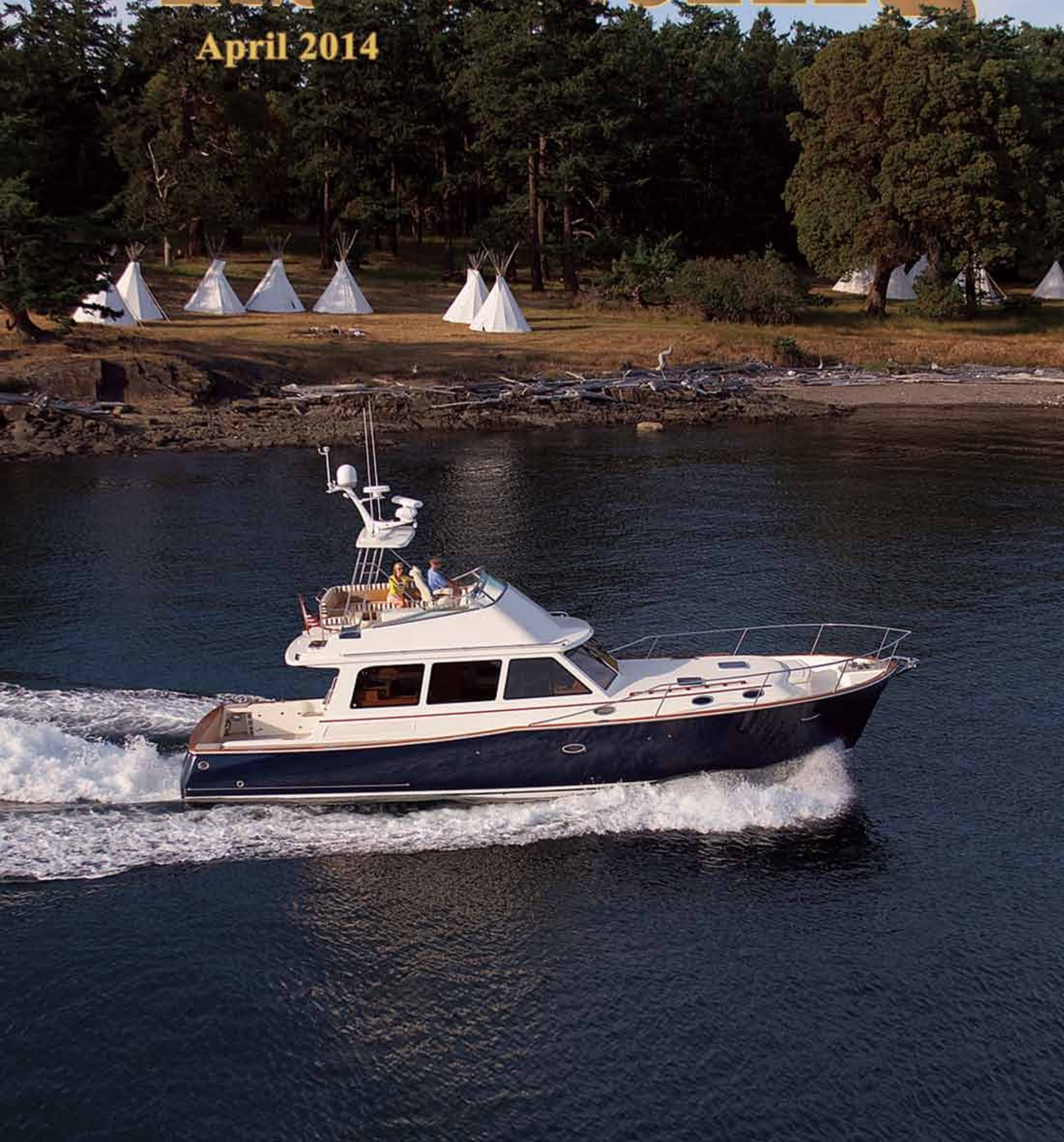


# Northwest Yachting

April 2014



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#001- SOLD



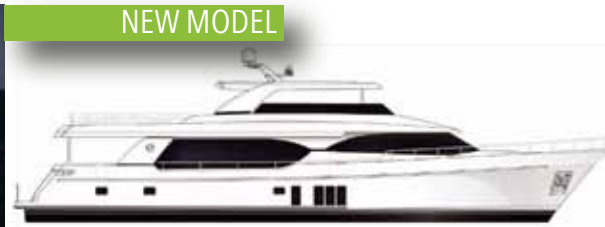
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Stock #012- Arriving May 2014 SEATTLE



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Stock #E05- Sold  
Stock #E07- NEWPORT BEACH



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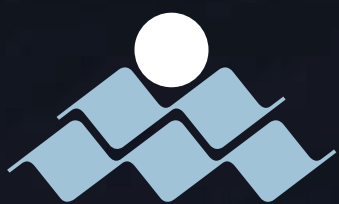
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42 Sabre Salon Express



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38 Sabre Salon Express



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28 Cutwater



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C-30



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# Northwest Yachting

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**April 2014**  
Volume 27, Number 10

**ON THE COVER**  
Passing Johns Island  
in the San Juans.  
Neil Rabinowitz  
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### 42 THE GIMBALED GOURMET

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Northwest  
**Yachting**

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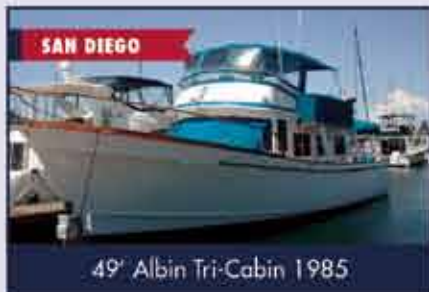
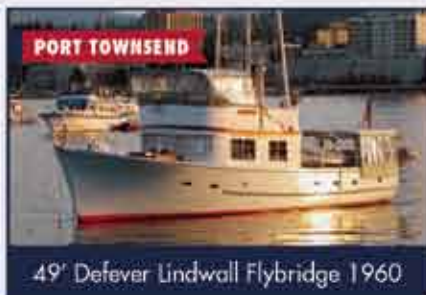


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# Letters

## Bad Science

Editor,

No Discharge Zone: Bad Science = A Bad Idea.

It's time for boaters to get cranked up about this and get comments into the Department of Ecology.

The Department of Ecology has petitioned the Environmental Protection Agency to designate Puget Sound (including Lake Washington and Lake Union) a No Discharge Zone. This proposal applies to boats with Type-I and Type-2 Marine Sanitation Devices. Currently, if you have traded up for this technology, you can release this effluent into Puget Sound. That will change, however, if the EPA approves a No Discharge Zone.

This regulation would not apply to the vast majority of boats (since most boats have holding tanks and are not allowed to discharge within 3 miles of the shore) or to gray water. Or as some reading this would say, "It doesn't apply to gray water, yet."

Why the need for a No Discharge Zone? The Department of Ecology would tell you that Types 1 and 2 do not achieve results meeting our state's water-quality standards. These devices get to 200 parts per million of fecal coliform versus our state standard of 14 parts per million.

To oppose the No Discharge Zone, you still have time to comment. You have until April 21, and comments can be emailed to Amy Jankowiak at the Department of Ecology:

(amy.jankowiak@ecy.wa.gov).

Thank you,  
 Brad Martin,  
 West Seattle, Washington

*For a very complete discussion on this solution in search of problem, see Peter Schrappen's Column this month. You should also know that NMTA's Government Affairs Committee unanimously voted to oppose this whole-Puget Sound No Discharge Zone.*

## Correction

We inadvertently left out the following listing in last month's Fuel Dock Directory:

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Buehler/TBM 48 • 2006 • \$675,000

33 Sea Ray 310 • 2008 • \$134,000

25 Ranger Tug 25SC • 2010 • \$109,900

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Concordia 39  
1957 • \$229,000

Grand Alaskan CPMY 64  
2002 • \$735,000

**Wicked • 1996 Sabre 402 • \$214,000**

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1993 • \$325,000

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2003 • \$399,000

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53 Swan 1988 \$325,000	43 Taswell 1988 SOLD
49 Hylas 1999 \$359,000	42 Tatoosh 1981 \$99,000
48 Able Whistler 1991 SOLD	42 Swan 1985 \$189,000
48 Kanter 1990 \$299,000	41 Sweden C41 1981 \$99,950
48 Swan 1972 \$149,000	41 Sceptre 1990 INQUIRE
47 Valiant 1982 \$249,000	40 Panda 1981 \$199,000
46 Hallberg-Rassy 1999 \$445,000	40 Jonmeri 1986 \$149,000
45 Waterline 1995 \$350,000	38 Perry Pilothouse 1980 \$79,000
44 Norseman 447 1982 \$179,000	37 Tayana 1982 \$115,000
44 Norseman 447 1984 SOLD	37 Hallberg-Rassy 2007 \$299,000
44 Nordic 1988 \$149,500	36 Hallberg-Rassy 1998 \$189,000
44 Perry 1981 \$199,000	36 52 11.0A 1980 SOLD
44 Allures 2006 SOLD	



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# Ocean Alexander news

"The new 85 is completely equipped and turn key"

The new Ocean Alexander 85 E is making its California debut at the Lido spring show. This exciting new design features Evan Marshall styling and features borrowed from our 120 – 135- 155 mega yacht series. The new 85 is completely equipped and turn key including cutlery, linens and galley accessories. Additionally equipped with a Novurania 430 DL, this new yacht is truly ready to go cruising. The features as equipped include a watermaker, waste treatment and underwater lights to name a few. The 4 stateroom design, all ensuite make this new 85 a must see yacht. Available in Newport Beach, CA!

