	WaterLine	47	36	Bayliner 3688	93	TD	79,900	WaterLine	47	36	Sabre	05	TD	200,000	Bellingham	6	37	Marlow	06	TD	349,000	ChuckHovy18.19	9
32	Island Gypsy	81	D	59,000	LaComerYS	95	36	Callfoman	79	TD	69,900	ElliotBay	35	36	SabraHt Cab	97	TD	339,000	Bellingham	6	37	New Lucanor	07	TD	230,000	NHArborYS	91
32	Maple Bay	01	D	119,000	ChuckHovy18.19	38	36	Carver	04	TD	105,000	ElliotBay	35	36	Sabra FB	06	TD	339,000	Bellingham	6	37	Nordic Tugs	00	D	299,000	WaterLine	47
32	Nordic Tug	90	D	135,000	Bristol	92	36	Cascata Travel	02	D	299,000	AAV/RYC	115	36	Sea Ray Sedan	08	TD	299,999	Irvin PDX	24	37	Nordic Tugs	00	D	299,000	WaterLine	47
32	Nordic Tug	98	D	199,500	Expedition YS	60	36	Cobalt 360	02	TD	74,999	WaterLine	47	36	Searay	07	TD	195,000	OceanAlex	2.5	37	Post AC	67	TG	35,000	LaComerYS	95
32	Nordic Tug	99	D	179,500	Expedition YS	60	36	Four Winns	91	N	49,000	LaComerYS	95	36	Silverton	95	TD	63,500	ChuckHovy18.19	38	37	Riviera	07	TD	419,000	VanisleMarina	38
32	Regal	01	TG	99,500	Hebert	7	36	G Banks Class 81	D	129,900	NWExplorer	37	36	Storebro	84	TD	129,978	BananaBelt	45	37	Skipjack	12	TD	699,000	NWYachtnet	90	
32	Sea Sport Pac	00	TD	149,500	WaterLine	47	36	Grand Banks 69	TD	89,500	AVC	94	36	Storebro	84	TD	129,978	BananaBelt	45	37	Tollycraft	77	G	62,500	WestportYS	9	
32	Tiara	04	TD	157,500	OceanAlex	2.5	36	Grand Banks 73	D	69,500	AVC	94	36	Storebro	84	TD	149,900	LaComerYS	95	37	Tollycraft	78	TD	62,000	LaComerYS	95	
32	Tiara	98	TD	100,000	OceanAlex	2.5	36	Grand Banks 73	D	38,500	Bristol	92	36	Uniflite	75	TG	49,900	AVC	94	37	Troyan	84	TG	39,500	Irwin	24	
32	Uniflite	77	TD	11,700	NWYachtnet	90	36	Grand Banks 85	D	139,500	GrandBanksNW11	36	36	Uniflite	75	TG	75,000	Tradewind	93	37	VictoryTug 37	87	D	139,500	MarineServic	96	
32	Back Cove	07	N	299,500	Bellingham	6	36	Grand Banks 85	08	B	139,000	NHArborYS	91	36	Universal	77	TD	49,900	WaterLine	47	38	Bayliner	87	D	71,900	NWYachtnet	16



**48" CANOE COVE SPORT SEDAN, '81.**  
**\$129,000.** www.unitedyacht.com rickh@unitedyacht.com Diesel, furnace, flat screen, dinghy. Quality, Canadian built yacht in great condition. Trades considered. Rick Hixon (425) 293-1268. **P932-B**



**53" NAVIGATOR PHMY, '99. FRESH WATER**  
**BOAT, David Kester (206) 652-3551.** www.unitedyacht.com davidkester@unitedyacht.com Diesel, low hrs, 3 staterooms, 2 heads, large cockpit, 3 helms. **\$289,000.** Trades considered. www.53navigator.info. **P933-B**



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**1995 Bayliner 4788** Low hours on Hinos! Now Asking **\$175,000**


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**1985 36' Grand Banks** Stbd fuel tank new, fresh btm paint/zincs! **\$139,000**

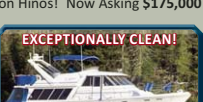
EXCEPTIONALLY CLEAN!



New Price!

**2006 Regal 3560** Shows like new, low hours on MPPI 8.1s **\$114,900**

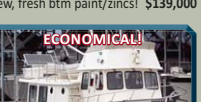
ECONOMICAL!



New Price!

**1989 45' Bayliner PHMY** Turn-key, ready to cruise! **\$119,000**

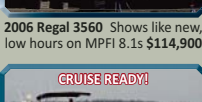
CLEAN, ECONOMICAL CRUISER!



New Price!

**2000 40' Pacific Trawler FB John Deere power!** **\$224,000**

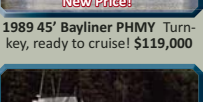
CRUISE READY!



New Price!

**1992 Bayliner 4388** Excellent inside and out! **\$139,000**

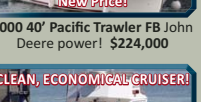
MANY UPGRADES!



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**(2) 38' Diesel Powered Bayliners** Starting at **\$45,000**

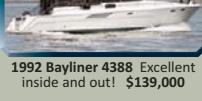
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**1974 32' Grand Banks** Newer Amer. Dsl. Eng. **\$81,000**

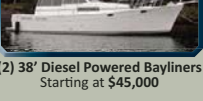
New Price!



New Price!

**1989 32' Bayliner** Original owner, bring offers! **\$37,500**

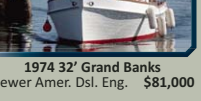
New Price!



New Price!

**1977 36' Erickson** Very charming and capable! **\$45,900**


New Price!



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**1994 37' Carver** Cockpit cover, T/Cummins! Now Asking **\$97,500**

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SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	
38	Bayliner	86	TD	59,900	Irwin	24	39	Tara Convert	06	TD	2,006	Hampton YSA	118	42	G Bank Europa	01	TD	448,000	NWExplorer	37	43	NORHDHAM	05	D	825,000	Northham	17	
38	Bayliner	87	TD	85,000	BananaBelt	45	39	Universal Star	78	TD	125,000	WVExplorer	37	42	G Bank Europa	08	TD	399,000	NWExplorer	37	43	NORHDHAM	05	D	850,000	Northham	17	
38	Bayliner	87	TD	95,000	BananaBelt	45	39	Wahl Troller	70	TD	265,000	WaterLine	47	42	G Bank Mly	95	TD	239,000	NWExplorer	37	43	Northham	05	D	799,000	Northham	17	
38	Bayliner	90	TD	69,500	NhbarbYS	91	40	Bayliner	02	TD	160,000	WestportYS	9	42	G Bank Mly	01	TD	384,000	GrandBankNW11	1	43	Northham	07	D	759,000	AAAYachts	115	
38	Bayliner8818	88	TD	84,900	VanIsleCNY	95	40	Bayliner	98	TD	149,000	WestportYS	9	42	Grand Banks	01	TD	429,000	GrandBankNW11	43	43	Northham	07	D	895,000	Northham	17	
38	Bayliner2888	90	TD	89,000	GrandBankNW11	38	40	Bayliner	98	TD	164,650	AVC	84	42	Grand Banks	78	TD	133,233	Expedition YS	90	43	NORHDHAM	07	D	855,000	Northham	17	
38	Carver	90	TD	89,600	WestportYS	9	40	Bayliner Bode	78	TD	54,000	WaterLine	47	42	Grand Banks	79	TD	119,500	ElliotBay	35	43	Sabra MY	95	TD	399,000	Bellingham	6	
38	Chris-Craft	83	TD	30,000	WaterLine	47	40	Chris Craft	07	TD	299,950	Irwin	24	42	GRAND BANKS	82	TD	219,000	OuterReefYS.329	43	43	Tara	01	TD	299,000	ChuckYacht18.19	24	
38	EagleCraft	10	TD	575,000	EagleCraft	20	40	Fathom	07	D	399,500	ElliotBay	35	42	Grand Banks	84	TD	219,000	GrandBankNW11	43	43	Tara	06	TD	375,000	OceanAly	2.5	
38	Eastbay	90	TD	235,000	ElliotBay	35	40	Formula	06	D	289,000	SelesceSeattle	21	42	Grand Banks	84	TD	159,000	GrandBankNW11	43	43	Tollycraft	80	TD	94,500	NWYacht90	90	
38	GB Eastbay	99	TD	199,000	GrandBankNW11	38	40	Formula PC	09	TD	369,500	Irwin PDX	24	42	Grand Banks	84	TD	179,000	SelesceSeattle	21	43	Tollycraft	83	TD	195,000	Bellingham	6	
38	Hedders	73	TD	74,900	WaterLine	47	40	Manishp	08	TD	315,000	AVC	84	42	Grand Banks	86	TD	279,000	GrandBankNW11	43	43	Troyer	88	TD	69,700	NhbarbYS	91	
38	Helmsman Traw09	D	369,000	WaterLine	47	40	Mathews	47	08	D	59,999	WaterLine	47	42	Grand Banks	C	TD	259,000	Irwin PDX	24	43	Wellcraft	91	TD	115,000	CromWest	12	
38	Helmsman TraV13	D	385,118	WaterLine	47	40	Norhdham	05	D	549,000	AAAYachts	115	42	Grand Banks	69	TD	129,900	OuterReefYS3.29	44	44	Jay's Cape	07	TD	649,000	Hampton YSA.116	16		
38	Little Harbor	01	TD	365,000	ElliotBay	35	40	Norhdham	05	D	499,000	Norhdham	17	42	Nordic Tug	01	TD	399,000	AVC	94	44	Navigator	05	TD	349,500	Irwin PDX	24	
38	Marina Trader	89	D	79,950	Irwin	24	40	Norhdham	05	D	589,200	Norhdham	17	42	Nordic Tug	02	D	375,900	NWYacht90	90	44	Novas	85	TD	124,900	Bellingham	6	
38	Meridian	03	TD	189,900	NWYacht90	90	40	Novas	87	TD	119,000	SeatchYachts	35	42	Ocean A	90	TD	179,000	NWYacht90	90	44	Ocean Alex	90	TD	157,750	ElliotBay	35	
38	Norlund	66	D	69,600	Bristol	92	40	Ocean Alexander	83	TD	129,500	WaterLine	35	42	Ocean Alexand	88	TD	165,000	ElliotBay	35	44	Ocean Alexand	89	TD	149,000	EmeraldPac	50	
38	North Sea	79	D	69,900	NWYacht90	90	40	Ocean Alexander	83	TD	162,900	WaterLine	35	42	Ocean Alexander	82	TD	189,000	OceanAly	2.5	44	Ocean Alexand	89	TD	154,500	Irwin	24	
38	Ocean Alexander	86	TD	149,500	Irwin	24	40	OceanAlexander	83	TD	154,995	ChuckYacht18.19	24	42	Ponderosa	86	TD	119,500	ElliotBay	35	44	Ocean Alexander	90	TD	174,950	EmeraldPac	50	
38	Ocean Alexander	86	TD	149,950	Irwin	24	40	Pacific Trawl	00	D	224,000	NhbarbYS	91	42	Riviera	08	TD	519,000	EmeraldPac	50	44	Riviera 4000	10	TD	New	VanIsleMarina	38	
38	Rampage Express	10	TD	182,500	ElliotBay	35	40	Ocean Alexander	03	TD	239,000	Irwin	24	42	Riviera FB	07	TD	699,000	VanIsleMarina	38	44	Tara	04	TD	369,000	ChuckYacht18.19	24	
38	Rawson	73	D	39,000	ElliotBay	35	40	Pilthrobks	71	D	84,500	VanIsleMarina	38	42	Rivier41 FB	09	TD	869,000	VanIsleMarina	38	44	Tollycraft	90	TD	149,000	EmeraldPac	50	
38	Regal	06	TD	114,900	NhbarbYS	91	40	Pilgrim	89	D	175,000	ChuckYacht18.19	24	42	Roughwater	88	TD	107,500	ChuckYacht18.19	24	44	Tollycraft	90	TD	195,000	Irwin	24	
38	Sabra Express	05	TD	499,000	Bellingham	6	40	SunInPortPH	84	TD	95,000	Trailwind	93	42	Sabra Sedan	88	N	599,000	Bellingham	6	45	Bayliner	86	TD	199,000	Hedbert	7	
38	Stephens 28	56	TD	3,989	WaterLine	47	40	Tollycraft Sa	89	TD	125,000	Irwin PDX	24	42	Tara	03	TD	310,000	OceanAly	2.5	45	Bayliner	86	TD	195,000	Advent	7	
38	Trojan Sea Vo	68	TD	63,000	WaterLine	47	40	Trojan Exp	90	TD	79,000	Hampton YSA.116	43	42	Uniflite	77	TD	115,325	BananaBelt	45	45	Bayliner	91	TD	148,000	Manilla MM	114	
38	Amer Tug 395	13	D	515,000	MarineServic	16	41	American Tug	05	D	530,000	Expedition YS	60	42	Uniflite	77	TD	115,325	BananaBelt	45	45	Bayliner	92	TD	235,000	BananaBelt	45	
38	Bayliner	90	TD	139,000	Irwin	24	41	American Tug	08	D	575,000	Expedition YS	60	42	Uniflite	79	TD	69,500	NhbarbYS	91	45	Bayliner	92	TD	235,000	BananaBelt	45	
38	Bayliner	01	TD	149,500	Irwin	24	41	Defewer	88	TD	85,000	ChuckYacht18.19	24	42	Uniflite DC	79	TD	125,000	WaterLine	47	45	Bayliner	94	TD	198,748	BananaBelt	45	
38	Bayliner	01	TD	149,500	Irwin	24	41	Muxom	00	TD	210,000	BananaBelt	45	43	Amer Tug 435	11	D	749,000	MarineServic	16	45	Chris Craft	85	TD	195,000	WaterLine	47	
38	Bayliner	95	TD	114,950	Irwin	24	41	Muxom	00	TD	210,000	BananaBelt	45	43	Amer Tug 435	11	D	639,000	MarineServic	16	45	Bayliner	4588	86	TD	142,000	WaterLine	47
38	Bayliner	96	TD	112,000	GrandBankNW11	41	41	Meridian	03	TD	249,900	NWYacht90	90	43	Angel	86	TD	72,500	ChuckYacht18.19	24	45	Bayliner	4588	92	TD	169,000	WaterLine	47
38	Bayliner	99	TD	159,000	WestportYS	9	41	Meridian	03	TD	269,950	OceanAly	2.5	43	Bayliner	92	TD	159,000	WestportYS	9	45	Bayliner PH	94	TD	169,500	Irwin PDX	24	
38	Callifman	00	TD	189,000	EmeraldPac	50	41	Meridian Sed	04	TD	269,950	Irwin PDX	24	43	Bayliner	94	TD	119,000	NWYacht90	90	45	BaylinerPH	95	TD	173,500	Trailwind	93	
38	Callifman	01	TD	129,000	AVC	94	41	President	84	TD	94,950	AVC	94	43	Bayliner	4388	93	TD	199,000	WaterLine	47	45	Chris Craft	85	TD	149,000	WaterLine	47
38	Meridian	06	TD	319,000	AspenCats	67	41	Riviera	08	TD	495,000	EmeraldPac	50	43	Bayliner Seda	94	TD	139,900	Irwin PDX	24	45	Chris Craft	54	TD	123,000	LaComerYS	95	
38	Meridian	06	TD	269,900	NWYacht90	90	41	Symbol	86	TD	119,000	ElliotBay	35	43	BaylinerAC	83	TD	125,000	LaComerYS	95	45	Manishp	08	TD	389,950	AVC	94	
38	North Pacific	09	D	328,000	WaterLine	47	42	Carver	88	TD	139,500	Irwin PDX	24	43	Egg Harbor	83	TD	225,000	ChuckYacht18.19	24	45	Meridian	06	TD	199,000	NWYacht90	90	
38	OceanAly	86	D	110,000	OceanAly	2.5	42	Chris Craft	52	TD	69,950	Irwin PDX	24	43	Fathom	11	TD	449,000	NWYacht90	90	45	modular	88	TD	99,000	NWYacht90	90	
38	SeaRay	84	TD	339,000	OceanAly	2.5	42	Chris Craft	85	TD	159,000	ElliotBay	35	43	Maebson	86	TD	99,000	LaComerYS	95	45	Bertram	70	TD	149,900	NWExplorer	37	
38	Tara	07	TD	349,000	EmeraldPac	50	42	G Bank Class	88	TD	219,000	NWYExplorer	37	43	Northham	04	TD	715,000	Northham	17	45	Sea Ray	98	TD	159,850	Irwin	24	
38	Tara	08	TD	539,000	OceanAly	2.5	42	G Bank Class	99	TD	389,000	NWExplorer	37	43	Northham	04	TD	795,000	Northham	17	45	Tolly	92	TD	245,000	SeatchYachts	39	