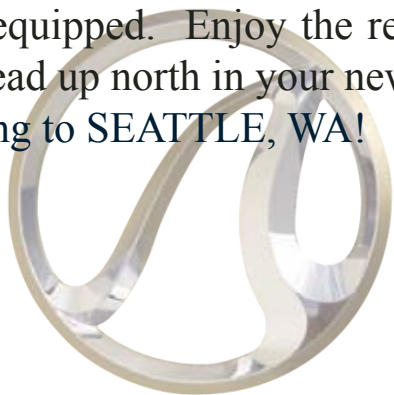


## EXCLUSIVE PREVIEW

Be one of the first to see our new 85 E! Call today for more details and to set up an appointment before the show!



Ocean Alexander's 90 series has set the bar very high in this segment. A best selling yacht for OA has just gotten better with the introduction of the new Evan Marshall styled 90 Sky Lounge that will be debuting this early summer at our OA Rendezvous in Roche Harbor, Washington, right in the heart of the San Juan islands. Come and join us to learn all about this spectacular new 4 stateroom 90. The boat is turn key and fully equipped. Enjoy the rendezvous and head up north in your new 90. Coming to SEATTLE, WA!



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# Coming April - June Attractions

## BOATING CLUBS

**Anacortes Sailing Society:** The mission of the Anacortes Sailing Society is to put friends and sailing together, through dinghy sharing and informal organized community sailing and racing. It's the best way to get new people out on the water having fun.

Do you want to try dinghy sailing, but you're not ready to spend thousands of dollars to try it out? Do you want to meet other people who like dinghy sailing? Getting tired of launching and hauling a dinghy for 3 hours

to sail for an hour? Join the A.S.S. for \$20/year and borrow a Laser, and help work on the boats and learn about rigging!

Members go out every Thursday night and occasional weekends from the first of May through the end of August. This is conveniently at the end of the high school sailing season, for kids who want to keep sailing. Sailing happens throughout the summer, when kids are looking for more activities with their friends. They will sail in the bay with support from keelboats and also out with the Anacortes Sailing Society.

Do you want to go racing, but find it

intimidating? Or invite novices, but afraid they will get yelled at while racing? Join the A.S.S. for \$50/year. You can even race with them, under the A.S.S. burgee, throughout the Puget Sound region. Every Thursday night, all you have to do is finish the course (any way you can, they don't care if you motor!) to be entered in the weekly drawing. Meet afterwards for dinner and social at a different location every month. Check the schedule for start times, information, and social hour location.

Other activities planned include a Women's/Singlehanded Race weekend in early June, a race 'Round Fidalgo, the Border Run at the end of June, and a Jack Island medium-distance race in the late summer, for starters. Check our website for more details, information and to join: [anacortessailingsociety.com](http://anacortessailingsociety.com)

**Cal 20 Fleet 8 - One Design Sailing For Everyone.** Sponsored by Tacoma Yacht Club. Come sail with them and learn how much fun Cal 20 sailing can be. With rea-

Neil Rabinowitz photo



sonably 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 Jon Thompson at: [jthomps55@yahoo.com](mailto:jthomps55@yahoo.com)

**Carver Cruisers Yacht Club** is seeking new membership for Carver Boat owners. Since 1976 Carver YC members have enjoyed boating in the Puget Sound waters and good fellowship.

Enjoy potlucks, games, dining out, shopping, relaxing and the exchange of information and stories. They are a cruising club with members from Anacortes to Olympia. CCYC invites interested Carver Boat owners to attend a cruise this year. To learn more about CCYC membership contact Colleen Kemp, (360) 456-5467 or: [ckemps@comcast.net](mailto:ckemps@comcast.net)

**Catalina Association of Puget Sound.** Catalina Association of Puget Sound is a club for Catalina sailboat owners, former Catalina owners, and all those who love Catalina sailboats. Singles, couples, and families at all skill levels are invited to participate in club events, which include cruising, racing, safety training, and speaker meetings. New Catalina owners are especially welcome to more quickly develop their knowledge and skills with the support of experienced sailors. Call Dan Claws 206-595-1795.

[www.capsfleet1.com](http://www.capsfleet1.com)

**Day Island Yacht Club** is welcoming new members with a shared love of being on the water. Since 1949 DIYC has been dedicated to promoting boating safety, good fellowship and family boating experiences for its members. DIYC is an active, cruising club with destinations throughout the Salish Sea, also participating in boating activities such as Opening Day in Seattle, Tacoma's Daffodil Festival and Christmas Lighted Boat Parades. Members enjoy reciprocal moorage privileges throughout the Northwest and beyond, as well as numerous events, such as monthly dinner meetings, TGIF Socials, dances and holiday celebrations, at the club's beautiful clubhouse located in Day Island Lagoon, a mile south

# Seaview goes eco

Boat owners at Seaview Boatyard can now breathe easier. Seaview has gone cleaner and greener by going to Hydrocoat ECO as their exclusively recommended antifouling. Hydrocoat ECO is a multi-season, dual biocide, copper-free ablative antifouling. It has almost zero VOCs, there are no harsh solvents to leach into air and water and no toxic mess to clean-up after painting.

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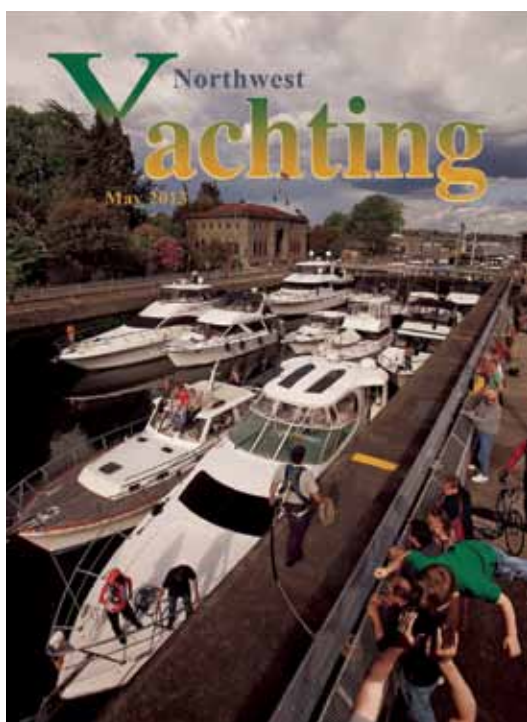
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Whether you're a reader or advertiser, keep watch on **nwyachting.com**.

Thanks to all of you who pick up a copy Northwest Yachting, find a comfortable place to sit and relax (hopefully onboard), and have a good read every month. We love making magazines, and have learned there are things a magazine can do that a computer or tablet or phone, simply can't.

We have also been watching all the things the Internet is capable of. So when we decided to ramp up our web site, we explored what the web does best, that is give people timely information, different kinds of media and the chance to connect with one another.

Each issue is available online to be read as a PDF. If you're on the road or in an Internet cafe in some far off land, that's a great way to keep tabs on the Pacific Northwest. And on the pages of the site you'll find a great calendar, event wrap-ups, videos, photos and all those items there just wasn't room for in the magazine. We have the databases to connect you to yacht clubs and community boating facilities all around the region. And there are some great writers who have a thing or two to say!

And we'd like your help. What would you like to see on [nwyachting.com](http://nwyachting.com)?  
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# Coming April - June Attractions

of the Tacoma Narrows Bridges. Moorage is available to a limited number of members in the club's 100 slip marina located within walking distance of chandleries, restaurants, a brewery, and repairs. To learn more about DIYC memberships or for a membership application, call 253-565-3777 or go to:

dayislandyc@dayislandyc.org

**The Des Moines Yacht Club** is dedicated to the promotion of boating safety, good fellowship and family boating experiences for the benefit of Des Moines residents and

surrounding communities. Does this sound like your type of boating club? Do you like to meet other boaters for cruising, fishing, crabbing, shrimping, and social events? Do you like having a clubhouse, launch ramp, dock space, dry storage and many reciprocal moorages available? If so, the club has memberships available. For more information go to:

Desmoinesyachtclub.com

**Edmonds Yacht Club** is welcoming new members. The EYC is an active, cruising club for sailboats and powerboats. Cruise

destinations are throughout Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50 plus participating yacht clubs. The club's beautiful clubhouse on the Edmonds Waterfront is the perfect venue for club events. Club members enjoy monthly dinner meetings, TGIF Socials, and various fun activities such as wine tastings, dances, and holiday celebrations.

www.edmondsyachtclub.com

**Everett Yacht Club** welcomes new members with a shared love of being on the water. Boating and social members meet at their Port of Everett waterfront club room for dinners, BBQ's, potlucks, game nights, dances and other special events. EYC is an active cruising club with 15 cruises a year and boating activities such as Opening Day in Everett and Seattle, Tacoma's Daffodil Festival and Christmas Lighted Boat Parade. Members enjoy reciprocal moorage throughout the Northwest and places beyond, guest dock located adjacent the club-

house and discount privileges at many local marine stores and service centers. Be a guest of the yacht club on Wednesday evenings from 6 p.m. on for dinner and socializing with club members. Located at 404 14<sup>th</sup> Street in Everett, WA.