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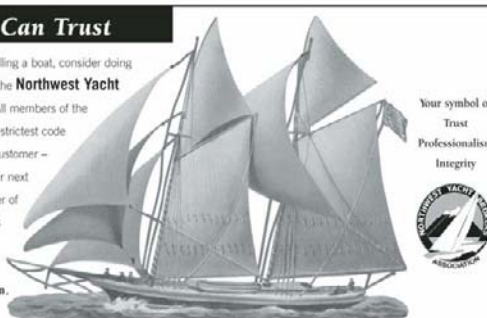
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30' 1999 Bayliner ..... \$45,500  
28' 2008 Ferrari Tri ..... \$65,500  
27' 1976 C&C ..... \$7

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
46	Meridian	05	TD	329,000	WestportYS	9	53	Pacemaker	65	TD	165,000	Tradewind	93	54	Waterway Hou	88	G	190,000	WaterLine	47	56	Navigator PH	94	TD	279,950	Irvin PDX	24
46	Nordhavn	00	D	498,000	AAAYachts	115	53	Sun Seeker	08	D	1,270,000	OceanAlex	2,5	55	Compass	00	00	575,000	Bellingham	6	56	Ocean Alex5t	85	TD	390,000	OceanAlex	2,5
46	Nordhavn	99	D	449,000	AAAYachts	115	53	Symbol SDN	90	TD	198,800	AdvanceMn	114	55	Compass PH	03	TD	725,000	Hampton YS4,116	56	56	SeaRay 560	98	N	460,000	VanIsleMarina	38
46	Nordhavn	99	D	495,000	Nordhavn	17	53	Symbol Sedan	90	TD	199,990	Hampton YS4,116	55	55	Fleming	00	TD	895,000	ChuckHovey18,19	57	57	Bayliner	01	N	649,000	VanIsleMarina	9
46	PT Traveler	86	TD	159,000	NWYachtnet	90	53	Vic Franck	79	TD	259,000	GrandBanksNW11	55	55	Fleming	07	TD	1,495M	ChuckHovey18,19	57	57	Carver	04	TD	509,000	EmeraldPac	50
46	Ray SDA	99	TD	596,500	Irvin PDX	24	54	Brazowell	00	TD	700,000	ElliottBay	35	55	H Star CPMY	89	TD	269,950	Irvin PDX	24	57	Chris Craft	68	TD	125,000	Irvin PDX	24
47	Bayliner	00	TD	199,000	Nordhavn	17	54	Brazowell 540	08	TD	999,000	WaterLine	47	55	LoneIsleBelt	90	TD	825,000	Hebert	7	57	W Marine	04	D	1,200M	Bristol	32
47	Bayliner	94	TD	249,500	CrowsNest	12	54	Delta	87	TD	239,500	ElliottBay	35	55	Monk	47	D	199,000	ChuckHovey18,19	57	57	Navigator	02	TD	565,000	WestportYS	9
47	Bayliner	98	TD	346,120	BananaBelt	45	54	Krogen	88	D	449,900	NWYachtnet	90	55	Nordhavn	06	D	1,349M	AAAYachts	115	57	Nordhavn	04	D	1,179M	AAAYachts	115
47	Bayliner	98	TD	346,120	BananaBelt	45	54	Mediteranean	03	TD	975,000	ChuckHovey18,19	55	55	Nordhavn	06	D	1,295M	AAAYachts	115	57	NORDHAWN	04	D	1,650M	Nordhavn	17
47	Bayliner	98	TD	239,000	SalineSeattle	21	54	Navigator PH	05	TD	590,000	Irvin PDX	24	55	NORDHAWN	06	D	1,775M	Nordhavn	17	57	Saline	06	D	1,055M	ChuckHovey18,19	57
47	Bayliner	99	TD	219,900	NWYachtnet	90	54	OceanAlexand	04	TD	895,000	OceanAlex	2,5	55	NORDHAWN	07	D	1,595M	Nordhavn	17	57	Selene	06	D	1,095M	SalineSeattle	21
47	Bayliner	99	TD	233,900	NWYachtnet	90	54	Ocean Alex	07	TD	688,800	AdvanceMn	114	55	NORDHAWN	07	D	1,595M	Nordhavn	17	57	Tolly	92	TD	749,000	Hebert	7
47	Bayliner 4788	00	TD	329,000	Hampton YS4,116	56	54	Ocean Alexand	03	TD	899,000	EmeraldPac	50	55	NORDHAWN	08	D	1,775M	Nordhavn	17	57	Tollycraft	93	TD	475,000	EmeraldPac	50
47	Bayliner 4788	00	TD	329,000	Hampton YS4,116	56	54	Ocean Alexand	87	TD	209,500	Irvin PDX	24	55	Ocean Alexand	96	TD	420,000	EmeraldPac	50	58	Admut	02	TD	695,000	ChuckHovey18,19	57
47	Bayliner 4788	00	TD	255,000	VanIsleMarina	38	54	Ocean Alexand	98	TD	635,000	OceanAlex	2,5	55	Ocean Alexand	97	TD	589,000	EmeraldPac	50	58	Cooper	91	TD	395,000	ElliottBay	35
47	Chris-Craft C	66	D	119,000	WaterLine	47	54	OceanAlexand	98	TD	390,000	CrowsNest	12	55	Seabone	06	TD	559,000	EmeraldPac	50	58	Hatteras	78	TD	294,000	NWYachtnet	90
47	G Banks Europa	06	TD	739,000	NWExplorer	37	54	OceanAlexand	96	TD	769,000	CrowsNest	12	55	SeaRay	94	D	299,000	OceanAlex	2,5	58	Hatteras	78	D	239,000	OceanAlex	2,5
47	NORDHAWN	04	D	845,000	Nordhavn	17	54	Offshore	02	TD	825,000	WestportYS	9	56	Monk	68	TD	199,900	NWYachtnet	90	58	Hatteras YF	72	TD	197,500	ElliottBay	35
47	NORDHAWN	04	D	1,955M	Nordhavn	17	54	Offshore	07	TD	1,600M	OuterReefYS	3,29	56	Navigator	00	TD	574,441	BananaBelt	45	58	Ocean Alexand	05	TD	1,195M	OceanAlex	2,5
47	Nordhavn	06	D	999,000	Nordhavn	17	54	Offshore PH	02	TD	895,000	VanIsleMarina	38	56	Navigator	00	TD	574,441	BananaBelt	45	58	Ocean Alexand	08	TD	1,390M	NWYachtnet	90

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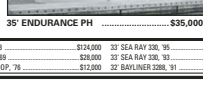
**48' ALDEN GAFF SCHOONER, '05**. ..... \$99,000



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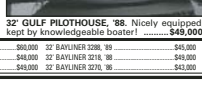
**47' BENETEAU 473, '06** ..... \$299,000



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5Z	TYPE	YR	FR	PRICE	BROKER	PG	5Z	TYPE	YR	FR	PRICE	BROKER	PG	5Z	TYPE	YR	FR	PRICE	BROKER	PG	5Z	TYPE	YR	FR	PRICE	BROKER	PG
58	Selena	09	D	1,599K	SelenaSeattle 21	65	PacificMarine	03	D	1,360K	WESTPORTYS 9	85	McQueen	98	D	788,800	AdvansMk114	34	HallbergPassy	08	D	249,500	Swiftsure	55			
59	Selena	11	D	1,450K	SelenaSeattle 21	65	Tollycraft	04	D	795,000	EmeraldPac 50	85	Norwood	96	D	1,750K	ChuckHwy18.19	34	Sabter	03	D	50,000	Ernst	92			
58	West Bay	93	D	549,500	EmeraldPac 50	65	Tollycraft	96	D	187,500	Irwin 24	84	Burger	81	D	995,000	WestportY 9	34	Skoomak 34	85	D	39,500	MarineServic 16				
58	West Bay SOns	01	D	824,000	WaterLine 47	65	Viking 01	D	849,500	CrownWest 12	87	Buway	03	D	2,950K	WESTPORTYS 9	9	Tarlan 3400	07	D	189,000	MarineServic 16					
58	Westbay	94	D	549,000	SelenaSeattle 21	66	Pacemaker	78	D	249,000	ChuckHwy18.19	88	OceanAlex	10	D	6,800K	OceanAlex 2.5	35	AllenSeabree	72	D	39,500	MarineServic 16				
58	Westbay	99	D	955,000	WESTPORTYS 9	67	Norland	96	D	1,956K	ChuckHwy18.19	89	Norland	95	D	7,450K	OceanAlex 2.5	35	Beneute 07	D	138,500	AVC 94					
58	Westbay/Gonshl 03	D	1,190K	ChuckHwy18.19	67	Admiral	09	D	1,956K	EmeraldPac 50	90	OceanAlex	04	D	2,950K	WESTPORTYS 9	35	Beneute 84	D	49,500	Swiftsure 55						
58	Westbay/Gonshl 98	D	695,000	ChuckHwy18.19	68	OceanAlex	10	D	2,495K	OceanAlex 2.5	90	QueenSea	02	D	2,975K	EmeraldPac 50	35	C & C	89	D	49,500	ElliotBay 35					
59	Shephers	89	D	375,000	ChuckHwy18.19	68	OceanAlex	86	D	1,049K	OceanAlex 2.5	92	McQueen	84	D	750,000	CrownWest 12	35	Cal	74	D	29,500	NWYachtNet 90				
59	Symbol PH	08	D	1,485K	Hampton YSA.116	68	VikingSC 01	D	1,195K	CrownWest 12	92	Ortva Navi	89	D	799,000	GrandBankeW111	35	Catania	04	D	119,500	ElliotBay 35					
60	CAPE Island	94	D	309,000	Hristol 92	69	Horizon	12	D	3,850K	EmeraldPac 50	92	Paragon	96	D	2,250K	WESTPORTYS 9	35	Catania	04	D	112,500	NHarborYS 91				
60	Aquiam	94	D	483,000	Hebert 7	69	Admiral	09	D	1,956K	EmeraldPac 50	92	Paragon	96	D	3,155K	ChuckHwy18.19	35	Beneute 84	D	49,500	Swiftsure 55					
60	Knight&Carver 94	D	448,800	AdvansMk 114	70	Admiral	98	D	950,000	EmeraldPac 50	99	Admiral CPW	86	D	2,750K	Hampton YSA.116	35	Conest	82	D	69,500	Swiftsure 55					
60	Martimo SB	09	D	2,468K	Hampton YSA.116	70	Hitteas	89	D	463,000	ChuckHwy18.19	100	Broward	89	D	1,465K	EmeraldPac 50	35	Finnest 351	85	D	74,500	Signature 75				
60	Metacraft	03	D	1,495K	Bristol 92	70	Hesley	91	D	695,000	ElliotBay 35	101	Hargrave	10	D	72,000	ChuckHwy18.19	35	First 35	12	D	Cal	Signature 75				
61	Norhavn 09	D	1,795K	Norhavn 17	70	Lagoon	05	D	2,358K	AdvansMk 114	102	WestportMcQu 89	D	2,455K	WESTPORTYS 9	9	Hunter 35.5	90	D	78	55,000	SeattleYachts 39					
61	NAVIGATOR 04	D	528,000	AdvansMk 114	70	Viking	08	K	3,250K	OceanAlex 2.5	105	Overrunne	01	D	4,485K	WESTPORTYS 9	35	Huntingford 85	D	39,000	MarineServic 16						
61	OceanAlex	00	D	635,000	OceanAlex 2.5	71	Admiral	96	D	1,199K	CrownWest 12	106	Poolie Cheafie	81	D	2,900K	WESTPORTYS 9	35	Island Packet 90	D	124,000	Signature 75					
61	OceanAlex	09	D	595,000	EmeraldPac 50	72	Bezzam	91	D	999,900	ChuckHwy18.19	112	Westport 01	D	5,256K	WESTPORTYS 9	9	Jaaneaou 50	06	D	119,500	Expedition YS 80					
61	OceanAlex	98	D	649,000	EmeraldPac 50	72	ChoyLee	04	D	1,850K	CrownWest 12	112	Westport 05	D	7,500K	WESTPORTYS 9	35	Jaaneaou0505 08	D	111,111	MarineServic 16						
61	Precision Mar 04	D	799,000	AAA Yachts 115	72	Donz	94	D	1,055K	WESTPORTYS 9	112	Westport 08	D	92,500K	WESTPORTYS 9	9	Najaa 355	02	D	225,000	Signature 75						
61	Rutherford 83	D	349,000	ElliotBay 35	72	Monk McQueen 77	D	698,000	AAA Yachts 115	115	Crescent	94	D	4,995K	EmeraldPac 50	35	Tarlan 3500	98	D	139,500	MarineServic 16						
61	Tollycraft 91	D	898,000	AdvansMk 114	73	Alaska Tuk 40	D	1,400,000	WaterLine 47	140	Westport 05	D	132,500K	WESTPORTYS 9	9	Bavaria 99	D	114,950	AVC 94								
62	Brandon 58	D	599,500	ChuckHwy18.19	73	ContraSteel 85	D	1,900K	Hebert 7	7	Westport 05	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	Blanchard 58	D	343,000	Hebert 7	73	Admiral	98	D	450,000	WESTPORTYS 9	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55						
62	Horizon 05	D	949,000	EmeraldPac 50	73	Philbrocks 88	D	1,400,000	ChuckHwy18.19	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	Norhavn 01	D	1,495K	Norhavn 17	73	Wenden Sylvaou 06	D	1,490K	AAA Yachts 115	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	Norhavn 02	D	1,500K	Norhavn 17	74	OceanAlex	07	D	3,345K	WESTPORTYS 9	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55						
62	Norhavn 03	D	1,450K	AAA Yachts 115	75	Expedition 70	D	795,000	ChuckHwy18.19	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	Norhavn 09	D	1,795K	Norhavn 17	75	Conest 72	D	675,000	Hebert 7	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	Norhavn 93	D	899,000	Norhavn 17	75	NorrtSea 91	D	695,000	ChuckHwy18.19	130	Westport 07	D	139,950K	WESTPORTYS 9	9	Bavaria 96	D	36,7	120,000	Swiftsure 55							
62	NORHAVN/PH 09	D	825,000	Norhavn 17	75	Norrtath 01	D	1,285K	EmeraldPac 50	9	LP Optimist 12	N	3,120	MarineServic 16	36	Island Packet 90	D	160,000	Bristol 92								
62	NORHAVN PH 02	N	1,790K	VansleimMarina 38	75	Smedvik Mosk 07	D	695,000	ChuckHwy18.19	14	Laser 12	N	5,985	MarineServic 16	36	Jeaneau 09	D	180,000	Bristol 92								
62	OceanAlex	10	D	1,595K	OceanAlex 2.5	76	ContraTravel 41	SS	350,000	Trailwind 93	14	Wata Trimaran 11	N	12,950	MarineServic 16	36	Slag Schoone 08	D	96,000	WaterLine 47							
62	Symbol 02	D	400,000	ChuckHwy18.19	76	Conest 72	D	675,000	Hebert 7	14	Wata Trimaran 11	N	12,950	MarineServic 16	36	Jaaneaou0505 08	D	111,111	MarineServic 16								
62	Tollycraft 93	D	590,000	EmeraldPac 50	76	LeCluq 01	D	795,000	Irwin 24	17	Nomad 17	O	10,000	MarineServic 16	37	Alberg 85	D	94,000	ElliotBay 35								
63	Outar Reef 09	D	1,695K	OuterReefY3.29	76	Lowland 87	D	996,000	WESTPORTYS 9	9	Hunter 18	N	11,900	Signature 75	37	Beneute 12	D	Cal	Signature 75								
63	SeaRay 92	D	349,000	CrownWest 12	76	Norhavn 05	D	3,985K	Norhavn 17	19	Cape Dory 76	O	12,992	Bristol 92	37	Beneute 373	05	D	134,950	Signature 75							
64	Alaskan 03	D	1,295K	OceanAlex 2.5	76	Norhavn 09	D	4,500K	Norhavn 17	20	Fika 82	O	35,000	Signature 75	37	Express 85	D	74,500	Expedition YS 80								
64	Alaskan 99	D	789,500	SelenaSeattle 21	77	Coston 05	D	2,900	Bristol 92	20	Hunter 28	O	32,966	Signature 75	37	Tarlan 370	D	34,900	Signature 75								
64	Grand Alaskan 00	D	845,500	OuterReefY3.29	77	FrankGarden 90	D	1,395K	Irwin 24	20	Laser SB3 08	N	37,900	MarineServic 16	37	Hunter 90	D	65,000	ElliotBay 35								
64	Grand Alaskan 03	D	1,275K	OuterReefY3.29	78	Kruse & Banks 27	D	599,000	ChuckHwy18.19	20	Schock Harbor 01	N	15,000	WaterLine 47	37	Hunter 96	D	69,000	ElliotBay 35								
64	Grand Alaskan 04	D	1,259K	OuterReefY3.29	78	North Coast 92	D	2,900K	EmeraldPac 50	22	Hunter 08	O	12,950	Bristol 92	37	Hunter 37.5	95	D	69,500	Signature 75							
64	NORHAVN/PH 08	D	2,575K	Norhavn 17	80	Sais Parthua 98	D	1,750K	WaterLine 47	22	Fika 82	O	35,000	Signature 75	37	Express 85	D	74,500	Expedition YS 80								
64	Northen 98	D	2,195K	Hebert 7	80	OceanAlex	10	D	3,955K	OceanAlex 2.5	26	Hunter 28	O	32,966	Signature 75	37	Island Packet 08	D	319,000	Signature 75							
64	OceanAlex	06	D	1,304K	OceanAlex 2.5	80	OceanAlex	10	D	3,195K	OceanAlex 2.5	26	KerrRanger 26	O	18,900	MarineServic 16	37	Island Packet 12	D	Cal	Signature 75						
64	Queenship 00	D	949,000	WESTPORTYS 9	80	Outer Reef 07	D	3,350K	OuterReefY3.29	26	MacGregor26M 04	O	26,900	Signature 75	37	Nauticat 37	06	D	298,000	MarineServic 16							
64	Vic Franck 05	D	385,000	ChuckHwy18.19	80	Outer Reef 08	D	3,350K	OuterReefY3.29	26	Seafarer 79	D	9,950	Bristol 92	37	Pac Seacraft 81	D	99,500	ElliotBay 35								
64	Westbay	05	D	1,255K	OceanAlex 2.5	82	dimitar 96	D	1,108K	AdvansMk 114	27	CAC 76	O	7,495	Bristol 92	37	Cape 37	D	74,900	Signature 75							
65	Lanor MS 84	D	545,000	Irwin PDX 24	82	Horizon 05	D	1,695K	EmeraldPac 50	27	CS Sloop 80	O	14,900	VanillaMarina 38	37	Tarlan 37	D	76,000	MarineServic 16								
65	Lanor MS 84	D	545,000	Irwin PDX 24	82	Horizon 05	D	1,695K	EmeraldPac 50	27	Gulf PH 87	D	28,500	AVC 94	37	Tarlan 3700	01	D	175,000	MarineServic 16							
65	Outar Reef 07	D	1,895K	OuterReefY3.29	82	Horizon 07	D	3,995K	WESTPORTYS 9	27	Hunter Z7elec 11	E	79,785	MarineServic 16	37	Yanara 76	D	79,900	SeattleYachts 39								
65	PacificMarin 94	D	1,495K	WESTPORTYS 9	83	McQueen 80	D	519,000	EmeraldPac 50	27	Island Packet 87	D	46,500	Signature 75	37	Tayana 76	D	79,900	SeattleYachts 39								
65	PacificMarin 97	D	789,000	WESTPORTYS 9	84	VikingSC 01	D	2,265K	CrownWest 12	27	Newport 81	D	12,900	Bristol 92	37	Tayana 76	D	79,900	SeattleYachts 39								
65	PacificMarin 99	D	925,000	WESTPORTYS 9	85	Jones-Goodell 80	D	775,000	ChuckHwy18.19	27	Siletto Cat 81	O	15,000	MarineServic 16	37	Tayana 82	D	90,000	Swiftsure 55								



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To place an ad electronically please go to our website: [www.nwyachting.com](http://www.nwyachting.com)



**40' BRUCE ROBERTS DESIGNED CUTTER.** Steel, Lewmar winches, roller furling, water tank (110gal), fuel tanks (180gal), inflatable dinghy, 5hp outboard, 60hp Isuzu diesel engine. **\$45,950.** (503) 812-5877. **\$208-1**



**62' WM GARDEN, '88 (Steel).** Original owner 4 staterooms, 3 heads, sleeps 10, roomy galley, washer/dryer. Great live-aboard! Spacious and rugged! Impressive interior! Photos available! (503) 651-1660. **\$150,000. \$226-8**



**37' C&C 37/40, '89.** Nina is meticulously cared for by the original owner since new. Nine sails, anchor windlass, 1600hrs on 35hp Yanmar diesel, new Autohelm, Espar, dodger, bimini, and a beautiful interior that sleeps 7. Located RYVC Vancouver. Complete package - ready to cruise or race with countless extras! **\$85,000 USD!** (604) 265-7407 or email [rpusette@shaw.ca](mailto:rpusette@shaw.ca) for photo gallery and full inventory list. **\$233-10**



**25' ISLAND DRIFTER MOTORSAILER, '78.** Unique wood hull. Cozy, capable cruiser, in all kinds of weather. Roomy for its size. Well-equipped and maintained. Repowered in 2003 with Yanmar 18hp diesel. **Now \$19,900obo. \$213-9**



**40' BENETEAU OCEANIS 40CC, '99.** 2 cabins, 2 heads, aft center line berth. Hurricane HW heat, 1000 ah AGM batteries, s/s arch, davits, chart plotter, radar, solar panels, full cockpit enclosure. **\$155,000** offers. [beneteau40ccforsale@telus.net](mailto:beneteau40ccforsale@telus.net) or (604) 644-6217. **\$229-9**



**35' JASON, '85.** Offshore cutter, launched 1985. Designed by Ted Brewer, constructed in USA by Miller Marine. See full details at [www.marinerkayaks.com](http://www.marinerkayaks.com). **\$43,000.** (360) 588-0066. [noremac63@hotmail.com](mailto:noremac63@hotmail.com). **\$225-9**



**40' ATKINS STAYSAIL SCHOONER, '05.** Laminated oak ribs, 5000# lead outside ballast, Perkins 4-107, 80 gal fuel, 90 gal water. Shower in head, Dickenson 3 burner range, microwave, television, fathometer, VHF, GPS, refrigerator. Plow anchor, 300' rope, windlass. Owner financing possible. **\$45,000.** (425) 829-7797. **\$232-10**



**22' NONSUCH '84.** Catboat with wish-bone rig, two mainsails. Spacious cabin, enclosed head, full galley. The perfect cruiser for a couple or small family. Westerbeke diesel, wheel, auto helm. **Asking \$24,000.** (360) 299-8443. [dbarrybest@frontier.com](mailto:dbarrybest@frontier.com). **\$235-10**

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

Classified Ads on the web at [www.nwyachting.com](http://www.nwyachting.com)



# CLASSIFIED



**PRICE REDUCED!**

**35' HYDRON MK III '87.** Cruiser/racer, hydronic head, refrigeration, 2000W inverter, electric windlass, Autohelm 4000, Raytheon C80 GPS, 2nd owner, 17 years freshwater, more info: kenwen@telus.net (604) 854-0203. **\$55,000.** Bellingham. **S236-10**



**CHARTER POTENTIAL!**

**THE LUNA IS FOR SALE.** Documented at 65', (74' on deck), T/engines, new gen. Full headroom in enclosed pilothouse w/ second outside aft helm station. Designed by Manuel Campos and built at the Astillero Ortholan Shipyard in Buenos Aires, Argentina. She's an exceptional vessel framed and planked with Lapacho, a South American hardwood. *The Luna* has sailed the waters of the South Atlantic, North Atlantic, South Pacific and now the Northwest. She can be ready for many decades of adventure with new owners. *The Luna* is part way through a refit to meet requirements for its Coast Guard Certificate of Inspection to carry passengers. New owners can finish the C.O.I. process and have a boat with excellent high end charter potential or just make the boat ready for personal use and six pack chartering. For more information and photos please go to our website, Sea Fleet LLC.com and call the owner at (360) 632-0355 **\$400,000. S242-12**



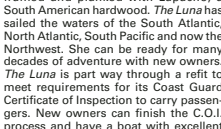
**27' CATALINA 27, '76.** Fin keel, 6' headroom, sleeps 5, 9.9hp Nissan, just serviced, mooring paid through September. Ice Harbor Marina, Pasco, WA. Asking **\$5,500; make offer.** (509) 623-2351, williamheck2@yahoo.com. **S247-1**



**53' FLEMING, 1989.** Pristine, boathouse (fresh water) kept with constant upgrades. **THIS IS A WOW BOAT - \$449,000,** will consider a trade, looking for a fast boat with fishing cockpit. Website: [www.flemingforsale.com](http://www.flemingforsale.com). Call: (503) 780-4375. **P191-11**



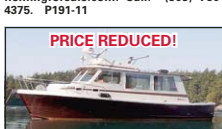
**38' SKOOKUM FLUSHDECK SLOOP, '80.** 3 solar panels, wind generator, gel cells, 40hp diesel, Garmin chart, depth, radar, dripless shaft seal, hydronic head, vacuumflush head, ironwood interior, Magnum 2800 inverter. Call (206) 240-8079 or email frankzoo@msn.com. **S237-11**



**37' ROBERTS CUST. SEDAN, '85.** Twin Detroit 6.2 diesels, built on a commercial hull, spacious main cabin, large cockpit, diesel furnace, Cold Plate freezer, autopilot, radar, plotter, genset, head, windlass, dinghy w/15hp, great condition. **\$79,900.** (360) 299-2526. Full Specs available at [www.west-yachts.com](http://www.west-yachts.com). **P425-12**



**36' CS MERLIN 36, '90.** This is one of the more popular CS boats; she has had only 2 owners. She is immaculately maintained, superbly equipped and ready to sail and cruise the West Coast. The numerous extras make this late model and pristine CS Merlin a rare find. **\$79,000.** Moorage available at SNSM. (250) 656-5104 or bertbroillard@shaw.ca. Details: bertbroillard.shawwebspace.ca. **S248-1**



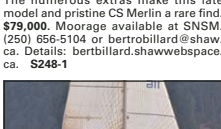
**PRICE REDUCED!**



**TED GEARY STAYSAIL SCHOONER, '25.** *SUVA* is built of Burmese Teak (hull, deck, cabin & interior) unsurpassed craftsmanship. Low hrs on 453 Detroit engine. Sleeps 9 in 3 cabins. Dickensen diesel cook stove and cabin heater. With dual station steering (cozy inside) she is comfortable and easily sailed by 2 all year round. LOA 68', LOD 56', Beam 14', Draws 6'00". Truly a classic and in very good condition. Her charter business is also included! [www.schoonersuva.com](http://www.schoonersuva.com), email [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com). (360) 643-3840. **\$159,000. S238-11**



**32' BAYFIELD, '77.** Single owner, lovingly maintained. Great family cruiser. Well built, reliable, spacious and comfortable. 20hp Yanmar diesel, new transmission, 4 sails, electric windless + many upgrades. A must see! **\$43,500.** (250) 477-8614. **S244-12**



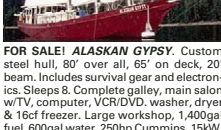
**26' ALBIN CIRRUSS 7.8, '78.** Yacht designer Bob Perry's own boat. Built in Sweden in 1978, this 26' pocket cruiser is a real little ship. It has a Volvo diesel with sail drive and it runs beautifully. Fractional rig. The sails are UK Tapedrive and in excellent condition. This boat is beautifully balanced, stiff, sails very well and is stoutly built. Boat located in Everett. Asking **\$8,500.** Call Bob Perry at (360) 652-7771. **S249-1**



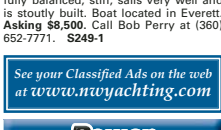
**PRICE REDUCED!**



**35' CORONADO CC SLOOP, '73.** New engine, bottom paint and zincs, cabin cushions and stove. A fine liveaboard. (206) 225-3360, info@pacificmarine.org or [www.pacificmarine.org](http://www.pacificmarine.org). **\$16,900. S239-11**



**FOR SALE! ALASKAN GYPSY.** Custom steel hull, 80' over all, 65' on deck, 20' beam. Includes survival gear and electronics. Sleeps 8. Complete galley, main salon w/TV, computer, VCR/DVD, washer, dryer & 16cf freezer. Large workshop, 1,400gal fuel, 600gal water. 250hp Cummins, 15KW, 3ph generator, 10' Livingston w/15hp Honda. (425) 429-0184 or (425) 429-0183. [alaskangypsy@hotmail.com](mailto:alaskangypsy@hotmail.com). **\$245-12**



See your Classified Ads on the web at [www.nvayachting.com](http://www.nvayachting.com)

**Power**



**49' CT 49, '83.** Recent complete refit on an already well equipped CT 49 center cockpit cutter. Boat is fast, comfortable and offshore capable. **\$197,000.** Full specs and photos at [petercraneboats.com](http://petercraneboats.com) or call (805) 963-8000. **S243-12**



**18' CAPE COD CATBOAT, '96.** Marshall Marine "Sanderling" model built 1966. Fully restored by prior owner. Compare with new. Beautiful color coordinated covers, cushions and custom touches. 2002 Yamaha. **\$13,900.** Port Ludlow. (360) 437-9977. **S246-7**



**PRICE REDUCED!**

**39' SEAQUEST EUROPA TRAWLER.** Completely restored, boathouse kept, 2.5g 8kts, 2 cabins, fireplace, hauled out 5/11, ready to cruise! **\$69,000.** For photos and specs: [frankjonesjr@msn.com](mailto:frankjonesjr@msn.com). Motivated! (360) 790-6577. **P137-11**



**NEW PRICE!**

**BAYLINER 4788, '00.** 370 Cummins 900 hrs, 11.5 genset 600 hrs, 3 reverse cycle air, Garmin electronics 2 12" screens, 404 radar, Novarava with 25hp Yamaha, watermaker, satellite TV, located Umatilla, OR. **\$220,000.** (208) 890-9604. **P514-9**

# CLASSIFIED



**NEW PRICE!**

**DREAM FOR SALE!** Custom 46' aluminum pilothouse 2001 dream boat. Featured in the October 2001 Passagemaker magazine. The perfect Alaskan fishing, pleasure boat. Two staterooms, two heads, two Volvo TAMD 74's, and an unbelievable pilothouse. Twenty knot cruiser. Will sell as boat separately, or as a Charter business. For call info. (907) 747-0517 www.seabuggy.com/4sale.html. P513-1



**56' OCEAN CPMY, '91.** 3 staterooms, full width extra large salon, \$150K in upgrades. New stabilizers, RIB, electronics, interior. Engines rebuilt 2009/2010. Brokers welcome, 4% Co. (425) 876-8876. Asking \$359,000. P596-12