www.everettyachtclub.com

**Fidalgo Yacht Club** - Skyline Marina in Anacortes is the gateway to the San Juan Islands and points north. FYC has both power boats and sailboats 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. The boating reciprocal program is extensive with many other clubs. Contact Dianne Kuhn:

dkuhn5204@comcast.net.

www.fidalgoyachtclub.com

**Friday Harbor Sailing Club** on San Juan Island is a family oriented boating organization with both power and sail members who promote and encourage amateur sailing, racing and powerboat activities. They focus on camaraderie, social events, cruising and racing within the local San Juan Islands and beyond. Monthly potluck meetings are second Tuesdays 5:45 PM at the Grange Hall above the Port except in summer when waterfront meetings with potluck BBQs are at Mitchell Bay. Guests and new members are welcome. Mail inquiries to PO Box 62, Friday Harbor, WA. 98250 or:

www.fridayharborsailing.com/About.php

**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. A Christian boating group. To learn more and see the cruising schedule go to:

www.galileanyachtclub.org

**Milltown Sailing Association.** Located in Everett, the Milltown Sailing Association is a family-oriented sailing club that features both cruising and racing. They take cruises each month to various Puget Sound ports and conduct races on Port Gardner Bay every other weekend during the fall, winter and spring months. During the summer they sponsor informal races every Friday evening. In addition to good fellowship and friendly competition, Milltown Sailing offers reciprocal moorage to many popular ports, from Olympia to Nanaimo.

Join them at one of their monthly meetings at their clubhouse in the Everett Marina. The address is 410 14<sup>th</sup> St., Everett, 98201 and they meet on the 2nd Wednesday of each month at 7 p.m.

www.milltownsailing.org

**Northwest Rigger's Yacht Club** meets at Ivar's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays from about 5-6:15 p.m. They meet at a large table near the bar. The club is for people

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# Coming April - June Attractions

interested in boating, power and sail, for couples and singles. Once a month they have a potluck dinner at a club house or private home, and organize several overnight cruises a year. Since 1988 they have sponsored the January-February GooseBump Sailboat Races on Lake Union.

Annual membership is \$25 a year. For membership information call Dale 425-747-8106. For racing information call 2014 Race Chair Gary Clouse (206) 930-6897.

**The Oarlock and Sail Wooden Boat Club of**

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

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

**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 Fooforaw, 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 go to:

[www.olympiayachtclub.org](http://www.olympiayachtclub.org)

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



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**Port Ludlow Yacht Club** would like to invite boaters and non-boaters alike to become members. Men, women and families are welcome to join. PLYC is a very active cruising club for sailors and power boaters and visits destinations from Olympia to Nanaimo and beyond. Each season, PLYC sailors compete in numerous races. PLYC's land-based facility, the Wreck Room, is conveniently located near the Port Ludlow Marina where members and their guests can meet for food and drinks and talk about their boating adventures. PLYC also welcomes visiting yacht clubs to make use of their facility for their organized cruising events. Members of PLYC enjoy reciprocal moorage privileges, numerous social activities, sailing and cruising activities, Women's Group functions and educational programs. There is an initiation fee and affordable yearly dues. Visit their website for more information:

[www.plyc.us](http://www.plyc.us)

**Puget Sound Cruising Club** is a group of sailors interested in long distance and local cruising. The PSCC was formed in 1973 to bring together people interested in cruising, sharing stories, pictures and sailing experiences. A supportive group of fun, talented folks to help you get out cruising. PSCC meetings are held at North Seattle Community College.

Your \$5 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome.

**April 18th, Friday 7:30pm Meeting at NCSCC, presentation by Jon Howe.** Jon Howe did a four year cruise to Central America, Florida and the Caribbean. He will give his perspective on two very different journeys aboard his Outbound 44 *Akimbo*. In 2009 and 2010 he sailed mostly alone from Seattle via Central America to Florida. And in 2013 he sailed back, by way of the Caribbean Islands and with the help of 34 crew via 16 rendezvous.

If you need more help, or have questions about the club contact the current commodores: Mike and Nita Conlan, 425-314-5108 or 206-201-3238.

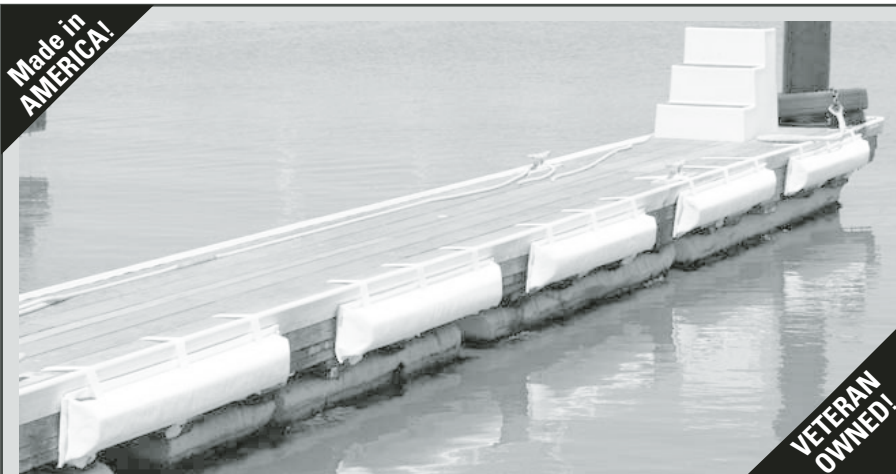
[www.pugetsoundcruisingclub.org](http://www.pugetsoundcruisingclub.org)

**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)

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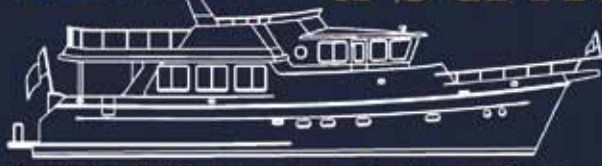
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**1998 Grady White 272 Sailfish \$59,500**

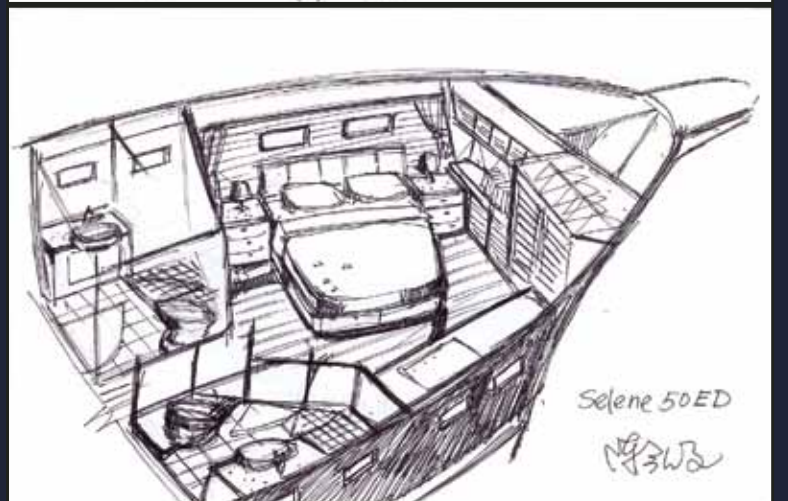
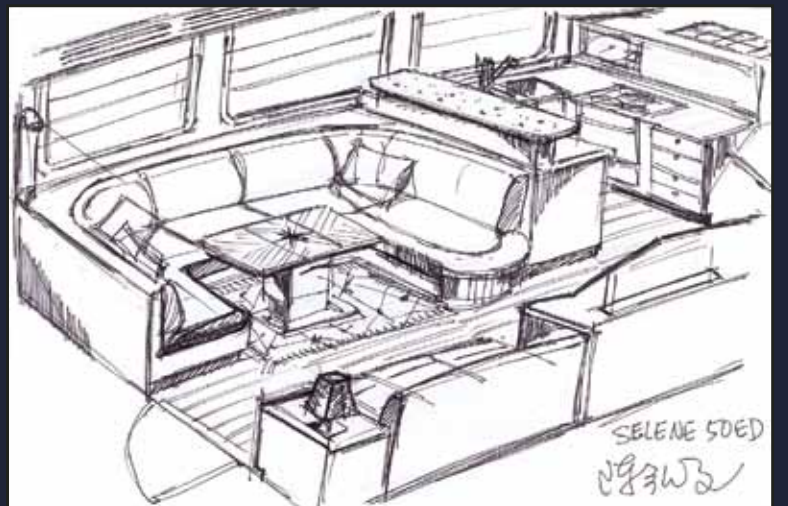
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[www.Selene50Euro.com](http://www.Selene50Euro.com).



# Coming April - June Attractions

**Shelton Yacht Club** is encouraging boaters to sign up to become a Prospective Member and try their friendly yacht club in the South Sound. Prospective members pay nothing to try out the club for up to a year. The club has members with sailboats and powerboats, from 16 feet to 58 feet. They go out on 10 cruises a year. They have a Commodore's Ball and a Christmas Light Parade. They have monthly Social Meetings featuring potluck dinners. The club boasts over 90 reciprocal relationships with clubs far and wide. For information contact Debbie Daly at:

Debbie\_Daly@SheltonYachtClub.com  
mailto:Debbie\_Daly@SheltonYachtClub.com

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

dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs. For more information, contact Chris Powell or David Horn.

www.shilshole-bayyc.org

**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.ssssclub.com/ssss

**Tacoma-Pierce County Sea Scout's 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.

**Tacoma Yacht Club.** membership is open to boaters and non-boaters alike. Enjoy the

benefits and privileges of belonging to a private club. This is your opportunity to meet and cruise with one of the best clubs on the western seaboard.