**SOLD!**

**78' LONG RANGE CLASSIC FANTAIL MOTOR YACHT MV CREOLE.** 1930 Custom Yacht built to heavy specifications by Lake Washington Shipyard, for famous author. She has piloted waters to Alaska, Caribbean, Europe, Hawaii and South Pacific, earned her keep as a 6Pax Alaska charter yacht for 30 years, recently. This yacht is screaming for another adventurous yachtsman/STEWARD of A FINE HISTORIC VESSEL!! Four staterooms, three new heads, extensive electrical and plumbing refit, new Furuno electronics, new GE Cafe propane stove/ Microwave, new mattresses, bedding and drapes. CAT 353 main, 2 gensets, 2500g fuel, 1200g water. Much, Much MORE! Please visit at www.yachtminder.com. Possible opportunity for Captain/Mate team with significant charter experience and book of charters or operating company looking to expand. P588-5



**32' FAIRLINE, '85.** Repowered T/Volvos (gas) 5.0 litres. Professionally maintained. New fridge, new separate freezer. Hot water on demand, Espar furnace. Hard bottom inflatable w/rip onboard on Sea-Wise davit. At Sidney. Asking 35,500. For more details: jackford@shaw.ca. Phone (250) 477-5645. P606-7



**SOLD!**

**34' SKOOKUM PH TRAWLER, '75.** This strong, safe, comfortable NW cruiser has been our liveaboard home for twelve years. Veteran of many trips to Alaska (twice single-handed), she is a familiar sight from the Columbia River to Glacier Bay. Single 120hp Lehman, 747@13gph, 180gals diesel, 200gals water, propane stove, 12gal. WH(AC/engine), Vacu-flush w/30gal. holding tank. Radar, GPS, DS, Com-Nav AP, THREE new 8-D batteries w/smart charger, new VHF&antenna, two anchors. \$40,000. P614-7



**SOLD!**

**32' 1992 BAYLINER 3288, '92. Great NW Cruiser!** A Northwest favorite! Great accommodations, very economical. Twin Hino 150 diesels w/2600 hrs, new interior/elect or upholstery in 2007 (Black/Gold). King master berth, double v-berth and dinette sleeps 5-6. Fresh water moored; now dry storage Anacortes. \$49,950. P626-8



**MOTIVATED SELLER!**

**48' SEA RAY 480 SEDAN, '02.** Twin 3196 CATS w/420 hours, all of the "Sea Ray upgrades" were ordered, TNT swimrigid lift w/hardbottom tender package, beautiful "Hampden Cherry" interior, full electronics including KVH SAT, 3 staterooms, 2 heads, B/H kept, Single owner, no kids or pets. A vessel that needs to be viewed in person. For specifications & photos charles.david@yachts.com or (250) 755-5887. \$405,000. P633-9



**26' SEA RAY SUNDANCER, '87.** Comes w/covered 32' slip, Kingston galv. trailer, 8' dinghy, 4hp motor, new stern drive, 350 Chev, GPS, VHS, CB, newer canvas, hot water, alcohol, electric stove, more extras! (360) 297-7093. \$16,000. P639-4



**4588 BAYLINER.** Very nice updated 45 T/C for the right person. \$111,900 Firm. P663-11



**NEW PRICE!**

**42' OCEAN ALEXANDER, '92.** Ocean Lady is a beautiful Northwest family cruiser with special factory built additional 6' raised cabin, sleeps four in two staterooms, private spacious head with stall show, fully equipped galley and large salon with ample space for entertaining. Many recent upgrades include electronics, upholstery, carpeting and fabrics. Very meticulous owner makes her one of the most desirable examples available on the market today. The Ocean Lady is moored under cover at the port of Edmonds. Please contact Edmonds Yacht Sales to board her today. (425) 774-8878. P650-11



**32' GRAND BANKS SEDAN '85.** Pristine! New window paint, new brightwork! 120 Lehman, 2-2.5gph, 2700hrs, transom door, extended swim step, following upgrades: Raymarine's best E-120 chartplotter display (platinum navionics), DSM sonar fishfinder, 4kW radar, ST 60+ graphic display on flybridge, Uniden VHF, 10' Avon 310 RIB dinghy, Yamaha 8hp, all canvases including rails, plus new Seward 3-burner gas stove. Also, Vacuflush, Espar heater, total battery upgrade (Trojans), windlass, autopilot. Meticulous engine repair/maintenance. \$121,500. Ron: (206) 992-6500. P682-11



**43' NORTH PACIFIC '09.** Silly Goose Hull #38. Cummins 230, 5kW generator, Hurricane Heat, AGM Batteries. Many more upgrades. Excellent condition. Call for full details. \$359,000. (360) 678-7565 or (360) 632-0360. P723-9



**PRICE REDUCED!**

**47' BAYLINER 4788, '00 w/hardtop & tender included.** This 4788 has options every 4788 owner would like to have: new custom bridge hardtop that is totally enclosed in lexan that can also easily be removed, under-hulls have been added, low hours 899/902hrs on Cummins 370T5, 533hrs on genset, thruster, new unused Garmin GPS 4212, chartplotter w/wireless remote, Raytheon Pathfinder 870 radar, Raytheon ST6000+ autopilot, tender is a like-new '06 AB hard-bottom inflatable w/ Honda 204-stroke on new-stern-mounted custom electric/hydraulic lift. Anacortes. Call (360) 770-4176. 7 additional pictures here: <http://alaskadave.smugmug.com>. \$259,000. P704-9



**Sistership!**

**26' BAYLINER 2655 CIERA, '00.** Mercruiser 350MAG-MPI 300hp, Bravo 3 Duo-prop. This boat shows like new and has many extras. Trailer included. Call or E-mail for more info and pictures. (253) 952-6210 or hanks2@msn.com. P735-3



**PRICE REDUCED!**

**38' - 41' PT EUROPA SEDAN, '86.** Twin 240 turbo diesels, 4.5kW generator, 2 color NavNet C-Map, dual station, enclosed flybridge. New brightwork and bottom paint (8/11), new AGM batteries (8/10)... Low hours! Loaded! Immaculate! (541) 878-2838 or (241) 601-1118. \$119,000. P736-10



**PRICE REDUCED!**

**37' ALBIN, '78.** Twin 120 Fords, autopilot, radar, sounder, radios. Alaska veteran with two staterooms, 2 heads (tub & shower). See at Herrells Cove Marina, Shelton, WA. Health records available. \$44,500 obs. (360) 229-0399 or (360) 229-1849. P746-1



**40' BILL GARDEN DESIGNED WOODEN TROLLER, '48.** Halcyon is well known at wooden boat shows. Complete classic restoration of this 1948 troller. A fine yacht with quality craftsmanship, sound! A great cruiser with CAT diesel. See full pictures @ [www.halcyon3.shutterstock.com](http://www.halcyon3.shutterstock.com) \$165,000. Sam Fry (360) 378-5864 or (360) 378-1632. P748-10



**NEW PRICE!**

**39' NORTH PACIFIC PILOTHOUSE '08.** Fully loaded and well maintained. Cummins QSB diesel, 5kW Northern Lights, bow thruster, networked electronics both helms, 24HD radar, AGM batteries, Hurricane hydraulic heat, Roskelley-Olson davit/hypalon Walker Bay, and much more. Reduced to \$289,000. Call (360) 927-6199. P751-10



# CLASSIFIED



**PRICE REDUCED!**

**32' EAGLE PH TRAWLER.** Flybridge, head with separate shower, windlass, hydraulic stern thruster, brand new Garmin: radar, GPS, chartplotter, and depth/fishfinder. 1992, Sabre 135hp engine. **\$119,000.** (206) 408-7495 or (206) 795-3434, dougkriepel@me.com. **P795-10**



**36' GRAND BANKS CLASSIC, '93.** Boat house kept, full electronics, Vacuufish heads, economical single Lehman, complete maintenance log, SS package, wide body, custom helm seat, bow thruster, cruise ready! Owner. Call (503) 310-0848. **\$199,400. P762-12**



**PRICE REDUCED!**

**58' GARDEN DESIGN LRC. QUEST.** Extremely heavy solid fiberglass, 240hp CAT power. Adjustable pitch Hundestod prop, Dry exhaust, 62hp wing engine - "get home" prop, variable angle stern thruster, 2000 fuel, 3500+ mile range, 500 water, Furuno radar, spare prop and shaft, 15KW gen., hydraulic anchor winch, 300lb. anchor, washer/dryer. Separate walk-around engine room with work bench.

Original owner! If interested, send your email address for copy of PassageMaker magazine article. \$425,000. Interested in a Nordhavn? Look here first!! Contact: [surperquest@shaw.ca](mailto:surperquest@shaw.ca). **P767-11**



**SOLD!**

**27' ALBIN FAMILY CRUISER '87.** Downeast pocket trawler can take you anywhere on the Inside Passage at 7-8 kts, 1 gph. A fun, easy, and inexpensive boat to run. Good condition. Sleeps 4 in 2 cabins; Large V-berth forward, 2 - twins or a side double in the stern cabin. New cushions. Galley. Offers privacy in a compact boat. New Lowrance HDS-8 chartplotter and Broadband HD radar. New Standard Horizon GX-2150 VHF/AIS. Yanmar 78hp turbo diesel with 2200 hours. Fuel: 90 gallons, Water: 40 gallons. Full canvas enclosure over the back cockpit. Many improvements. **P789-6**



**PRICE REDUCED!**

**34' TOLLY TRI-CABIN, '78.** Bought 1996. Kept freshwater covered moorage on ship canal. Moorage if Marina okay. Twin 350 Mercruisers, full galley, dinghy, outboard. Excellent condition bellies age. CRUISE READY. Jim (206) 285-4630. **\$40,500. P769-5**



**28' UNIFLITE MEGA, '77.** Twin 350 with under 200 hrs. Extremely well equipped. Call for details. **\$17,500 with trailer** or **\$15,000 without trailer.** (360) 387-9003 or (425) 238-0473. **P778-10**



**PRICE REDUCED!**

**47' SEA RANGER. ZigZag** has just returned to Portland from an exceptional 8-year Alaska/Mexico/Alaska experience and is ready to leave on your adventure. She is seaworthy, comfortable and fully equipped for travel or live-aboard. **\$220,000 \$179,000/obo.** (206) 979-0987. See specs and pictures at: <https://sites.google.com/site/viewboatzigzag>. **P786-1**



**58' GARDEN DESIGN LRC. QUEST.** Extremely heavy solid fiberglass, 240hp CAT power. Adjustable pitch Hundestod prop, Dry exhaust, 62hp wing engine - "get home" prop, variable angle stern thruster, 2000 fuel, 3500+ mile range, 500 water, Furuno radar, spare prop and shaft, 15KW gen., hydraulic anchor winch, 300lb. anchor, washer/dryer. Separate walk-around engine room with work bench.

Original owner! If interested, send your email address for copy of PassageMaker magazine article. \$425,000. Interested in a Nordhavn? Look here first!! Contact: [surperquest@shaw.ca](mailto:surperquest@shaw.ca). **P767-11**



**38' TROJAN EXPRESS BY BERTRAM, '84.** Built to compete in the all important Express Cruiser Market, the 13'9" beam is open & is perfect for fishing & cruising. Powered by freshly rebuilt 454 engines, she cruises at 22 knots & with the optional flosscan meters, you can watch & decide how much fuel to burn. Complete w/ generator, Heat & Air, full galley, island Berth, Star Shower, dinghy. Details: [www.irwinyachtsales.com](http://www.irwinyachtsales.com). Kept in Covered Moorage most of its life. **\$29,875. Matt, (206) 632-2900. P766-11**



**PRICE REDUCED!**

**CARVER AC/MY, '06.** 310 Volvo diesels (83hrs), 2 E80s, Espar heat on bridge, AC/heat in salons, 6' Caribe on davit w/9.9hp Tabataho. Also: 9' inflatable w/5hp Mercury, Zodiac Satchel life raft, life sling, 8KW Kohler dsl genset. **\$275,000.** (360) 697-9850. **P771-11**



**PRICE REDUCED!**

**42' CALIFORNIAN '77.** Ready to cruise. Economical T/Perkins 220, 7.5kW Onan gen, diesel heat, 2 strms, 2 heads, 2 showergs, sleeps 6, GPS, chartplotter, fishfinder, radar, autopilot. Wide walkaround decks, large flybridge & trunk deck. Hauled, painted, zincs, 07/11, 10' dinghy. Excellent condition. **\$99,000.** (206) 714-0385. **P787-1**



**41' MERIDIAN 411, '05.** Beautiful 2005 Meridian 411 with T/Cummins 450hp diesels w/420 hrs, ZF electronic throttles, Onan 11.5 generator, AC, icemaker, washer/dryer, all electronics, Boston Whaler 110 Sport w/25hp Mercury. Full upper and lower enclosures. Moored at Kirkland Homeport Marina. **\$299,000.** More photos at <http://bit.ly/meridian411>. Darrellwest@hotmail.com. **P791-6**



**40' CUSTOM PH TRAWLER, '83.** 300hp Cummins, T/disc transmission, bow thruster, 6kW Northern Lights, gen, 2800 Magnum inverter, Westabo heater, FlotScan, Garmin electronics, Com Nav autopilot, 300 gal. fuel, 200 gal. fresh water, two heads, Tomco toilets, Corian countertops. For additional information visit <http://www.flickr.com/photos/5657352a@N06/> (907) 957-1877. **P794-1**



**40' PILGRIM FANTAIL YACHT, '86.** Great northwest cruiser, in SITKA. Excellent condition. Everything needed to keep warm, safe and comfortable. 100hp Westerbeke diesel, 7 knots, 1.5 GPH. Priced to sell **\$154,900.** <http://s1088.photobucket.com/albums/i328/cmjlv/>. **P785-7**



**PRICE REDUCED!**

**34' MAINSHIP, '78.** 547,500 obo now **\$44,000.** Turn-key, economical and easy to maintain boat with many electrical equipment and interior improvements. Search Trawler on Seattle Craigslist for more information or call (360) 293-3125 (Anacortes). **P802-8**



**52' CHRIS-CRAFT, '53.** R/V's a must see Chris Craft Conqueror. She has 176-71 Detroit's, economical 10gph at 12kt cruise. Outback 12v and 32v inverter chargers. Espar boiler heating system. King bed master plus midship stateroom and forward V berths sleeps 6 comfortable. Excellent liveaboard, boat is kept in covered Lake Union moorage and possible transfer if qualified. There is too much to list, call for details; this boat speaks for itself. **\$159,500 or reasonable offer.** (206) 491-5456. **P803-8**



**42' GRAND BANKS CLASSIC, 1986.** T/CAT 3208s/3600hours, flybridge enclosure, inflatable dinghy/10hp motor & davit. New batteries, charger, heads, water pumps, compressor for holding plate refri/ freezer, radar, GPS, chart plotter, depth finder. Undercover at Bremont Yacht Club. **\$249,000.** Contact: [hdmcbride@aol.com](mailto:hdmcbride@aol.com). (360) 440-0653. **P804-8**



**41' ROUGHWATER TRAWLER, '76.** Single Perkins, 3.5kW gen in sound shield, inverter stern, windlass, Furuno, Garmin **\$87,000.** (360) 945-0701, email: [manana@whidbey.com](mailto:manana@whidbey.com). **P805-8**



# CLASSIFIED



**32' NORDICK TUG '90.** Economical Cummins B5.9, 5kW genset, new Sterling hull and bottom paint, Cruiseair and chartplotter. Recent survey! Beautiful interior, full electronics, Lectrasun, bow thruster, dinghy, Coast Guard and BC registered. Located Victoria, BC. **\$135,000.** grandpajohn@shaw.ca (250) 920-8765. **P806-8**



**34' CALIFORNIAIAN, '95.** Twin 3208NCA Ts, radar, GPS plotter, VHF, depth sounder, inverter, new electric head, aluminum tanks, down galley, tuna outriggers, down riggers, six man inflatable. **\$67,000.** (503) 931-3870 or (503) 363-6557. **P818-8**



**55' GREBE FDMY, '64.** Twin diesel powered with updated systems and electronics, this Grebe is ready to cruise to the far reaches of your dreams till your heart's content. In today's times, it is rare to find such a fine example that has been upgraded with modern systems the likes of new vessels, and still maintains the ambience of slower times past. All surveys and full records-receipts dating back over 20 years are available and reflect how exceptionally sound she is, and how she has always been maintained to the highest standards. The bilges are completely dry. Transferable live-aboard Lake Union covered moorage available. If you are looking for an exceptional yacht that is ready to cruise anywhere, turns heads, and gives you that feel good feeling... This is it. **Offered at \$135,000.** Owner has other interests. **Special offers encouraged!** (425) 260-4607. **P823-9**



**40' TOLLYCRAFT, '72.** T/CAT diesels, completely modernized interior, new wiring, GPS, radar, new generator, inverter, built-in computer, 10.5' RIB/9.9hp Honda electric start. **(360) 466-5462 or (360) 941-1331. P827-8**



**30' TOLLYCRAFT SEDAN, '79.** This is my 4th Tolly. Low hours on T/350s. Professionally maintained. Babied original; always covered. Upgrades. Extremely roomy interior and bridge. Call Dan (425) 241-6276 or dne3@msn.com **\$34,500. P807-8**



**22' BAYLINER, '79.** Includes a 1978 EZ Load tandem trailer, all in great condition, 350hp Mercruiser I/O, new canvas top and side curtains, new electronics and electrical system/batteries. Complete refit 2010! **\$11,500.** (206) 963-6230. **P821-9**



**36' CUSTOM ROBERTS.** Steel. Unfinished interior. The difficult work is done and is fully operational. Solid, well thought out construction for a couple or single-handed long distance cruising. Sequim. **\$54,000.** (360) 608-4538. **P828-9**



**PRICE REDUCED!**

**32' GARDEN DESIGN, '54.** Diesel, cedar oak. **2010 survey @ \$19,000.** Perkins 6-354, Newshaft, bottom paint 11. Same owner last 16 years, Columbia River. More info: (503) 307-1643 srfrid@teleport.com. **P806-8**



**43' RIVIERA CONVERTIBLE, '00.** ROAR/N 47m is a one owner yacht that has been kept in covered freshwater moorage since new. She features a spacious salon with beautiful hand crafted teak cabinetry with a lower helm, mezzanine galley, a large head with stall shower and 3 staterooms. The owner's stateroom offers an "island queen bed", the starboard guest stateroom has side-by-side "twins" and the port stateroom offers stacked bunk beds. ROAR/N 4m is owned by knowledgeable yachtmen who have had the yacht professionally maintained to ensure that she is always in tip-top shape. Equipment includes Caterpillar 435hp diesels with 890hrs, Wesmar bow thruster, Furuno radar & chart plotter, GPS, Simrad autopilot, VHF radios, Raymarine & Furuno DSS, KVH satellite TV system, 8kW Kohler generator, inverter, Pompeyette helm chairs. The vessel also carries 828 gallons of fuel which gives her exceptional cruising range compared to other sedans of her size. This is a great opportunity to own incredible offshore cruising yacht at a very affordable price! **Asking \$254,250.** Contact Martin Snyder at (206) 623-5200 or (206) 423-1302, martin@hamptonyachtgroup.com, www.hamptonyachtgroup.com. **P819-8**



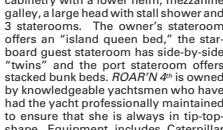
**36' GRAND BANKS CLASSIC, '69.** Twin 120 Lehmans, regular haul-outs & diver maintained. Always under cover. New AC/DC electric panels, exhaust, & fuel tanks. 9' hard bottom Zodiac, 4hp Johnson. **\$56,900.** (360) 341-5026/(425) 583-964. **P824-9**



**36' TOUR BOAT, '83.** CG certified for 42 passengers, Isuzu diesel, comfortable, enclosed head, bar. Photos and specs at PeterCraneYachts.com. (805) 963-8000. **P830-9**



**32' DIONCRAFT C/B, '91.** Surveyed excellent condition. Economical Perkins diesel (1600hrs). Upgraded electronics, new fridge, stove, inverter, batteries, windlass and huge galley. Sleeps 4! Dinghy with O/B, Espar, A/P. Must see **\$69,500cddn o.b.o.** krnelson@shaw.ca. **P813-8**



**103' BROWARD, M.V.** Built '98, Canadian registered, located Vancouver, BC. Refit 2006 including Awlgrip paint, new teak decks, custom hardtop, swimring extension. Numerous interior updates. Detroit 12V37A rebuilt 2008, 300hrs, 18' Zodiac with Honda 115hp. For an information package contact (604) 220-2517, www.103broward.com. Brokers welcome. **\$2,975,000. P822-9**



**25' RANGER TUG, '08.** All the Great Ranger Tug features including heat, remote spot, navigation, radar, thrusters, windlass, aft ray rack & more! **\$50K less than their new! \$129,000obo!** (360) 223-7435. **P831-9**



**PRICE REDUCED!**

**52' BAYLINER 5288, '02.** Extensively upgraded and maintained w/Cherrywood interior. Mann 610 engines (1,000hr Service), 15kW generator, 4-station reverse cycle heating & air conditioning, Wesmar RS400 stabilizers, Devine helm chair, Flow-Scan 9000 gauges, KVH track 4, Halon fire suppression systems, Gen-Sep, Raritan Lectra San, HRO 600 water maker, dual Side-Flow 155TC thrusters, Bosch stacked washer & dryer, central vac, chest freezer, Roona anchor, w/350' chain, stainless steel stanchions, '02 13' Novurania w/50hp Mercury 4-stroke. **\$495,000 USD.** Email: mvmiracle5288@msn.com. **P814-8**



**35' PACEMAKER, '67.** 716-715, 15kW JRC radar, Webasto hot water heat, 3 staterooms, 3 heads (2 Vacuflush), washer/dryer, wood burning fireplace. GREAT live-aboard (425) 330-4022 **\$95,000. P825-9**



**19' CENTURY RESORTER, '59.** Pontiac 383 V-8, runs good, interior oxc. wood is good. Bottom needs some help. Reduced for quick sale! **\$12,950 or make offer.** Trailer included! (208) 890-2673 or (208) 761-6423. **P826-9**



**FATHOM IS FOR SALE.** 30' converted Bristol Bay gillnetter, 4-162 Gray Marine engine 43hp. The attention to detail on this wonderful wood boat is unbelievable... One owner since 1954! **\$29,995.** Call Erik Freeman at (206) 632-0151. Boat can be seen at Fremont Boat, 1059 N. Northlake Way, Seattle, WA 98103. **P832-9**

# CLASSIFIED



**PRICE REDUCED!**

**45' BAYLINER 4588 PH, '92.** 250 Hino Diesels (2750 hrs), Master Flush toilets, diesel heat & more. 2-owner boat kept in boathouse since 1992. Also available 20' x 55' boathouse in Tacoma. Package \$220,000 for boat & house. \$169,000-boat. \$55,000-boathouse. Doug (253) 677-8302. **P833-9**



**30' CHRIS CRAFT CRUSADER, '67.** Twin 283 engines, Philippine mahogany planked hull wooden boat with beautiful wood, sleeps 6, new upholstery, 11' Livingston dinghy. \$14,500. (360) 904-8165. **P837-9**



**17' GLASSPAR SEAFAIR SEDAN, '60.** This classic Northwest Cruiser includes low hours, 90hp Honda w/controls, Vanson boat trailer, and marine band radio. \$6,500. Gary (541) 756-1013. **P842-9**



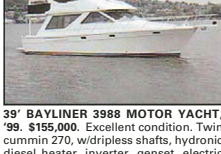
**40' STEEL TUG BOAT, '54.** Steel tug built in 1954, converted to cruiser/liveaboard in 2005. Go to [www.ottertug.com](http://www.ottertug.com) for pictures and details \$40,000obo. Contact Rich at (250) 923-8835 or richarkwright@live.ca. **P848-10**



**31' SEARAY, '02.** This Sea Ray is seriously for sale! Fresh water moored since new! Handling is simple with the preferred V-drive inboard Mercruisers and the generator handles the electrical needs including the air conditioning/heat. Raytheon electronics and full canvas round out the package. Beautiful cherry wood interior. Seattle area moorage available. \$73,000. (206) 587-0650 or info@epychts.com. **P834-10**



**79' WEST BAY SONSHIP, '04.** Four stateroom/four head layout, twin 1400hp CATs, 21 knot cruise, 3600 gallons of fuel, Westmar stabilization, hot water heat, air conditioning, 4 stations, b & s truster. \$1,695,000 Canadian. Full specifications and photos at [www.canadianyacht.ca](http://www.canadianyacht.ca) or call toll free (866) 868-7447. **P838-9**



**39' BAYLINER 3988 MOTOR YACHT, '99.** \$155,000. Excellent condition. Twin cummins 270, w/dripless shafts, hydronic diesel heater, inverter, genset, electric fresh water toilets, hardtop, full canvas, 10.6 ABW/25HrSprw, propane stove, new bottom paint, 1100hrs. Call (360) 481-1708. **P847-10**



**38' OCEAN ALEXANDER, '86.** 2 state-rooms/2 heads, Twin SP135 Lehmanns, 8kW genset, Avon RIB w/15 Merc on SeaWise davit. Lovely teak interior. Well equipped & maintained. Available in SE Alaska or Puget Sound area. \$130,000 [www.nwcruiser.com](http://www.nwcruiser.com). **P849-10**

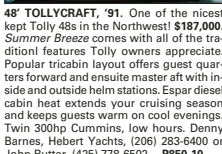


**28' NAUSET w/TRAILER.** Cruise Great Lakes and East Coast waterways, then trailer boat/Vent. Comfortable live-aboard. Four Page Photos and Details at [shoebx28.blogspot.com](http://shoebx28.blogspot.com) or [shoebx28@com](mailto:shoebx28@com) \$39,000. **P839-9**



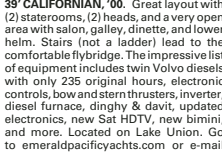
**PRICE REDUCED!**

**50' UNIFLITE CUSTOM YACHTHOME.** Newer T/John Deer Powertech 6.8 diesels 350hrs., Hydraulic engine controls, new Northern Lights 6kW generator, 2.5kW inverter/charger, bow & stern thrusters, new Village Marine watermaker, propane to diesel cabin heat throughout, wabean galley, refrigeration, trash compactor, 2 chest freezers, radar, autopilot, plotter - MORE! This custom UniFlite Yachthome has been professionally repowered with hull extension & upgraded with high quality equipment and work throughout. Set up for extended cruising. Cruise at 20 knots plus. Hauled, surveyed & bottom painted. Very clean. Turnkey ready!!! Spring cruising is here. San Juan Yachting - Bellingham, WA. Call Wes (360) 201-2459, \$118,500. **P844-9**



**SISTERSHIP!**

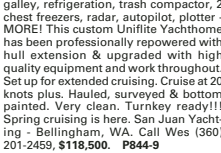
**48' TOLLYCRAFT, '91.** One of the nicest kept Tolly 48s in the Northwest! \$187,000. Summer breeze comes with all of the traditional features Tolly owners appreciate. Popular tri cabin layout offers guest quarters forward and ensuite master aft with inside and outside helm stations. Espar diesel cabin heat extends your cruising season and keeps guests warm on cool evenings. Twin 300hp Cummins, low hours. Denny Barnes, Hebert Yachts, (206) 283-6400 or John Rutter, (425) 778-6502. **P850-10**



**39' CALIFORNIAN, '00.** Great layout with (2) staterooms, (2) heads, and a very open area with salon, galley, dinette, and lower helm. Stairs (not a ladder) lead to the comfortable flybridge. The impressive list of equipment includes twin Volvo diesels with only 235 original hours, electronic controls, bow and stern thrusters, inverter, diesel furnace, dinghy & davit, updated electronics, new Sat HDTV, new bimini, and more. Located on Lake Union. Go to [emeraldpaifcyachts.com](http://emeraldpaifcyachts.com) or e-mail [brett@epychts.com](mailto:brett@epychts.com). \$189,000. (206) 587-0660. **P835-9**



**30' MAINSHIP PILOT 230 LOBSTERBOAT/DELUXE FISHING CRAFT.** Enclosed head w/hot shower, Furuno color radar/chart plotter w/icharts to Alaska, queen bed. Yanmar 315 turbo diesel w/980hrs. Cruise/fish in luxury! Electric Scotty downrigger, kayak and dinghy - trolling option on motor. Very clean and in excellent condition. Fridge, swim platform, opening window in front for air. Large enclosed cockpit. Standard Horizon chart plotter, VHS radio. (206) 919-1431. \$89,000. **P840-9**



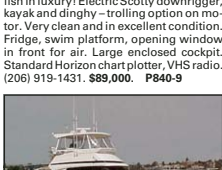
**38' RAWSON TRAWLER, '72.** Single Cummins diesel 240hp, Northern Lights 5kW generator 160hrs, autopilot, Raytheon 24 mile radar, Raymarine C120 color chartplotter w/Navionics, Garmin & Magellan GPS, Standard Horizon GX 1500S VHF, Icom VHF, Avon RIB tender w/8hp OB on Weaver davit system on stern, walk thru transom, elec. windlass, nice walk around both sides. MORE! Forward and aft cabins w/separate mainline heads, propane galley, refrigeration. Maintenance log, SURVEYED Feb. 2012. Spring cruising is here. San Juan Yachting - Bellingham WA. Call Wes (360) 201-2459, \$99,500. **P845-9**



**32' UNIFLITE SEDAN FLYBRIDGE.** Twin gas Crusaders w/350hp each, fiberglass. GPS chartplotter with sonar, radar, Heart Freedom 2000 inverter, windlass, 3 helms, transom door, live well in swim platform, full canvas enclosure of aft deck. Flosscan fuel consumption meter, DirecTV satellite tracking system. JD at (206) 399-1494 or [themissinglink.net/uniflite/](http://themissinglink.net/uniflite/). **P851-10**



**35' PERFORMANCE EUROPA TRAWLER, '85.** Covered walk-around side decks and cockpit, boathouse kept. Excellent access: sliding doors (P&S & cockpit), single CAT 3208TA (355hp), 1,965 hours, excellent efficiency at trawler speeds, capable of planing, bow thruster, hydronic heat, pedestal control, excellent access (gates P&S and aft) and visibility from lower helm, full cockpit enclosure, genset, autopilot, Avon 3.1 RIB, Yamaha 15hp. NO TEAK DECKS! Asking \$109,000! (604) 925-8888. **P836-9**



**43' RIVIERA SPORT SEDAN, '97.** T/CATS (600hp each), low hours, 12.5 Kohler gen., dual stations both w/elecronics, 2 staterooms, 2 heads, air/heat, inverter, ice-maker, lg. back deck w/ink & ref/ freezer, new canvas, dinghy w/ 9.8hp Nissan, Bristol condition. Tacoma Y/C Boathouse available. \$297,500. Call (253) 279-5400. **P841-9**



**46' CUSTOM WEST COAST SEDAN, '04.** Designed by Ed Monk, Jr and with a beam of 14'3", this yacht twin 370hp Cummins with low hours, cruises 18kts (top 26kts). 420 gal fuel, 200 gal water holding 120gal, Black and Gray water tanks, displacement 30,000lbs. 2 state-rooms, Furuno electronics, autopilot, dinghy and davit, full galley and many custom features. Asking \$398,500. (714) 271-2628. **P852-10**



# CLASSIFIED



**42' MARQUIS, '88.** Designed by Bob Warman/Camano Marine, B.C. Many upgrades inside and out! Great liveaboard and perfectly outfitted for NW cruising. Sundance marina, Portland, OR. \$115,000. Photos and info at [www.sundanceyachts.com](http://www.sundanceyachts.com) (503) 283-3216. **P853-10**



**38' TRUE NORTH.** Modern high quality fully NW equipped fly efficient Down East express cruiser. Well maintained and turn key with low hour repower. Great ride 6-20 Knots \$239,000. (206) 920-6172. [draocvolans@comcast.net](mailto:draocvolans@comcast.net). **P854-10**