In addition to their guest dock, TYC has seven leased or owned outstations and offers reciprocal privileges to nearly 100 yacht clubs all over the Puget Sound, San Juan Islands and worldwide. Enjoy all the benefits of membership while you are out of town or traveling the world. Their modern clubhouse features unparalleled views of the Olympic Mountain range, Mount Rainier and Commencement Bay, an outstanding full-service restaurant & lounge, and catered events in our large capacity ball room. They also offer a 300-slip sheltered marina, many organized club cruises, a Shipmates women's auxiliary, a Junior Sailing Program, and a Competitive Sailing Fleet.

Tacoma Yacht Club offers several types of membership: Active Membership is their most popular membership and offers a full range of boating and club activities and privileges, Associate Membership is a very economical and allows the use of the restaurant, clubhouse and attendance at club social functions, and Junior Membership is available to anyone 12 to 21 years old.

For further information on membership contact: Membership Chairs John & Laurie Dooley at:

membership@tacomayachtclub.org; or Membership Manager Sandy Gerstberger at 253-752-3555:

sandy@tacomayachtclub.org.

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

secretary@tollycraftboating-club.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.

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

**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 Juans, (including a big steak feed and seafood feed each year) and monthly general meetings with dinners, numerous reciprocals, etc. Initiation and dues are low and laughter abounds. If interested in attending an upcoming meeting or as their guest on a cruise, contact Bob at 206-790-6495:

bobsathome@aol.com.

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# Coming April - June Attractions



## EVENTS

**Alki Lighthouse Tours.** Tour 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. From Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the Harbor Ave. exit and turn right onto Harbor Ave. Follow this road 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.

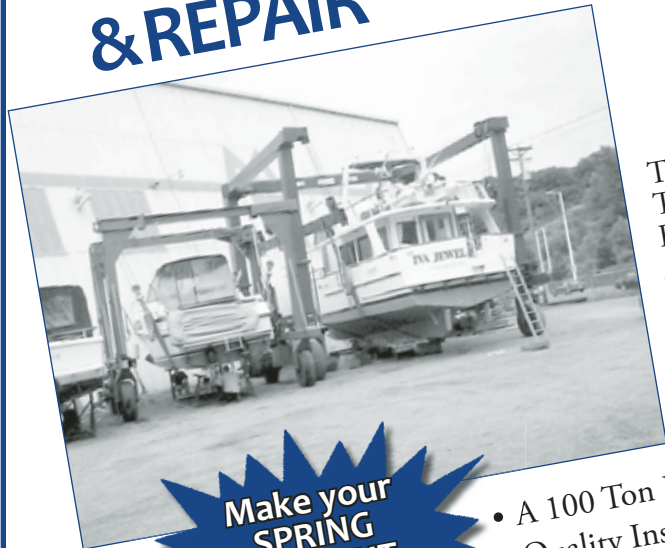
lowell@sailtouramaline.com

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

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\*Note: No boat display on Sunday, May 18th.



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### OUR DOCKS



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**55' ANGEL PILOTHOUSE MOTORYACHT 1986** Enclosed flybridge. Freshwater kept. **\$349,500**



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# Coming April - June Attractions

**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).

**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.

**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.

**First Saturday Art Walk.** Every Saturday year round, 1-5 p.m. at the galleries throughout historic Gig Harbor. 888-553-5438; www.gigharborguide.com.

**Maritime Music: Free Events.** Maritime music can be sung and heard at many venues around Puget Sound. Here are some on-

ing events. Please check the websites for current dates, times, and locations.

**Olympia, WA: Budd Bay Shanty Sing.** The first Sunday of the month, 7-9 p.m. The winter venue is at Apollo Pizza & Pasta (2302 Harrison Ave NW) on Olympia's west side near the bowling alley. The summer venue is at the Boston Harbor Marina. Call 360-866-4296 for info.

**Port Townsend, WA: SeaShantySong Circle and Sing-Along.** First Thursday of the month, 6-8 p.m. at Northwest Maritime Center Cafe. 431 Water Street, Port Townsend, WA.

**Richland, WA: Second Saturday Sea Song Singing Session.** The second Saturday of the month, 7:00 p.m. at Round Table Pizza, (1435 George Washington Way, in Richland, WA.)

**Seattle, WA: Northwest Seaport Chan- tey Sing.** The second Friday of the month, 8-10 p.m. in the South Lake Union area.

**Olympia Wooden Boat Association.** The Olympia Wooden Boat Association meets at 6 p.m. the first Tuesday of each month, October through May, except December, at Nickelby's Restaurant in Tumwater, WA. The association's primary focus is to put on the Olympia Wooden Boat Fair, held on Mother's Day weekend every year. www.olywoodenboat.org.



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40' Beneteau '09	\$199,900
40' Hinkley Bermuda '70	\$189,000
40' Nicholson 40 AC '81	\$75,000
36' Catalina '99	\$94,500
34' Taylor/Rhodes '59	\$33,500
33' e33 '07	\$119,500
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# Coming April - June Attractions

**Salty Saturdays at Seaport Landing:** Aberdeen, Washington. "Salty Saturday" Project Parties are scheduled from 10 a.m. to 3 p.m. every Saturday from now through May. Seaport Landing is located at 500 N. Custer Street in South Aberdeen, the former Weyerhaeuser sawmill.

Come one, come all. Seaport Landing, Aberdeen's new public waterfront and home port for the tall ships *Lady Washington* and *Hawaiian Chieftain*, is asking members of the Grays Harbor community to volunteer their time to prepare *Lady Washington's* home for her 25th birthday celebration. Salty Saturday projects are flexible and can accommodate individuals, groups or organizations. Minors over 12 are welcome, but must be accompanied by a parent or guardian.

Inside and outside projects are available. A Seaport Landing staff member will help volunteers find an appropriate project. Volunteers should dress warmly, even for indoor projects. Volunteers interested in helping with gardening and landscaping should bring their own garden tools.

Prospective volunteers should contact Randy Beerbower, community outreach lead, 360-532-8611 or, email: [rbeerbower@historicalseaport.org](mailto:rbeerbower@historicalseaport.org)

**Sand Man Tug.** The public is invited to visit Olympia's vintage one-hundred-year-old tug boat. *Sand Man*, operated from 1910

until 1985. The 60-ft. boat always locally owned and 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.

[www.olympia@comcast.net](http://www.olympia@comcast.net)

**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. 206-382-2628.

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



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# Coming April - June 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.

**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)

**APRIL 4 - APRIL 6 - Science & Sailing Expedition on the Waters of the Salish Sea.** Open Enrollment for Middle & High School Age Students now underway.

Salish Sea Expeditions is offering a unique science and sailing expedition for students, targeting middle and high school students in the Puget Sound region.

Typically, the programs are organized

by teachers for groups of up to 30 participants from the same school or classroom at a time; so this is an exciting chance for interested individuals to enroll in the programs. Salish has offered these expeditions in a limited capacity over the last several years with great success; parents and teachers of home-school students or students especially interested in science encouraged to enroll. Call or email Kristen Cann, Education Director, to explore whether this educational opportunity is right for your student/child.

Students who participate on this expedition will also be encouraged to attend the Salish Sea Student Science Symposium on Thursday May 22, 2014. The Symposium is a showcase of student scientists sharing the results of their research.

**Program Dates** - Program Expedition: Friday, September 27 (9:00 a.m.) - Sunday, September 29 (4 p.m.) Boarding Dock: Elliott Bay Marina, Seattle, WA. Cost: \$280 per participant; scholarships available. All food, camping equip-

ment (except sleeping bag), raingear, and instruction will be provided. Scholarship opportunities are available for qualifying students.

**REGISTER NOW:** Please visit the trip registration page to sign up. Upon registration, you will receive a confirmation from the office that will hold your spot on board with a \$100 deposit. If you or anyone in your network of families is interested in enrolling a student, please contact our Education Director, Kristen Cann at:

[kristen@salish.org](mailto:kristen@salish.org) or call (206) 780-7848 ext. 2#, for more information. If you do not get a response within 3 days, please email Kristen.

**APRIL 11 - Chantey Sing with Laura Bassett.**, at The Center for Wooden Boats Lake Union. 1010 Valley Street, Seattle, WA 98109, 8:00 p.m. - 10:00 p.m. Free.

Laura Bassett will lead the singing at the April Chantey Sing. Laura is a New Hampshire native who grew up with folk music and the sea chanteys of the Mystic Sea Music Festival. After discovering the active folk singing community in Boston, she has since moved to Seattle, where she shares her love of both traditional and contemporary sea songs. Call for more information 206-382-BOAT (2628).

**APRIL 11-13 - Trawler Time Tacoma.** Trawler Time is a yearly event held in Tacoma in conjunction with the fabulous daffodil boat parade. This year's event features a Friday night meet and greet. A Saturday afternoon talk by Chip Hanauer on the Northwest Boating Scene past and present. Saturday Night PotLuck on the dock. Sunday Morning Breakfast Buffet at Johnny's Dock Sunday viewing of the Daffodil Boat Parade. Call 253.572.2524 for more information.