**48' WAHL TRAWLER, '72.** C Buster has been professionally refit and converted to pleasure use in 1999 at Jenkins Marine. CAT 3306 6 cylinder 4-cycle diesel, 7.5 Onan diesel generator, Furuno/Loran/GPS FR5 1000. Immaculately maintained and ready to live aboard. Located in Sidney, BC. (250) 216-3955. [cbuster48@gmail.com](mailto:cbuster48@gmail.com). **P858-10**

## SISTERSHIP!



**28' GLASTRON 278, '02.** One owner, professionally maintained, all records, radar w/arc, GPS w/depth/fishfinder, fresh water cooled, 350 carburated gas V6 w/180hrs, Bravo III outdrive w/dual S/S props, galley w/microwave, stove, reffer, pressurized hot/cold water system, ul head w/shower, cabin heat, new top, sleeps 4, galvanized tandem axle trailer w/4 new tires. Assume bank loan of about \$26,000. Call (206) 571-1705. Must sell! Buying a travel trailer. **P855-10**



**36' UNIVERSAL TRAWLER '76.** Great 4 season family cruiser/live aboard, sleeps 6, 120 Ford Lehman, 2.5 gph @ 7kts, dry, safe and stable. Many improvements and upgrades. \$48,900. Contact Bruce (360) 202-3566 or [maxsmac@juno.com](mailto:maxsmac@juno.com). **P861-10**



**42' PONDEROSA, '86.** Nicest Ponderosa in the Pacific Northwest. SE Alaska veteran, with two trips in the last 6 summers (four others to the Broughtons in BC) and ready to go again. Fully equipped with all the goodies for another summer in SE including two 12-ft kayaks, prawn and crab traps, and all fishing gear (including Scotty downrigger). Instrumentation includes 4-year old Furuno radar and depth sounder, 2 lcom VHF radios, autopilot, and a Dell navigation computer. Dinghy is a 12-ft Rendova with 40-Suzuki. \$135,000. Can be seen at Banana Belt Boats in Anacortes. (360) 588-9208. **P862-10**



**53' NORDLUND TRAWLER.** Ed Monk, Sr. designed. Single Volvo diesel 5gph. Completely updated interior. 2010 Survey shows 'Above Average Condition' Boathouse Kept. \$139,000. John (360) 239-9088 and GrandFinalesNW.com. **P863-10**

## PRICE REDUCED!



**36' CARVER MY, '06.** Immaculate and fully outfitted - dinghy and Honda outboard. Ultra-leather lounge w/integrated dinette, great galley, two TV/DVDs, Sirius radio and AM/FM/CD stereo provide for dockside entertainment. Two heads. T/ Volvo Penta gas engines. \$225,000. (360) 866-0251. **P864-10**



**RARE 37' BERTRAM CRUISER.** Solid fiberglass classic with reliable diesels. Well maintained by owner/mechanic. Reduced to \$79,900. Trades considered. For recent survey, pictures and contact information, please go to [www.bertram37.info](http://www.bertram37.info) or call (250) 758-7105. **P867-11**



**49' SUNNFJORD PH, '02.** Ultimate Inside Passage cruiser. Built by Sunnfjord of commercial fishing boat fame. Fully outfitted for comfortable extended cruising. Custom built for the present owners. \$349,000. [www.discoveryyachts.net](http://www.discoveryyachts.net). **P935-8**



**45' BAYLINER PH YACHT, 1998.** Illness forces quick sale. Best offer over \$120,000. Price dropped \$30,000 to sell quickly. Twin Hino diesels in excellent condition. Low hours. Teak sole. Yacht located in Olympia, WA. Moderately equipped. Some work needed on radar arch. Contact (360) 624-6613. **P868-11**



**24' STOREBRO SOLO RUFF, '54.** Truly a collector's item! Fully restored with new Volvo diesel. All mahogany hull and beautifully varnished finishes. One of a kind in the U.S. (206) 225-3360 [info@pacificmarine.org](mailto:info@pacificmarine.org) (Photos at [www.pacificmarine.org](http://www.pacificmarine.org)). Reduced to \$39,000. **P869-11**



**30' ISLAND GYPSY SEDAN, '82.** Lehman diesel with low hours, new bottom paint and zincs. A fine liveaboard. (206) 225-3360. [info@pacificmarine.org](mailto:info@pacificmarine.org) or [www.pacificmarine.org](http://www.pacificmarine.org) \$39,500. **P870-11**



**42' GRAND BANKS TRAWLER, '70.** Beautiful interior condition, stored under cover for twenty years in fresh water, twin Lehman with 1650 hours. 7.5 genset Classic NW Trawler for a great price! (206) 225-3360, [info@pacificmarine.org](mailto:info@pacificmarine.org) or [www.pacificmarine.org](http://www.pacificmarine.org) Reduced to \$79,500. **P871-11**



**49' SUNNFJORD PH, '02.** Ultimate Inside Passage cruiser. Built by Sunnfjord of commercial fishing boat fame. Fully outfitted for comfortable extended cruising. Custom built for the present owners. \$349,000. [www.discoveryyachts.net](http://www.discoveryyachts.net). **P935-8**



## PRICE REDUCED!

**37' ROBERTS CUSTUM SEDAN, '85.** Twin Detroit 8.2 diesels, built on a commercial hull, spacious main cabin, large cockpit, diesel furnace, Cold Plate freezer, autopilot, radar, plotter, genset, hwd, windlass, dinghy w/15hp, great condition. \$79,000. (360) 299-2526. Full Specs available at [www.west-yachts.com](http://www.west-yachts.com). **P873-11**



**18.5' GRADY WHITE BOWRIDER SKI BOAT w/YAMAHA 150hp.** 185 Tournament model. The famous Grady White ride, with swim steps and pylon for towing tubes and wakeboards. The Yamaha motor has <250 hours on it. (206) 842-7245. \$31,500 **P874-11**



**60' PACEMAKER, '68.** A magnificent flybridge motor yacht, this is truly one of the best on the water today! New rebuilt starboard engine, new transmissions (4yrs ago), new washer/dryer, dishwasher, all house batteries. New paint last year, resurfaced decks on salon and flybridge. Hundreds of dollars spent on updates, you can't find a classic boat in this shape for this price! (604) 240-6638 or email doug.gartland@canaccord.com. **P875-11**



**30' TOLLY FLYBRIDGE SEDAN, '79.** Twin Mercruiser 350s (255hp), dual controls, 4kW genset, galley, 60 gal. water, water heater, 3 burner propane stove w/oven, AC/DW/frig/freezer, sleeps 6, head (w/shower) forward, transom door, 8' Livingston dinghy w/OB, spare bronze props. Service records and Tollycraft owner's manual available. (360) 466-5171. \$24,500. **P876-11**



**45' SEA RANGER MOTORYACHT, '86.** (50' overall) Built at Kaohsiung Boatyard. 17255hp Volvo dies. 850 gal fuel, 300 gal water, enclosed flybridge and sundeck. Galley up. Aft master stateroom w/walkaround queen and head w/marble counter and shower. Two forward staterooms w/head and shower. Third shower on transom. All teak interior. Full walkaround. Spacious-could be great liveaboard. \$155,000. Additional photos available. (360) 509-0124. **P877-11**

Classified Ads on the web at  
[www.nwyothing.com](http://www.nwyothing.com)



# CLASSIFIED



**246 PURSUIT DENALI '96/'96.** 5.7 Liter Volvo Penta engine & outdrive. SS Duo-prop, Furuno plotter, sounder, radar, CD, 2 downriggers, livewell, head, freshwater raw water, heater, 3 SGM batteries and more. Trailer and boat like new. Only **\$39,000!** (206) 340-5302. **P878-11**



**1929 LAKE UNION DREAMBOAT.** Beautifully maintained. New D8 Espar furnace, new 3.5KW gen., all new batteries, radar, autopilot, 12ft Avon, Winslow emerg. raft, & more. (360) **437-5069.** **P880-11**



**58' HATTERAS LRC '75.** Classic vessel, great shape, professionally maintained, new watermaker, autopilot, TV, inflatable, 3 staterooms, 4 heads, stabilizers. Call or email for photos, specs: (509) 741-7175, (509) 884-8163, garj@jdsalaw.com. **\$449,000.** **P881-11**



**36' CLASSIC MONK CRUISER, '41.** TOMAFA is a beautiful, immaculate and well equipped classic wood cruiser and the main attraction at every dock. Full specifications, photos at Craigslist, 1941 **36' CLASSIC MONK CRUISER. \$60,000** (360) 348-8960. **P882-11**



**45' BAYLINER PH 4588, '92.** 250 Hino Diesels 1350hrs. Boathouse kept. Electronic controls, VacuFlush heads, built-in oil change system. Canvas covers for almost everything. Boat-house available. **\$189,000.** (206) 715-3319. **P884-11**



**30' TOLLYCRAFT SPORT CRUISER, '88.** Duel helm, twin 270hp Crusaders w/2080hrs. Garmin radar, GPS Chartplotter, 2VHF's, AIS receiver, Wabasto, Red Dot and elect. heat. Full galley with AC/DC refrig, 3 burner stove w/oven. Oil change system. 9' Livingston dinghy w/2hp Honda. **\$40,000.** Port Ludlow, info (360) 301-3604, crjrj@cablespeed.com. **P885-11**



**32' BAYLINER 3288, '94.** T150hp Hino diesels 11000hrs, original owner, boat-house and freshwater kept since new, mint condition, radar, spotlight, remote windlass, 2VHF. **\$80,000.** Located Kennewick, WA. Call (509) 430-1231. **P886-11**



**40' PACEMAKER SPORTFISHER FB, '67.** Twin diesel (repowered in 2006) 240hrs, new 7.5KW genset, complete Raytheon nav. system, new paint in 2010. Kept under cover on Lake Union! This boat is loaded! Call Bob at (425) 442-8500. **\$30,000.** **P887-12**



**49' DEFEVER RPH, '78.** Great liveaboard possibilities! 2-120 Lehmans, 10KW Westerbec, 250qpd watermaker, L-16 house batteries w/2500W in/vcharger, Wabasto hydronic heat system, custom 12V freezer/frig, 12' Achilles tender w/ davit. **\$165,000.** (360) 731-5384. **P889-8**



**40' OCEAN ALEXANDER, '78.** Tri cabin trawler with twin 120hp Ford Lehmans. Classic fiberglass vessel in excellent condition. Transferable covered moorage in Everett. **Now \$85,000 OBO.** Call (425) 422-2093 or bellabellaforsale@gmail.com. **P890-12**



**32' GRAND BANKS SEDAN, '90.** Professionally maintained, moored under cover with pride of ownership evident. 135 Lehman diesel, new 2011 stern thruster, TracVision. Turn key, full electronics, 10' Avon w/ Yamaha 9.9hp. **\$145,000.** (206) 617-2710, donward58@hotmail.com. **P891-12**



**50' BLUEWATER, '94.** Selling 25 year life-style! Reconditioned 48' 50' Bluewater-Great-liveaboard (7yrs!), party boat (up to 30), Desolation (4xs), hot tub, wood pellet stove, 7 Crusaders (Gallery Marine serviced), covered Lake Union moorage. **\$90,000!** Private Sale: John (206) 321-0016. **P892-12**



**46' CUSTOM TRI-CABIN, '81.** Beautiful cruiser completely re-outfitted. Stabilizers, bow thruster, A/P, Hurricane boiler, genset, watermaker, new epoxy bottom, Awlgrip. Recent survey, \$299,000 or trade towards 45' to 50' cruising sailboat. 360-317-6104 or jmorris1854@gmail.com. **P893-12**



**37' NORDIC TUG FB, '08 (40').** Like new, exceptionally well-maintained. Cummins 380 engine (low hrs), capable of 16kts. Fully loaded w/all the quality NT features PLUS many extras: bow AND stern thrusters, new bimini, extra electronics, teak window trims, beautiful interior w/custom bedding both cabins, extra heads, screen door, Espar & King heat, AGM batteries, genset, crane, RIB, outboard, much more.... THE nicest, newest Flybridge on West Coast. **\$445,000/all reas. offers considered.** (360) 229-2284 for full specs/photos. **P894-12**



**60' CONVERTED SEINER.** A tough boat built to commercial standards, 90 tons, 9' draft, 19' beam, sturmeated 5 staterooms (sleeps 12), 4 heads, gourmet galley, granite countertops, Rosewood Flooring. Beautifully retrofitted and fully loaded; ready to go to Alaska! Buyers or prospective partners please call (360) 510-4615 with questions. A must see! Video tour and lots of pics available at <http://vattentat.com>. **\$549,000.** **P895-12**

**43' GULFSTAR MK3 CC KETCH, '76.** Needs work: health forces sale. 50hp Perkins, low hours, furling, GPS, much more. Will take smaller boat in trade **\$37,000** buck-wood\_116@hotmail.com. **P896-12**



**32' BAYLINER 3270, '87.** Many upgrades! Twin Hino 150 diesels, hardtop with Sunbrella/vinyl surround, radar, autopilot, GPS, AIS, transom door. Private king master berth, double V berth, VacuFlush head, AB 9.5' RIB (2005), 15hp Mercury OB (2000), heat pump, diesel furnace. Beautifully maintained in covered moorage, **\$49,900.** See [www.pacificr shutterfly.com](http://www.pacificr shutterfly.com) for details. **P898-12**



**40' LINDELL SEDAN, '00.** T410 Lugger 6108 with approx 450 hours, diesel heat, A/C, radar, plotter/depth sounder, VHF, A/P. Inflatable dinghy and OB. Heavily built, excellent sea boat. Divorce forces sale. **Asking \$192,500, offers considered.** (206) 795-6522. **P899-12**



**50' OCEAN ALEXANDER PH MKII, '84.** Ready to cruise today, many upgrades including electronic engine and shift controls, water maker, inverter, too many to list. Call (425) 445-7831. camnyg8@gmail.com. **Asking \$195,000.** **P900-12**



**19' GRADY-WHITE TOURNAMENT, '02.** Very nice condition. Low hours on Yamaha 150hp HPDI outboard. Venture trailer, bimini top and side curtains. **\$29,750.** Call (604) 649-7248. **P901-12**



**32' FIBERGLASS GRAND BANKS.** Excellent Trawler ready for your pleasure. Two heaters, thruster, Outback inverter. Vetus non-skid decking professionally installed. Custom water tight cockpit hatch. Window trim needs new paint due to using wrong primer last time, but this boat looks great. Almost new upholstery. Health requires selling just when I am retiring. **\$64,000.** Please call (360) 871-2784. **P902-12**

# CLASSIFIED



**31' DEVLIN BLACKCROW, '96.** *Night Heron* is a classic Sam Devlin design. Excellent condition. 200hp Volvo diesel, cruising at 15 knots. Includes King Saltwater trailer. **\$164,000.** (970) 749-3705. **P903-1**



**28' REGAL 2860 WINDOW EXPRESS.** JD-Power "Best in Class" FAST, EFFICIENT, GORGEOUS! Great for family or couple. **3 to choose from starting @ \$79,900.** Twin 4.3EFI 45 MPH performance great economy! [www.sunchaseryachts.com](http://www.sunchaseryachts.com) (360) 201-9141. **P908-12**



**PRICE REDUCED!**  
**37' NORDIC TUG, '02.** Single owner, fresh water moored, well maintained 330 Cummins (Only 360hrs!) Ready to go! Best Day Yacht Sales, (360) 661-1682, [www.bestdayyachts.com](http://www.bestdayyachts.com) **\$289,000.** **P913-12**



**22' DEVLIN SURFSCOTER, '06.** Yanmar 50 diesel/saildrive, 90hrs, 44gals, 1/2gph @ 6 knots. Sleeps 2, head, range/oven, refer, hand shower, AC/DC/Inv. Well found & detailed for cruising. Lake Union. Photos: [bellupaway2@comcast.net](mailto:bellupaway2@comcast.net). Owner cell (206) 953-7116. **\$38,500.** **P921-1**



**PRICE REDUCED!**  
**42' GRENFELL, '58.** Beautifully restored. Boathouse kept, T/471 Detroit Diesels, Onan diesel genset, Webasto diesel hot water & furnace, large master and salon, 2 guest quarters, 2 heads. Turn-key and Go. **\$64,900** Canadian Funds. Contact: [ken@ssys.ca](mailto:ken@ssys.ca) (Toll Free) 1-877-286-2871. **P904-12**



**44/46' OCEAN ALEXANDER CPMY.** Nicest example of this Yacht anywhere! Extended hull, Caterpillar diesels, heat, custom handtops both levels, new Walker Bay tender, too much new 2 list! MUST SEE, **\$199,999.** [www.sunchaseryachts.com](http://www.sunchaseryachts.com) (360) 201-9141. **P909-12**



**PRICE REDUCED!**  
**25' BAMF, '12.** The ultimate pilothouse sportfishing boat, trailered. Twin 175 supercharged Verados!!! 30 hours! Fully loaded! Best Day Yacht Sales, (360) 661-1682, [www.bestdayyachts.com](http://www.bestdayyachts.com) **\$109,900** (Trailer sold separately for \$10,000). **P914-12**



**43' WELLCRAFT PORTOFINO, '90.** This real eye catcher has a super wide 14'6" beam that allows plenty of room for comfortable entertaining, and very comfortable cruising. Loaded with extras including a new radar, GPS, chartplotter and also has reverse cycle heat/air conditioning, icemaker, refrigerator/freezer, separate freestanding under counter freezer, built in vacuum, 2 flat screen TVs, and more. Other equipment includes a separate walk-in shower stall, 8kW gen, and T/454s with 810 original hours. This freshwater boat is exceptionally nice throughout. Only **\$72,000** or best offer for quick sale. Call owner (206) 947-8474. **P922-1**



**44' TOLLYCRAFT CPMY, '92.** Twin 425hp CATs easily cruise @ 24 knots. 2 walk-around queen cabins, Vacuflush heads, Turn-key and Loaded! 2002 Rendova tender, Yamaha 30, 4-stroke. **\$209,000** (206) 930-5536. Full Specs at [tboxpresso@gmail.com](mailto:tboxpresso@gmail.com). **P905-12**



**42' GRAND BANKS 1983/84.** Recent AMS survey shays she's "Brazil". Easy and safer walk-around deck, queen island bed. All equipment professionally maintained. Equipment includes: T/fuel-efficient Lehman engines (1930hrs), Garmin HD 4212 radar/chart plotter, AIS 1000 receiver/transmitter, 3 zone Hurricane furnace, 5KW Northern Lights generator, Groco bronze thru-hulls and sea strainers, drip-less shaft seal, 2 coldplates, refrigerator/freezer on flybridge, hard bottom tender with 20hp Yamaha motor, Minto rowboat with davits and much more. Located in Port Ludlow, WA. Website: [www.grandbanks2class.com](http://www.grandbanks2class.com). **\$199,000.** Call (928) 380-2426. **P910-8**



**37' BAYLINER 3788, '97.** Super Clean smells great!! This model provides "livability" with thoughtful design. 800+ hours! Anacortes. Best Day Yacht Sales, (360) 661-1682, [www.bestdayyachts.com](http://www.bestdayyachts.com) **\$119,500.** **P915-12**



**49' MARINE TRADER.** Pilothouse trawler turnkey and ready to go. Economical 2 galhr. Expertly maintained and in wonderful condition. See YouTube video by searching keyword markjulieyacht. **\$159,000** or make me an offer. (206) 661-2605. **P906-12**



**32' LUHRS, '03.** Absolutely immaculate in every detail. Shows like new. Low hrs in twin 330 Cummins. Live bait well, full nav center and upper helm, genset, AC/Heat, TV, stereo. Two boat owner, seller motivated. Offered at **\$129,000.** Ask for Bill at Richard Boland Yachts. (510) 693-4555. [billfisher@att.net](mailto:billfisher@att.net). **P911-12**



**ELECTRIC POWER.** 5.5 knots, no gas, diesel or noise. Schooner Creek Boat Works fiberglass hull, decks, seats and survey top. Brand new motors, batteries, battery chargers, wiring, pumps, instruments etc. Launched June 6, 2012. \$34,500, w/trailer. (503) 245-5074. **P917-1**



**42' KROGEN, '87.** Beautiful trawler, 2 head layout, 135 Lehman, retrofit '08, fuel tanks, webasto, batteries, hot water heater, Subzero frig/freezer, microwave, Force Ten stove, cushions, curtains, foam mattresses, new canvas 2011. 10' Caribe w/15hp Honda outboard. (360) 941-2578 for pricing. **P923-1**



**43' BAYLINER 4388 MOTORYACHT.** Gorgeous example of this fine cruising Motoryacht, new designer interior makes you feel like you are in West Bay! New electronics, stereo, TV, well maintained Honda diesels! [www.sunchaseryachts.com](http://www.sunchaseryachts.com) (360) 201-9141. **P907-12**



**32' NORDIC TUG, '92.** Well maintained, outstanding features in interior, 1300hrs on Cummins. See in Anacortes **\$174,895!** WOW! Best Day Yacht Sales, (360) 661-1682, [www.bestdayyachts.com](http://www.bestdayyachts.com) **P912-12**



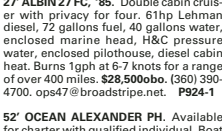
**54' GARDEN PH TRAWLER, '68.** Double planked cedar hull, twin Cummins V-903, 12kW genset, spacious! (206) 225-3360, [pacificmarine.org](http://pacificmarine.org). **\$119,500.** **P918-1**



**27' ALBIN 27 FC, '85.** Double cabin cruiser with privacy for four. 61hp Lehman diesel, 72 gallons fuel, 40 gallons water, enclosed marine head, H&C pressure water, enclosed pilothouse, diesel cabin heat. Burns 1gph at 6-7 knots for a range of over 400 miles. **\$25,500/bob.** (360) 390-4700. [ops47@broadstripe.net](mailto:ops47@broadstripe.net). **P924-1**



**49' MERIDIAN 490 PH YACHT, '04.** 330hp Cummins T/diesels (545 hrs), Webasto hydronic diesel heat, bow and stern thrusters with remote control autopilot and Raymarine electronics, 13' Novuriant tender w/40hp Yamaha. Professionally maintained. Possibly express cruiser for trade. Jeff (425) 864-4067, **\$279,999.** **P920-1**



**52' OCEAN ALEXANDER PH.** Available for charter with qualified individual. Boat has complete electronics, stabilizer, bow thruster, dishwasher, large master stateroom, single bunk stateroom, TV, teak interior, flybridge, Novuriant tender with 30hp outboard. (206) 283-6266. **P928-8**



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**53' MERIDIAN 490 PH. SPECIAL FINANCING:** \$162,500 for 50% Ownership, (\$32,700/year). Fully equipped with T/300 Cummins engines, 9kW genset, 3kW genset, bow thruster, 12 Caribe w/40hp Honda. Well maintained and cruising now. (480) 513-8944, morrisonhome@msn.com. **P925-1**



**37' BAYLINER 3788, '01.** T/Cummins 330hp (1300hrs), 8kW Westerbeke, 300 gal., full canvas, 3 sources of heat. Well optioned and cared for boat. Located in Skagway, Alaska. **\$170,000** (907) 321 5326 jim.bowie57@gmail.com. **P926-1**



**55' GRAND BANKS ALASKAN, '72.** Solid trawler, 3 staterooms, two heads, spacious pilothouse, 54" headroom, high capacity heating for liveboard comfort. Prime covered liveboard moorage on Lake Union. Details at [www.ak55.net](http://www.ak55.net) then call (360) 739-5230. **\$125,000.** Trades considered. **P927-1**



**6 CYL. GARDNER DIESEL.** Super live-aboard or cruise at 7.5 knots at 1.5 gal per hour. Sleeps 6, head, shower, oil stove, keel collar, stabilized, 500gal fuel, full electronics. \$20,000 spent to rebuild. **MUST SEE! Reduced to \$34,500.** See at Jerrills Cove, Harstine Island. Bob (360) 229-0399. **P929-1**



**35' GAFF-RIGGED PILOT CUTTER.** Built 1952 in Brittany, France. Recent major restoration by professional shipwright: 40% new planking, 100% new deck beams, decking, new pilothouse & much more. **\$32,000.** (360) 774-2334. **P931-1**

## Boat Equipment



**THE GRABBER - MOORING RETRIEVER.** The Grabber provides an easy way to tie up to any mooring buoy. Pull ANY SIZE LINE directly through mooring ring or shackle. Two versions available fit any pole. **Robust construction:** Stainless Steel, Aluminum, UHMW Visit - [www.goldendovermarine.com](http://www.goldendovermarine.com). (206) 842-7250. **B5-2**

## Boat Houses

**58' x 19' BOATHOUSE FOR SALE/LOD!** Located at Day Island Yacht Harbor. 50 amp power. **BH17-CM**



**54' x 17' BOATHOUSE.** Clean boathouse, 30/50 amp power, water inside, secure, private moorage on Day Island, steel roofing and siding, walkways both sides, can be relocated, yearly property taxes \$577, asking **\$35,000.** (253) 377-5246. **BH30-8**

## Boat Storage

**WATERFRONT BOAT STORAGE AVAILABLE NOW!** A trailerable boats can be accommodated immediately! Foss Landing Marina & Boat Storage (253) 627-4344. **BS-LBHC**

## Boat Wanted

**WANTED.** 1990-2000 Albin 28 TE or Mainship 30 Pilot. (360) 371-3079, hillsisu@comcast.net. **BW2-8**

## Business Opportunities

**BUSINESS OPPORTUNITY FOR ALL MARINE** related fields at established marina in LaConner, Washington. We have shop space available for experienced specialty marine contractors looking for customers! Do you do Canvas? Woodworking? Are you a Diesel Mechanic? Stainless Steel Fabricator? Or? We guarantee your customer base - all you need are great skills and your tools. We also have on the water dock space available and offer on-site haul-outs. **Pioneer Point Marina (360) 466-1314** or email [pioneerpointmarina@verizon.net](mailto:pioneerpointmarina@verizon.net). **B-CM**



**WHITEHALL SPIRIT® ROWING CLUB FRANCHISE.** Everyone needs exercise and slide seat rowing tops any other fitness activity. A part time or full time business that is easy to own and operate. Turn key operation. Boats, docks, software, marketing and training supplied. Call (250) 361-2621, WSRClfranchise.com. **B6-MC**

## Charters



**SE ALASKA/INSIDE PASSAGE.** *Grocery Boy* is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fishermen to the person who wants a little of everything, it is a custom charter to fit your needs. Best value in SE Alaska. Call Dave (206) 930-9521/(253) 862-3388. **NORDIC/YACHT CHARTERS. C16-CM**



**"SHIBUI", 50' OCEAN ALEXANDER MKI** Outfitted for cruising between Seattle and SE Alaska: 80,000 BTU Webasto hot water/diesel heat, 600' anchor chain, 2 radars, PC Nobeletic navigation, high fuel economy, long range (1500 nm), Portuguese bridge with second helm and protected walk-around decks. Large pilothouse w/dinette, warm roomy salon w/entertainment center, galley up, propane Force-10 ss stove, sleeps 5 (9), 2 staterooms w/Vacuflush heads, tub-shower and lots of hot water. Twin Ford Lehman 120 hp diesels, 8.5 knot, 3000W inverter, 1000 diesel, 300 water, 13'AB al rib w/30 hp, dc RKO hoist. (800) 233-3004; (206) 617-8744; [www.quartermasteryacht.com](http://www.quartermasteryacht.com). **C17-11 (12)**



**57' NAVIGATOR RIVAL.** Brand new and available for charter. San Juan Islands to Alaska available anytime! 3 berths 2 heads & showers. Beautiful yacht - 18 to 20 knots. To book or info call (503) 663-1994 or cell (503) 789-8824.



**ALASKA CHARTER BUSINESS FOR SALE.** Turn-key. Established clientel. (907) 738-6430. [www.seabuggy.com/4sale.html](http://www.seabuggy.com/4sale.html). **C29-1**



**EXPLORE S.E. ALASKA!** Come adventure with us - wilderness experience for kayaking/photography/whale watching/fishing/crabbing - private cabins w/showers - professional crew - **\$1800/wk plus expenses** - see us at [www.admiraltycharters.net](http://www.admiraltycharters.net) - call (907) 632-0870. **C29-8**



**LADY BARBARA** - charter the best! This 43' twin engine Albin will take you safely anywhere from Seattle to Glacier Bay. Check her out at [www.mlvadlybarbara.com](http://www.mlvadlybarbara.com) Call: (800) 233-3004 or (509) 220.7911 for more information. **C31-9**



**MERIDIAN 490.** Pilothouse with T/330hp Cummins engines, 9kW genset, 3kW inverter, bow thruster, Raymarine electronics in pilothouse and command bridge, and 12' Caribe tender with 40hp Honda. Fully furnished with 3 staterooms and equipped for luxury cruising the San Juans and Gulf Islands to Desolation Sound. For details call (480) 513-8944 or email [morrhome@gmail.com](mailto:morrhome@gmail.com). **C32-8**

**52' OCEAN ALEXANDER PH.** Available for charter with qualified individual. Boat has complete electronics, stabilizer, bow thruster, dishwasher, large master stateroom, single bunk stateroom, TV, teak interior, flybridge, Nuovurania tender with 30hp outboard. (206) 283-6266. **C33-8**

## Captain for Hire

**GOING SOUTH?** 500,000 mile mariner seeking captain qualified. Also have nice 3 bedroom **HOUSE FOR RENT**, one mile from Mazatlan Marina, 2 blocks from Beach. **\$600/month.** [panamajckh2@yahoo.com](mailto:panamajckh2@yahoo.com), (425) 387-9181. **CFH2-9**



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## Crew for Hire

**INSIDE PASSAGE ADVENTURE!** Looking for crew to share adventure & expenses, comfortable, safe 50' yacht. Experienced, Licensed skipper, leaves Bellingham mid-May ending up Ketchikan 12 days flexible. Call Captain Vic (360) 319-8195, victorjcano3@gmail.com. CW6-8

## Employment

**MARINE TECHNICIAN** - Living Journey Level Technicians. We are the VOLVO PENTA POWER CENTER so if you know VOLVO PENTA it's the place to be employed! We do high quality re-powers and repairs. Apply in person, fax, or email: 4300 11th Ave NW Seattle WA 98107, phone (206) 784-3703 or fax (206) 784-8823 dzarg@costalmarineine.com. EG-MZNC

## Club Notices



**KINGSTON COVE YACHT CLUB**

**NEW MEMBER STIMULUS!**

NEW MEMBERSHIP BONUS FOR KINGSTON COVE DISTRICT RESIDENTS AND PORT OF KINGSTON MARINA TENANTS. Save \$100 between now & June 30th. New members pay \$100, non-regular members \$200. For more information, call a staff member at 425-338-2666 or visit us at www.kingstonsail.com

**Telephone Inquiries:**  
(360) 437-9239 Tom Pickens  
CN2-NCLBH



QUEEN CITY YACHT CLUB is considering a limited number of applications for membership, both Power and Sail. The Club maintains beautiful facilities on Portage Bay in Seattle and Eagle Harbor on Bainbridge Island as well as at Deer Harbor and Ganges Harbor, BC. Monthly socials and organized cruising events are held regularly throughout the year. Come join the fun of like-minded boaters!