**APRIL 13: Tacoma Yacht Club Daffodil Marine Festival Parade.** 11:30 p.m. to 1:00 p.m., Tacoma, Washington.

Line the streets of Ruston Way and the Thea Foss Waterway to enjoy Tacoma Yacht Club's annual Daffodil Marine Festival and Parade. Small and large boats, from several yacht clubs in and around Puget Sound, are decorated with daffodils, flags, and the fun theme of Neptune's Garden. The Daffodil Princesses are in attendance along with the Sea Scouts and historic vessels.

The parade leaves Tacoma Yacht Club at 11:30 AM and slowly winds its way down Ruston Way into the Thea Foss Waterway with a turn just past the Dock Street Marina then returns to Tacoma Yacht Club. The Daffodil Marine Parade is one of the events the community can enjoy along with other Daffodil happenings earlier in the month.

If you belong to a yacht club in the area and have not heard of or registered for the Daffodil Marine Festival and Parade, go the Tacoma Yacht Club website [www.tacomayachtclub.org](http://www.tacomayachtclub.org) and select the daffodil logo at the top of the page or call Tacoma Yacht Club at (253) 752-3555 for more information.

**APRIL 26: Milltown Sailing Association of Everett Marine Swap Meet.** 7 a.m.-2 p.m. (gate open @ 6 a.m. for sellers). Everett Marina Central Docks, 410-14th Street, Everett, WA 98201. MSA Clubhouse and parking lot. Free to the public.

Empty your lazarette and come to largest public marina on West Coast. Reserve your spot today - in both cases parking included. - \$10- outdoor lot, \$20 - indoor space (table + chairs included).

Registration for sellers and information: 206-724-6021.

**MAY 1-4: Spring Rendezvous 2014 for the C42 Fleet 12.** Roche Harbor May 1 and 2, then a cruise that might be racy to Sucia for the evening of May 3, last gathering and departing from Sucia on Sunday May 4. Open to all manner and sizes of Catalinas.



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2008

**\$259,000 US**

This 39' Pilothouse, Nootka, has approximately 650 hrs on the Cummins 230Hp QSB engine and is well equipped. She has been lovingly cared for by original owners and is in excellent condition.

Northern Lights 5kw genset  
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Auto engine room fire suppression system  
Hurricane II hydronic heating system  
RosKelly-Ollsen Davit  
10' RIB dinghy with 15hp outboard  
Bow thruster  
Spot light with dual station controls  
Garmin electronics



2009

**\$299,000 US**

This NP39, Ancient Mariner, has approximately 225 hours. She is in immaculate condition, well equipped, lightly used and set up as a half-time live aboard for the current owners.



2011

**\$499,000 CAD**

This NP43, Malahide, is super well equipped. Cummins 425, bow & stern thruster, hydronic heat, air conditioning, generator, water maker, stabilizers, davit, dinghy, and more.



2010

**\$285,000 CAD**

North Pacific 38' Sedan, Simbuvo. Traditional design with modern contraction. Well-equipped and ready to cruise. Two stateroom layout.



2006

**\$279,000 US**

Cummins 330 QSB with about 500 hours. This NP is lightly used and in excellent condition. She has been lovingly maintained by her original owner and is well equipped, ready to cruise & set up for fishing. Available for viewing in Seattle.



2007

**\$299,000 US**

Flyboy has approximately 370 hours on her Cummins 425. If you are looking for an NP with a higher top end speed Flyboy would be a good choice. She is very well-equipped, lightly used and in excellent condition.



Bow & Stern thruster  
5KW generator  
Inverter/charger  
Hydronic heat  
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Dinghy and davit  
Nice electronics package



Costs: There is only the dock fee at Roche Harbor.

This is a rendezvous for Catalina owners to touch base and compare notes. There are boat visits on the dock at Roche with a nice covered meeting spot for our on the dock potluck on Friday night. The fleet will relocate to Sucia, 16-17 km depending on bay, (arguably the crown of the San Juans) during Saturday and have a campfire ashore in which ever bay looks good.

For more information contact Count Ferrari at Count.Ferrari@gmail.com

**MAY 3: Seattle Yacht Club Opening Day boating festivities.** Portage Bay, Washington.

Seattle Yacht Club has chosen "Toys Ahoy!" for the theme of the 2014 Opening Day boating festivities on May 3, 2014. The Seattle community will see boats in full dress, as well as decorated and playful toys as they parade through the Montlake Cut.

This 94<sup>th</sup> annual, world-renown boating event is under the leadership of Admiral Michael Carrosino, Admiralette Shawn Otorowski, and Vice Admiral Ted Shultz. Toys Ahoy! is a theme that everyone – boaters and non-boater alike – can relate to and have fun while contributing towards a festive celebration for the community," explained Admiral Carrosino.

Seattle's Opening Day is produced by countless volunteers and is open for participation to the entire Salish Sea community. The festivities begin with a celebration of our racing traditions with rowing competitions from local, regional and international athletes. The Windermere Cup - the highlight of the rowing competition – pits national/ international schools against the University of Washington men's and women's crew.

The celebration culminates with decorated vessels of all shapes and sizes – dinghies, aqua cars, wooden boats, sailboats, powerboats and yachts – decorated to illustrate the "Toys Ahoy!" theme. Boaters and landlubbers alike cheer on the crew races and watch the parade of dressed and decorated vessels that proceed through the Cut.

Seattle's nautical history goes back to 1792 when George Vancouver visited the area. Founded in 1892, Seattle Yacht Club has been instrumental in establishing boating traditions and hosting celebrations leading up to the legacy of what Opening Day is today.

For more information visit the Seattle Yacht Club website:  
www.seattleyachtclub.org

**MAY 17: South Sound Women's Boating Seminar.** Olympia Yacht Clubhouse in Olympia, Washington. 8:00 a.m. to 5:00 p.m.. Registration is \$35 and includes lunch and a chance to win valuable door prizes, as well as network with other women boaters.

There is stellar line-up of speakers and topics this year:

**Lynne Reister** shows women how to inspect our boats to ensure that they are as ready to cruise as we are!

**Alison Mazon** helps women determine what tools we need to have on hand for those unforeseen events, how to use them properly, and how to take care of them.

**Sarah Pedersen** draws on her years of experience as an Evergreen State College skipper to demonstrate techniques for communicating more clearly and accurately on board, whether skipper or crew—or guest.

**Micki McNaughton** shares tips and techniques for keeping your crew healthy, happy and well-fed through good galley management and provisioning.

**Mary Campbell** describes highlights

from her most recent adventures cruising from Malaysia to Australia!

A raffle will be held again this year during the seminar to fund scholarships to the Girls at the Helm Program. The Girls at the Helm Program, held aboard the historic schooner *Adventuress* and produced by Sound Experience, offers girls ages 12 to 18 the opportunity to sail aboard *Adventuress* with an all-woman crew and women mentors to explore a wide variety of science and technology careers. Several businesses have already contributed excellent items for the raffle:

LodeStar Marine – boat survey; Flagship Maritime – Captain's Licensing Course; Cabela's – binoculars; Fine Edge Publishing – complete set of Dreamspeaker cruising guides; Check their webpage often for program updates: [www.ssssclub.com/wbs.htm](http://www.ssssclub.com/wbs.htm)

**JUNE 28 - 2014 J-Boat Owners Rendezvous. Sponsored by Sail Northwest.** Brownsville Marina, Brownsville, WA. The

# April - June *Coming Attractions*

first ever J Boats Rendezvous in the Pacific Northwest. Bring your cruising boat, bring your daysailer, bring your race boat – You don't need a J Boat to attend, but if you have one, the rendezvous organizers want to see it in Brownsville!

Boats can begin arriving in Brownsville at 11am Saturday to start the stern tie line-up inside the breakwater. The day's festivities will include a Poker Rally and Happy Hour tours of the attending boats incorporating a "Best In Show" competition done by popular vote. There will be a BBQ and potluck side dish dinner pier side followed by awards

and an evening around the camp fire on the bluff. Refreshments and the main BBQ course will be provided; you bring a side dish and whatever emergency rations (i.e. extra refreshments) you'll need. For anyone that needs a racing fix the West Sound Sailing Association runs their series finale Brownsville race that day and you are more than welcome to enter.

RSVP, get your first two cards for the Poker Rally and/or learn more about the event from the friendly people at Sail Northwest. Keep track of event updates at: [www.sailnorthwest.wordpress.com](http://www.sailnorthwest.wordpress.com)

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25' Seaward ..... Sale Pending

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# Coming April - June Attractions

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Suite 2, Anacortes, WA 98221. Reservations 800-233-3004 or 360-293-4555, fax: 360-293-6683, [www.ayc.com](http://www.ayc.com); [info@ayc.com](mailto:info@ayc.com)

**JUNE 28-29 - Ericson Yacht Owners Rendezvous.** Maple Bay Marina, Maple, B.C. Details of the Rendezvous can be obtained by emailing;

[ericsonrendezvous@gmail.com](mailto:ericsonrendezvous@gmail.com)

and requesting information. Information will also be available by checking the Ericson Owners website, Pacific Northwest and British Columbia Regional Form at: [www.ericsonyachts.org/infoexchange/forumdisplay.php?4-Ericsons-Northwest-amp-British-Columbia](http://www.ericsonyachts.org/infoexchange/forumdisplay.php?4-Ericsons-Northwest-amp-British-Columbia)

**Bellevue Sail & Power Squadron** offers boating classes on the Eastside, taught by experienced, certified instructors. For information or to register on-line for all classes and seminars, go to:

[www.bellevuepowersquadron.org/Education](http://www.bellevuepowersquadron.org/Education)

**The Everett Sail & Power** will be offering to the public an 8-week class (America's Boating Course) in the fundamentals of safe boating. Included topics are: an introduction to various types of boats, boating law as in registration, state & federal regulations, required safety equipment, accident reporting, protecting the marine environment, weather and many more subjects of special interest to boaters. The course is designed to familiarize the student 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.

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34' GEMINI 105 CATAMARAN '07	SOLD
34' HUNTER 34 '84	SOLD
33' NAUTICAT 33 '85	New Listing 89,500
33' HUNTER 33 '11	Reduced 119,500
33' HUNTER 33 '07	SOLD
32' GULF PH '82	Reduced 35,000
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29' CASCADE 29 '77	New Listing 20,000
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2011 American Tug 435 \$679,500

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# Coming Mar. - May Attractions



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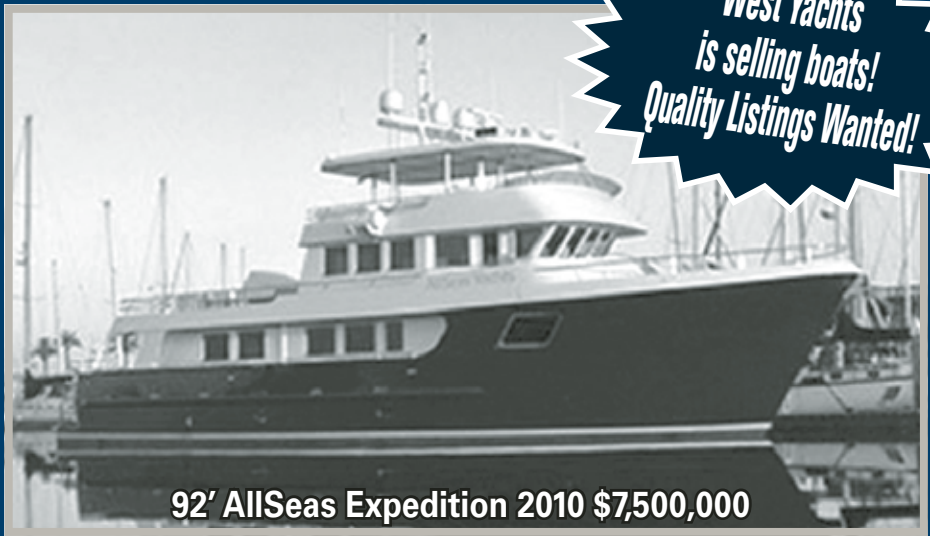
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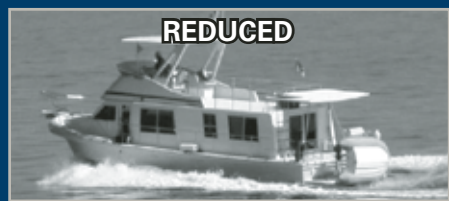
78' Stephens CMY 1970 \$250,000



60' Hattares Convertible 1979 \$299,000



43' Riviera Platinum Conv. 1997 \$259,900



REDUCED

42' Corsair 4200 1998 \$149,000



42' Nordic Tug 2004 \$485,000



37' Nordic Tug 2008 \$397,500



35' Bertram Convertible 1982 \$49,500



35' Fibercraft Coastal Pilot 2000 \$175,000



REDUCED

32' Grand Banks Sedan 1973 \$34,900



REDUCED

32' Nordic Tug 1994 \$139,000



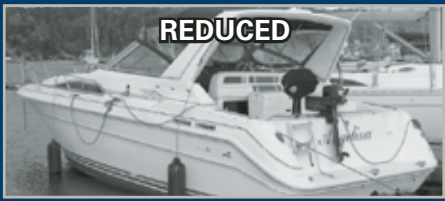
32' Nordic Tug 2000 \$205,000



32' Nordic Tug 1990 \$Inquire



30' Californian Trawler 1978 \$37,000



REDUCED

28' Sea Ray Sundancer 1990 \$19,900



28' Bayliner Ciera 2855 2001 \$26,900



26' Nordic Tug 1981 \$57,500



REDUCED

26' Nordic Tug 1988 \$65,000



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54' Day Island Yacht Harbor Boathouse \$37,500



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53' Skookum Ketch 1984 \$280,000



47' Caliber LRC 1995 \$219,950



43' Nauticat PH Ketch 1983 \$199,900



REDUCED

42' Colvin Gazelle 1974 \$109,900



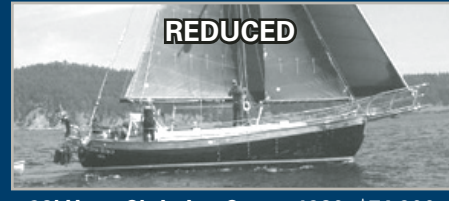
42' Pearson Sloop 1979 \$69,900



42' Catalina MKII 2008 \$215,000



41' Formosa Ketch 1975 \$45,000



REDUCED

38' Hans Christian Cutter 1980 \$74,900

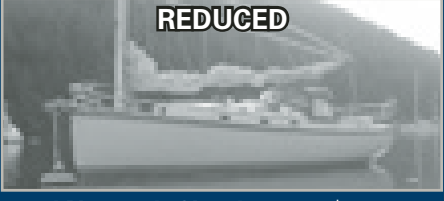


36' Cape George Cutter 1979 \$39,900



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33' Nauticat 1973 Like New \$79,000



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30' Nonsuch Classic 1982 \$39,900



27' C&C Sloop 1981 \$18,900

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# Coming April - June Attractions

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Visit their website:

[www.nwboatertraining.com](http://www.nwboatertraining.com) for their up-dated 2014 classes. These will include the scheduled America's Boating Course (ABC) classes, and all the Advanced Classes and Seminars. Ask about which classes include On-the-Water Training, Go to Boating Class Locations, and click on the areas where you are willing to take classes and seminars to see lists of what is available.

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**USCG Auxiliary Offers "About Boating Safely" Classes.** In 2014, all persons 59 years and younger operating a motor boat of 15 horse power or greater in Washington State are required to pass a boater safety education course and obtain a WA State Boater Education Card. This eight hour Coast Guard Auxiliary "ABS" class exceeds the education requirements in all states. The course is designed to teach safe and enjoyable boating. You will learn how to avoid problems on the water and learn navigation rules for all types of recreational boaters. The classes are being taught by Coast Guard Auxiliary Certified Instructors. Please visit the website for the dates of classes near you:

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## RACING

### American Lake Sailing Club Race Series.

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

**APRIL 5: Sloop Tavern YC Blakely Rock Benefit.** John Phillips at 206-383-4881.

**APRIL 6: Corinthian YC - Edmonds Frostbite.** 360-340-1786

**APRIL 9: Corinthian YC-Tacoma / Windseekers.** [discovery29950@yahoo.com](mailto:discovery29950@yahoo.com)

**APRIL 5 & 6: CYC - Seattle Small (dinghys) Boat PSSR.** 206-789-1919.

**APRIL 18-20: West Vancouver YC Southern Strait.** [chairman@southernstraits.ca](mailto:chairman@southernstraits.ca)

**APRIL 20: Corinthian YC - Edmonds Frostbite.** 360-340-1786.

**APRIL 12 & 13: CYC-Seattle PSSR Large(Keel)Boat.** 206-789-1919.

**APRIL 28: Corinthian YC - Seattle Lake Spring Regatta.** 206-789-1919

**APRIL 26-28: Seattle YC Smith Island - Tri Island Series 1.** 206-325-1000

**APRIL 26-27: Three Tree Point YC Spring Regatta.** [shelley@alphapre.com](mailto:shelley@alphapre.com)

**APRIL 26: Tacoma YC - OD - Cal 20 & SJ 21.** 253-732-0911.

**MAY 17 - Third Annual Yellow Island Wooden Boat Race.** Deer Harbor, Orcas Island, WA. Sponsored by the Wooden Boat Society of the San Juan Islands.

All wooden sailboats are welcome (boats built of other materials are also welcome but will receive no prizes). The starting line will be south of the Deer Harbor Marina. The marks of the course will consist of various islands and rocks in the area, as well as a race buoy located near

the marina.

The race entry fee of \$15 per boat (and signed liability waiver) will be collected at the skipper's meeting, held at 9 a.m. at the Deer Harbor Boatworks. The entry fee includes one continental breakfast; additional breakfasts are available for crew and spectators at \$8, provided by the Wooden Boat Society. The race will start in the late morning, and will have a four-hour time limit. Those without a current PHRF rating will have a temporary rating assigned to them by race organizers. Non-racers are welcome to relax and socialize at the marina

Colorful burgees for first, second, and third place finishers will be awarded at a potluck/awards ceremony at the marina the evening after the race. Participant burgees will be available for sale, with proceeds to benefit the San Juan Islands Wooden Boat Society, which seeks to coordinate wooden boat activities in the islands.

Discounted moorage for Friday and Saturday nights is available. Call the Deer Harbor Marina, 360-376-3037 to reserve a slip well in advance, as other boat groups are planning to be there. Plenty of good anchorage is also available in the Harbor.