For additional information contact membership@queencyou.com

**PUGET SOUND YACHT CLUB** welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for 180 members or \$90 per person or \$180 per family for social members (aspiring boat owners.) The Club is located on Lake Union between Gasworks and Ivars, 2321 North Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, Mar. 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat show brunch on January 30th. Ice Breaker Cruise in Feb, which unofficially begins the boating season for our hardy group. Contact: Judyq@qwest.net. CN1-6

## Dinghies



**14' WHITEHALL SAILING ROWER 48.** Fiberglass hull built in flotation. Many gunwales, mast sprit, rudder, seats, dagger board, new main sail and jib. 150lbs of lovely rowing boat. \$6000. (252) 616-7267. D20-7

**PUT YOUR BOATING SKILLS TO WORK!** Are you a cruising or racing sailor, a powerboat owner, commercial fisherman, or marine trades professional? Are you experienced with mechanical, electrical and electronic equipment found on pleasure boats from 30'-60'? If so, please view the job opportunities at [www.avyc.com](http://www.avyc.com). Anacortes Yacht Charters operates a fleet of 75 power and sail boats from our base in Anacortes Washington. Please forward resume to jeff@avyc.com.

**SALES REPRESENTATIVE WANTED.** Large Tacoma yacht brokerage seeking energetic broker to help us serve our growing market. We are dealers for the locally built Fathom line of expedition trawlers, as well as, over 70 quality power and sail listings. Check out our website at [www.nwyacht.net](http://www.nwyacht.net). All inquiries are confidential. Send resume to bob@nwyacht.net.

**EXPERIENCED YACHT BROKER WANTED.** Hidden Harbor Yachts on Lake Union is looking for an experienced Yacht Broker, CPYB preferred. Good opportunity for the right person. Call Greg at (206) 285-4199. E12-CM

**LEADING SEATTLE MARINE INSURANCE AGENCY IS SEEKING LICENSED PRODUCER.** Must have knowledge of yachts and related businesses in the pleasure boat industry. Please send resume to [resumes@seattlemarineins.com](mailto:resumes@seattlemarineins.com) or 360-540-9400. 7342 155' NW, Seattle 98117-5401.

## Moorage

**FREMONT BOAT** North Lake Union moorage since 1916. Quiet, protected floating piers. Gates, shower, pump-out cart. 20'-65' open. Call our friendly office at (206) 632-0152. M-CM

**NEW 85' DEEP WATER MOORAGE** in Liberty Bay, Poulsbo, WA. Includes beautiful waterfront lot for your new home with beautiful view of picturesque Poulsbo. Dual 50 & 30 amp service. \$1,500,000. Call (206) 954-7123. Principles only. M-CM

**ANACORTES MARINA.** Rental slips available. 32' to 80' open and covered. Annual leases with security gates, full service boat yard, fuel dock, mini storage & pump out. Move to Anacortes and save time & fuel. (360) 293-4543. [www.anacortesmarina.com](http://www.anacortesmarina.com) M80-CM

**PLEASANT HARBOR MARINA.** Permanent and temporary moorage available. Protected Harbor, gasoline, diesel, pump out, on site security, 30/50amp service, clean restrooms & laundry, heated pool, year-round hot tub, groceries, full service deli. Located on Hood Canal. New Annual moorage received 11th & 12th months FREE. (800) 547-3479.

**MOORAGE/SLIP/RENT.** Eagle Harbor Marina, Bainbridge Island, WA. 42 ft. slip for rent. Easy access, full service marina, live aboard possible. Call Ron (206) 855-1032 or Harbor Master (206) 842-4003. M142-9

Get the BEST Moorage at **MARINA MART MOORINGS.** In SW Lake Union, Marina Mart is conveniently located across Westlake Ave N from the new WEST MARINE store. Currently available: Covered slips 17' to 65'. Uncovered moorage includes slips up to 33' long and several large uncovered slips for vessels 55' to 96'. Amenities include: Sprinklered Docks; Locked Gates; Lighted Walkways; Showers; Guest Dock w/Pump-out; plus Water Power/Phone at most slips. Our sheltered location is equally convenient for Lk Washington or Puget Sound boating. Call Pamela Hale at (206) 447-5575 or visit us at [www.marinamart.com](http://www.marinamart.com). M87-CM

**GET GREAT MOORAGE AT MARINA MART IN SOUTH LAKE UNION.** On Westlake Ave. N. across from the new West Marine, 5 min from Downtown. Covered slips at 25', 55' & 65' ft. Uncovered to 26' & 47'. Rock Salt dock takes boats to 94'. Locked Gates; Lighted Walkways; SPRINKLERS, Showers, free Pump-out, Water/Power/Phone. Perfect location for Lake Wash. Call Pamela Hale at (206) 447-5575 or [www.marinamart.com](http://www.marinamart.com). M88-CM

**ELLIOTT BAY MARINA.** Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call 206-285-4817 or visit us at [elliottbaymarina.net](http://elliottbaymarina.net) today. M104-NCLBH

**NORTH LAKE UNION, 80' SLIP.** Prime location, new facility, perfect place to watch the 4th of July Fireworks. 50amp power. Secure gates, fully service boatyard on premises and easy to get to either Lake Washington or Puget Sound from this deluxe freshwater facility. For full details, call (206) 547-7852. M134-4

**SEMAIHMOM MARINA.** 300 open condominium slips with availability in 34'-50' size. Slips for lease and purchase are both available. Call for lease rates and availability. Locked gates, water, electric, pump-out and fuel. Other amenities include showers, laundry and Chantry with coffee bar & gift shop. (360) 371-0440 [www.semaihtmoomarina.com](http://www.semaihtmoomarina.com). M135-6

**EAGLE HARBOR, BAINBRIDGE ISLAND.** OPEN or COVERED! (206) 842-7700 [www.eagleledalmoorings.com](http://www.eagleledalmoorings.com). M140-1

**SEMAIHMOM MARINA 44' SLIP.** Purchase affordable moorage in Blaine, WA, near the US-Canada border. Service concrete docks, haul-out, fuel, showers/laundry and exceptional Semiahmoo Resort amenities. BrendaMills.com, Windermere/Whatcom, (360) 329-0072. \$17,900. M155-8



**POULSBO 70' SLIP FOR SALE.** Yacht Club Marina - All amenities + gated security. Awesome views of Olympics & Rainier. Exceptional moorage or Liveaboard. \$140,000.00. [jonhompson@comcast.net](http://jonhompson@comcast.net) (206) 780-9513. M148-8

**48' SLIP FOR SALE.** Premier open slip immediately available at Poulsbo Yacht Club. Located on pristine Liberty Bay. Enjoy reciprocal privileges. Owner financing available. (509) 662-6883. M153-6

**LAKE UNION EAST LAKE MOORAGE AVAILABLE.** Thunderbird Marina, 30'-38' uncovered slips, 60' uncovered slip. Secured gate, electricity, restroom, no transient moorage. Please call to inquire: (206) 849-1909. [www.thunderbirdmarina.com](http://www.thunderbirdmarina.com). M17-8

**PORT ORCHARD MOORAGE. NOW AVAILABLE!** Over 100 Marina, secured parking, open 42' slips (6), open 80' side Tie (1), new boathouse 95' x 30' inside (1). YACHT FISH MARINE NW. (360) 876-9016. M158-CM

## Partnerships & Timeshares

**40' BRISTOL YAWL.** Spindrift, looking for an experienced sailor for summer partnership. Flexible terms: minimal maintenance and cost. Sails out of Elliot Bay. Call Scott (425) 269-9591 or (425) 822-6009. PT-CM



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**WATERFRONT SKYLINE ANACORTES: GATEWAY TO THE SAN JUANIS.** 2 sided - 44' dock - easy docking for 2/50' boats or to rent out. 2722sf one level home with 3 bedrooms & 2 1/2 baths, patio & sun room, & large garage & RV or boat parking. MLS #145827. Tom Hopper, Century 21, (888) 307-2148 or jimh@aol.com. **\$725,000. RE321-CM**



**BOATER/BUILDERS DREAM!** Prime 65ft. waterfront lot on the Indianola Spit. Shared deepwater dock and homesite have power and water. County approved septic design and home plans are available. **\$395,000. (360) 337-9817. MLS#9343411. RE326-CM**



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**FRIDAY HARBOR VIEW.** Panoramic views of Harbor and Friday Island block from downtown, Capron's Landing or Seattle Yacht Club with garage. 2bd/2bth, 120' from water. **\$480,000.** Contact Taylor. (360) 298-1330. **RE267-7**



**SHELTER BAY WATERFRONT.** Enjoy casual elegance & beauty from this spacious updated stunning Shelter Bay waterfront home with a 45 x 34 & 1000' sf deck. Exquisite workmanship. Fully remodeled. **MLS#347836 \$575,000.** Contact Jean Groesbeck (360) 941-3734. **RE323-8**



**THEGREYHAVENSFARM.COM.** Grey Havens Farm is one of the most beautiful estates in the San Juan Islands. It is a secluded WATERFRONT property with a pocket beach. A total of two tax parcels over 13 acres. The gardens and orchard have no comparison. The main house has 3 bedrooms, 2 1/2 baths, large kitchen, dining room, living room and much more. **NWMLS#320954. \$1,770,824.** Please contact Reba MacLeod @ (360) 298-1724. **Windermere/Orcas Island. RE329-B**



**3101 V PLACE #31. 55'+ COVERED slip** in Anacortes' Fidalgo Marina. Approx. 19'-wide. Full time manager, 2 story club house with full kitchen, fireplace, meticulously maintained showers, hot tub, sauna & laundry facilities. Large private storage locker, concrete docks, concrete pilings and assigned parking. Very protected moorage. Great location close to town. **\$265,000.** Call Jean Groesbeck (360) 941-3734. **RE339-B**



**PUGET SOUND WATERFRONT.** East facing bluff lot on Hat Island - 24x40 foundation and water on site. Wonderful marina - private island - regular ferry service - **\$90,000** - terms with large down (907) 632-0870. **RE304-B**



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**MARINE VIEW HOME W/GUEST HOUSE.** Beautiful marine views on over 10 acres. Close to the amenities of Deer Harbor Marina. Main house is 1 bedroom and 1 1/2 baths, Guest House is 1 bedroom and 1 bath. Beautifully maintained. **NWMLS #254863 Listed at \$895,000.** Please call Reba MacLeod w/ Windermere Real Estate on Orcas Island. (360) 298-1724. **RE330-B**



**GET-AWAY!** Private and peaceful, 1400 sq. ft., charming 3 bedroom, 3 bathroom, ocean view home with a full size deck for entertaining. Located at exclusive bliss Landing, a true recreation paradise and gateway to Desolation Sound. **\$379,000.** kathy Mack (604) 414-9636. **RE340-B**



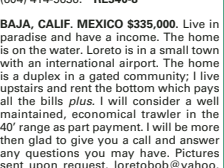
**BAINBRIDGE ISLAND CUSTOM HOME WITH DOCK.** Spectacular Bainbridge Island waterfront home built in 2005 by renowned Island builder Andy Mueller. This impeccable home includes a 50 percent share of a deep-water dock built in 2005 with slips for 4 boats and a boat house. This wonderful home features 80 feet of Bainbridge Island waterfront in this quiet and private setting in Port Madison, just across the bay from the Seattle Yacht Club. Amenities include Brazilian Cherry hardwoods, limestone, gourmet kitchen and view deck, gorgeous master suite, and over 3000 square feet of luxury. **Tim Wilkins (206) 380-7345. Priced at \$950,000. RE248-CM**



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**FOR SALE. WILLOW GROVE MARINA \$2,000,000.** 6 tax parcels and 2 floating homes included. 29 covered slips, 6 open slips, 4 large slips. 2 SFH also included. Woodford CRE Call Todd @ (360) 501-5500 for details. **RE331-B**



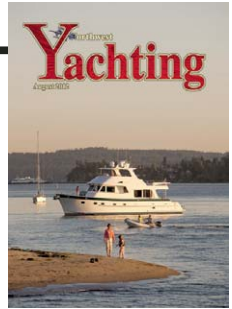
**WATERFRONT BUILDING LOTS.** Two lots, 60' of Puget Sound waterfront north of Three Tree Point, 6,000 sq. ft. each. Bulkhead, 180' Olympic view. **\$525,000** and will consider a trade for 50+ motoryacht. **(206) 795-6522. RE328-CM**

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# Index to Advertisers August 2012



AAA Yacht Finders.....	115	Dunato's.....	74	Marine Sanitation.....	30
Advance Marine Group.....	114	EagleCraft.....	20	Marine Servicenter.....	16
ALT Insurance.....	26	Elliott Bay Marina Office Space.....	30	Marine Trainers Association.....	72
Anacortes Boat Show.....	23	Elliott Bay Paddle Day.....	65	Mariner's General Insurance.....	14
Anacortes Oktober Fest.....	58	Elliott Bay Yacht Sales.....	35	Miller & Miller Boatyard.....	71
Anacortes Marine & Specialty.....	14	Emerald Harbor Marine.....	27	Modutech Marine.....	28
Anacortes Yacht Charters.....	94	Emerald Pacific Yachts.....	48,49	Mosquito Creek Boat Show.....	43
Aspen Power Catamarans.....	67	Expedition Yacht Sales.....	60	Nomar Bumpers.....	57
Banana Belt Boats.....	45	Fine Edge.....	14	Nordhavn.....	17
Bay Head Marina.....	32	Fisheries Supply.....	56	North Harbor Yacht Sales.....	91
Bellingham Yacht Charters.....	6	Flagship Maritime Training.....	64	Northwest Yacht Brokers.....	92
Bellingham Yacht Sales.....	6	Fraser Yachts WW.....	8	Northwest Yachting Magazine.....	98,112
Boat Insurance Agency.....	22	Gallery Marine.....	56	NW Explorations.....	37
Bob Perry Albin.....	73	Gig Harbor Junior Sailing.....	30	NWYachtNet.com.....	90
Bristol Yachts.....	92	Grand Banks NW.....	11	Oak Harbor Marina.....	81
Canal Boatyard.....	27	Hampton Yacht Group.....	4,116	Ocean Alexander.....	2.5
Cap Sante Yacht Sales.....	42	Hebert Yachts.....	7	Ocean Pacific Marine.....	70
Carl French Yacht Sales.....	59	Hemel Boards.....	89	Outer Reef/Dick Sproul.....	3,29
Carter Volkswagen.....	14	High Seas Technology.....	26	Pacific Fiberglass.....	27
Cascade Engine Center.....	32	Hylebos Marina.....	74	Pacific Marine Foundation.....	89,90
Center for Wooden Boats.....	94	Irwin Yachts.....	24	Philbrook's Boat Yard.....	42
Chuck Hovey Yachts.....	18,19	Jack Pumphrey Art.....	71	Pink Boat Regatta.....	61
Coastal Marine Engine.....	27	Kam Gear.....	36	PITCH Regatta.....	82
Coldwell Banker Best Homes.....	64	Kanberra Gel.....	40	Port Townsend Shipwright's.....	73
Costa Baja Marina.....	41	Kitsap Marine.....	71	Premier Marine Insurance.....	113
Crows Nest.....	12,13	Kruger & Sons Propeller.....	58	Ranger Tugs.....	15
CSR Marine.....	28	LaConner Maritime.....	36	Red Shield Insurance.....	73
Cutwater Boats.....	15	LaConner Yacht Sales.....	95	Rich Haynie Insurance.....	25
Delta Marine.....	31	LadySmith Marina.....	57	Scan Marine.....	36
Dick Sproul Yachts.....	3,29	Lewmar.....	83	Sea Water Systems.....	72
Downtown Sailing Series.....	81	Marina Mart.....	70	Seattle Boat Show.com.....	26
				Seattle Yacht Sales.....	39
				Seaview Boat Yard.....	66
				Selene Seattle.....	21
				Selene Yacht Sales & Service.....	33
				Signature Yachts.....	75
				Sure Marine.....	66
				Swiftsure Yachts.....	55
				Tradewind Yachts.....	93
				Twin Rivers Marine Insurance.....	34
				US Maritime.....	75
				ValTect.....	44
				Van Isle Marina Yacht Sales.....	38
				Virginia V.....	64
				Waggoner Guide.....	14
				Waterline Boats.....	47
				Westport Yacht Sales.....	9
				Woodford Real Estate.....	89

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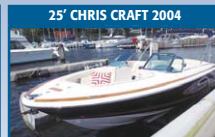
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