Contact Ward Fay at 360-298-2057 for more information about the race or: [wardfay@rockisland.com](mailto:wardfay@rockisland.com)

**JUNE 28 - 2014 PNW Beneteau Cup.** Sponsored by Signature Yachts. Elliott Bay Marina-SYC OutStation, Seattle, WA. 2-10 p.m. Calling All Beneteaus! Join the fun at Beneteau Cup! This is the 'fun race day' followed by a great dinner in the waterfront SYC Out Station facility at Elliott Bay Marina in Seattle. Never raced before? You're welcome as crew or let the race organizers know and they'll get you up to speed. This is the event's second year. Last year they had 18 Beneteaus on the starting line! Contact Allan Johnson for the Notice of Race or check <http://signature-yachts.com/community/upcoming-events/> [allan@signature-yachts.com](mailto:allan@signature-yachts.com) or 206-799-6311

**JULY 26 - Bellingham Bay Leukemia Cup Regatta.** Bellingham Bay WA. Sponsored by The Corinthian Yacht Club (CYC) of Bellingham. The Leukemia Cup Regatta is a casual race for sailors committed to helping the Leukemia & Lymphoma Society (LLS) fight blood cancer. Bellingham area sailors interested in racing in the Bellingham Bay Leukemia Cup are encouraged to register their boats with the Corinthian Yacht Club before May 22 at [bit.ly/BBayLC](http://bit.ly/BBayLC). Other people interested in crewing, sponsoring or volunteering during the July 26 event should contact regatta officials at:

[leukemicup@cycbellingham.org](mailto:leukemicup@cycbellingham.org)

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**64' Little Hoquiam Trawler**

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**Victoria\* / Tonda\* / Windreka**  
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## Lingcod, halibut and shrimp seasons

A hhhhhh, April, we made it. Springtime, with summer on the horizon and winter in the rear view mirror. Yes!

As I have written in the space more than once, my fishing calendar is, for the most part, a 12-month gig. If you like the Pacific Northwest saltwater scene as much as I do, there is so much to do and for an aging cat like me, I never, ever get tired or bored of boating and fishing. It is my occupation and my recreation. That's the payoff for being Mother Theresa in another life. Really?

For most marine areas in the Strait of Juan de Fuca, the Islands and north Puget Sound, April represents the last act before these areas close down to salmon fishing in May and June, as they do every

year. Don't even think about heading for the hammock because here comes the lingcod, halibut and shrimp seasons, conveniently when salmon fishing is buttoned up.

I do most of my lingcod and halibut harvesting in southeast Alaska or off the west coast of Vancouver Island, due to a greater abundance and more liberal regulations and these fish are about as plentiful as fleas on a junk yard dog's back. Got a visual?

But hey, lingcod fishing can be decent off the south end of Whidbey, artificial reefs from Olympia to Camano Island, the north end of Admiralty Inlet near Keystone, some of the banks in the Strait or out at Neah Bay, particularly off Waddah



Photo above - Doug Tallman, Olympia, redefines the definition of a good day after boating this 84 - pound halibut. The Washington halibut season is just around the corner and Admiral Fish suggests it's not too early to get your halibut fishing gear ready to go.

The Puget Sound lingcod season opens in the middle of April, for a six week timeframe, provides for a one fish limit with a minimum and maximum size limit. Lings are known for eating anything that moves, including this small salmon, having a bad day. Photo by Ryan Dicks.



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Island. In most cases, the rockier the habitat, the greater the abundance. It's been my experience that lingcod are particularly aggressive when the season first opens as both the male and female lings are coming off the late winter spawn. Big female lings (most lings over 20 pounds are females) lay their egg mass in a very rocky habitat. Immediately, the male lings move onto the nest and protect the eggs from predators.

If there are no attempted raids on the nest, he loses significant weight over the 40 or so day incubation period. If any marine fish, or other bottom dweller such as an octopus moves in on the egg mass, Mr. Lingcod does his munchy crunchy and down the hatch. Reminds me of a few of my fishing buddies around the dinner table.

Halibut spawn in the dead of winter, typically in deep water in the Strait or ocean, before migrating onto many of the banks in the eastern Strait of Juan de Fuca for their spring and summer foraging program. Middle, Hein and Eastern Banks have been particularly consistent the last few years and salmon anglers have hooked and released respectable numbers of halibut during the last month and a half. Connect the dots, dude, the fish are there. Check the WDFW website for specific seasonal information as it changes from year to year, based on estimated abundance predictions.

And if fishing for halibut or lings does not float your boat, next month is also time to fish for spot shrimp. While Hood Canal gets a lot of shrimpers attention for their extremely restrictive sport season, never overlook the southern San Juans, especially the southwest corner of Lopez Island, near Iceberg Point in around 190 feet of water. Money!

I've been using the McKay shrimp pots during the last few years. You'll find them at Outdoor Emporium in Seattle and John's Sporting Goods in Everett. They clearly fish better than historical, traditional pots I have used. Some say, due to the octagon design of the pots, it's easier for the shrimp, moving around the pot, to find the doors, versus the square or rectangular pots. Maybe. I can tell you this . . . they work!

#### Salmon Seasons Announced Soon

By the end of the first week of April, the Washington Department of Fish and Wildlife will announce the full sport salmon season package, effective through March 31<sup>st</sup>, 2015. I am also assuming, you have read or heard the news about the record king salmon run forecasted for the Columbia River. If you would have told me the forecast is calling for 1.6 million kings, two months ago, I would recommend a trip to Shick Shadle Hospital. How can this be, 1.6 million king salmon? As one

colleague biologist suggested to me, "Buddy, we are gonna need more water!" Mercy! Throw in another 1.2 million coho. Dude! It is gonna be the show of all time. I've rented a house for a week, got my moorage reservation, now, come to papa.

One of the phenomenas I have witnessed during big salmon runs, is the curve on the graph begins earlier, and ends later. Therefore, from Neah Bay in early-mid July, followed by La Push, Westport and Ilwaco, a tsunami of king salmon is headed our way. Incoming! I can't wait.

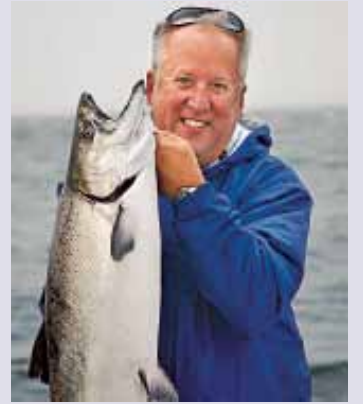
Giddy-up and get your summer fishing plans in place, while you're soaking your worm in the water for lingcod, halibut and shrimp this spring. It will likely be a stampede

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:

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for the fishing grounds, and, with any luck, that's me riding at the front of the herd. Hi-Ho Silver, awayyyyy! See you on the water. nwy

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## Neptune's Garden

“April, the Angel of the Months.”  
— Vita Sackville-West

The sheer radiance of April is a welcome reprieve, easing the Northwest out of Winter's isolation and welcoming Spring with such characteristic flair. Perhaps it is because April is so full of dazzling sunlight. Perhaps it is because the earth seems greener, bursting with color – to include bright yellow happy daffodils! Having grown up in Tacoma, daffodils hold a special place in my heart.

Daffodils first made it to the Puyallup Valley around 1925 to replace the area's dying hop industry. Given their affinity for a cool, moist climate, the daffodils dramatically flourished, accounting for a large portion of the bulbs and flowers produced in the United States. With approximately 200 varieties of daffodils grown, the King Alfred seems to be the most popular.

For Tacoma, April is the Daffodil Festival. A week-long affair, with a history dating back to 1926 and a simple garden party at a private residence, evolving into an annual event with a parade in 1934 to es-

entially use the daffodils as decorations rather than have them thrown away or used as fertilizer. With more than a million daffodils embellishing floats in the march through the streets of Tacoma, as the story goes, in 1952 a Tacoma Yacht Club member came up with the idea for a marine parade so as to not “waste all those daffodils”.

To this day, the Daffodil Festival's finale is celebrated on the water with a wonderful parade of gaily decorated boats starting at the yacht club and proceeding along the waterfront to the Thea Foss Waterway in downtown Tacoma. Hosted by Tacoma Yacht Club, with numerous boats from other clubs participating, this year's theme is “Neptune's Garden.”

All that aside, there is a common thread here and I love it! The daffodils are used once and then again. Essentially, the Daffodil Festival and, in turn, the marine parade, are all about recycling! To recycle is to make something new from something that has been used before. To



use something again. I love the concept of recycling and, living on an island, I have personally taken it to new heights in all arenas to include leftover food.

Leftovers have never been real popular on a boat simply due to lack of space. This is particularly true of racing sailboats, when weight is an issue, but ironically, with a bunch of hungry guys, I experienced very few leftovers. When I was cooking aboard professionally, to serve even the crew basically the same thing twice (even cleverly disguised) was not acceptable. But, it is a whole different matter in the real world of boating where, with a bit of planning, to re-use food from a previous meal, can be sheer genius! Leftovers can truly be invaluable.

Think about it. April also brings us Easter. Easter, to many, means ham, turkey, chicken, and/or hard-boiled eggs. Such leftovers can be a

sorry reminder of holiday fun. I say recycle and reuse!

And, if you have leftovers from the leftovers, my two seagulls, Sam and Steve, would be more than happy to help you out – just a short flight to most any destination . . .

### Best Egg Salad Sandwiches

12 hard-cooked eggs, peeled and chopped  
6 celery stalks, chopped  
1 sm. red onion, chopped  
1 sweet red pepper, diced  
2 T. capers, drained  
3 T. poppy seeds  
1 T. paprika  
½ c. sour cream  
½ c. mayonnaise  
salt and pepper to taste

Combine eggs, celery, onion, red pepper, and capers in a bowl. Toast poppy seeds in a small skillet over



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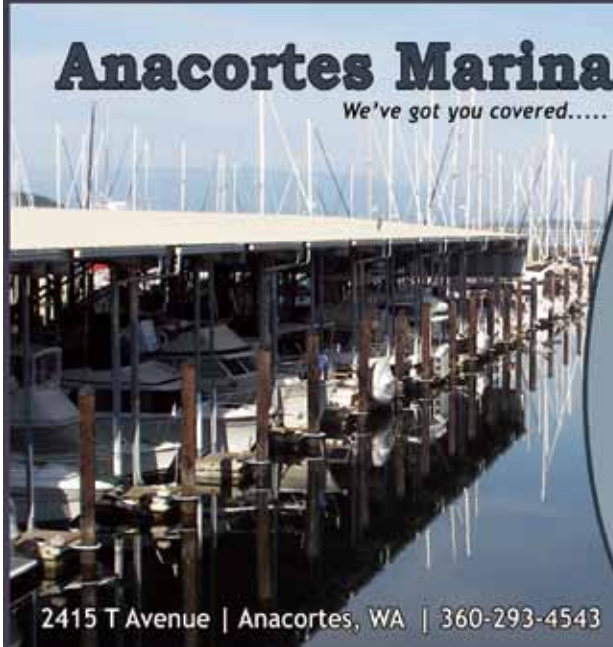


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medium-high heat for 2-3 minutes. Mix poppy seeds, paprika, and sour cream in a small bowl and stir into the egg mixture. Add enough of the mayonnaise to bind the salad and season to taste with salt and pepper. Refrigerate for several hours. To serve, make sandwiches on black bread with romaine lettuce. Should easily make 8 sandwiches.

### Chicken Cheddar Melt

- ¼ c. mayonnaise
- ¼ c. ketchup
- 1 green onion, white + 3" green, diagonally sliced very thin
- 3 tsp. chopped Italian parsley
- 1 whole boneless cooked chicken breast
- 1 ripe avocado
- 4 slices whole wheat bread, lightly toasted
- 4 lg. slices cheddar (1/4" thick) paprika to taste

Mix mayonnaise, ketchup, 1 teaspoon onion, and 2 tablespoons parsley in bowl and set aside. Cut chicken breast in half, then cut each half into 4 long, thin slices. Peel avocado and slice each half lengthwise into 4 slices. Place 2 slices chicken on each piece of toast, spread half reserved dressing over chicken and lay avocado slices over dressing; cover with remaining dressing. Place a piece of cheddar on top of each sandwich and sprinkle lightly with paprika and remaining onion. Place sandwiches under broiler until cheese melts. Sprinkle with remaining parsley to serve. 2-4 portions.

### Salmon Cakes

- 4 eggs
- 2 c. flaked cooked salmon
- 1 c. chopped onion
- 1 c. chopped parsley
- ½ c. cracker crumbs
- 2 tsp. oregano
- 1 T. lemon juice
- ¼ tsp. dry mustard
- ½ tsp. salt
- ¼ tsp. coarsely ground pepper
- ¼ c. olive oil

In large bowl, beat eggs lightly. Add remaining ingredients except oil. Mixture will be thin. In large skillet, heat oil over medium heat. Drop batter by the spoonful into skillet. Cook until golden, turn over and brown other side. Serve immediately.

### Ham Noodle Bake

- 1 onion, chopped
- ¼ c. butter
- ¼ c. flour
- 1 tsp. salt
- dash of pepper
- ¼ tsp. celery seed
- ½ tsp. dry mustard
- 3 c. milk
- 3 c. diced ham

- ¼ c. chopped green pepper
- 8 oz. egg noodles, cooked al dente

Sauté onions in butter until tender-crisp; stir in flour and seasonings. Gradually add 2 cups milk and stir constantly until sauce boils 1 minute. Add remainder of milk, ham, and green pepper. Combine sauce and noodles in 2 quart casserole to bake at 375° for 20 minutes.

### Turkey Tetrazzini

- 1 lb. spaghetti noodles, cooked al dente
- 1 lb. sliced mushrooms
- 1 garlic clove, minced
- ½ c. butter
- 1/3 c. grated Parmesan
- 1/3 c. grated cheddar

- ½ tsp. salt
- ¼ tsp. white pepper
- 3 T. butter
- 3 T. flour
- 2 c. turkey broth
- 2 c. diced cooked turkey
- ½ c. sour cream

Sauté mushrooms and garlic in ½ cup butter; add cheeses, salt, and pepper, and stir until cheeses melt. Set aside. Melt 3 tablespoons butter, stir in flour, and cook until bubbly; add broth slowly and cook, stirring occasionally, until thickened. Add turkey and pour this mixture into cheese sauce; warm through, but do not boil. Stir in sour cream and serve immediately, spooning turkey mixture over individual servings of pasta. Serves 8-10. NWY



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



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## As It Should Be, Youth On the Water

There's no denying that what Tacoma is doing around the Foss Waterway and their downtown is impressive, especially for boaters. The upgraded marinas, new facilities and revitalized downtown make Tacoma a real cruising destination.

As it turns out, one of the greatest maritime assets on the Waterway isn't commercial, it's non-profit. Non-profit? Yep, as in getting kids on the water.

The Tacoma Youth Marine Center (TYMC), based at the old Totem boat yard, was founded back in 1992 by some energetic boaters who wanted to have a means of supporting the Sea Scouts. The mission expanded, as missions often do, and the Center is quickly becoming a multifaceted regional center to get young boaters on the water.

The expanded mission can be a little confusing, something Executive Director Malcolm Russell would like to clear up. The TYMC is there to support and facilitate all organizations providing youth programs. It's principle beneficiary is the Sea Scouts (the marine arm of the Boy Scouts of America).

So, while the Sea Scouts calls the facility home, so does the Tacoma Metro Park's *Sails & Trails* day-camp and sailing program. In all likelihood, a yacht club or two looking to develop its sailing instruction program will look to partner with the TYMC.

"That's really the strength of both the Sea Scouts and what we're doing with the TYMC," Russell explains. "Kids from all walks of life get to operate these boats together. And with the emphasis we put on growth and responsibility, it's a very healthy environment."

The other part of the confusion resides with the commercial entities that are still in operation and support the TYMC. In fact, those companies are really enabling the TYMC to carry on with its ambitious plans. Commencement Bay Marine Services is a modest boatyard, store and repair shop.

The yard's 20-ton lift is a tremendous feature that youth organizations around the area might be able to take advantage of. There's a gas dock, the Tacoma Fuel Dock, that's been there for decades and still has a loyal clientele including many commercial fishing and government vessels. Some moorage space is currently rented out to a boat dealer, but could become available should a need for additional program moorage space arise. Profits from all the commercial arms are directed back into the TYMC for its programs.

The most important gem in the operation might well be the 35,000 sq.ft. former boatbuilding shed. The building that once saw production of hundreds of commercial vessels is now a base of regional maritime programs and the facility operations.

More importantly, the commer-

*Photo right - Tacoma Youth Maritime Center Executive Director Malcolm Russell is working toward making the Center a resource for youth groups in the region. Here he stands in front of the former rumrunner chaser, the Charles N. Curtis.*

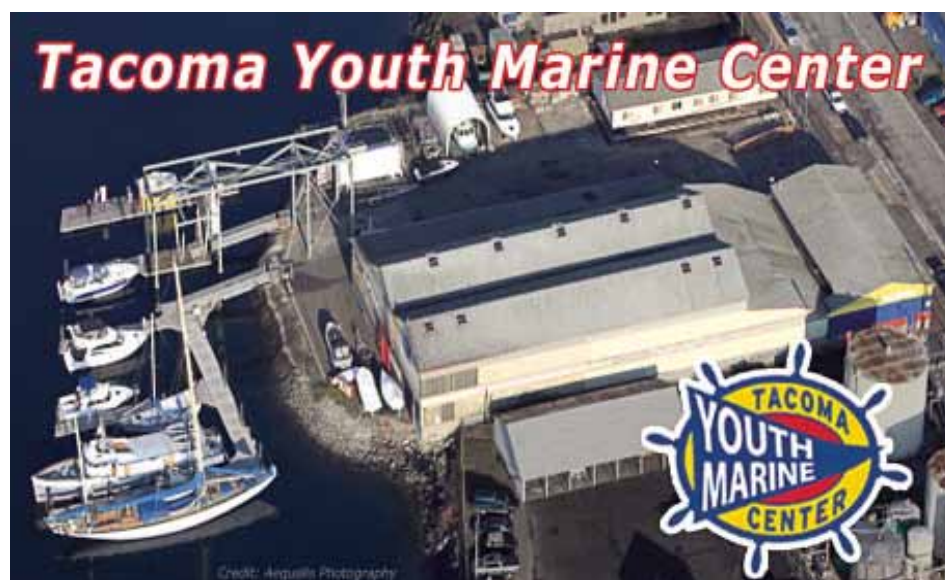
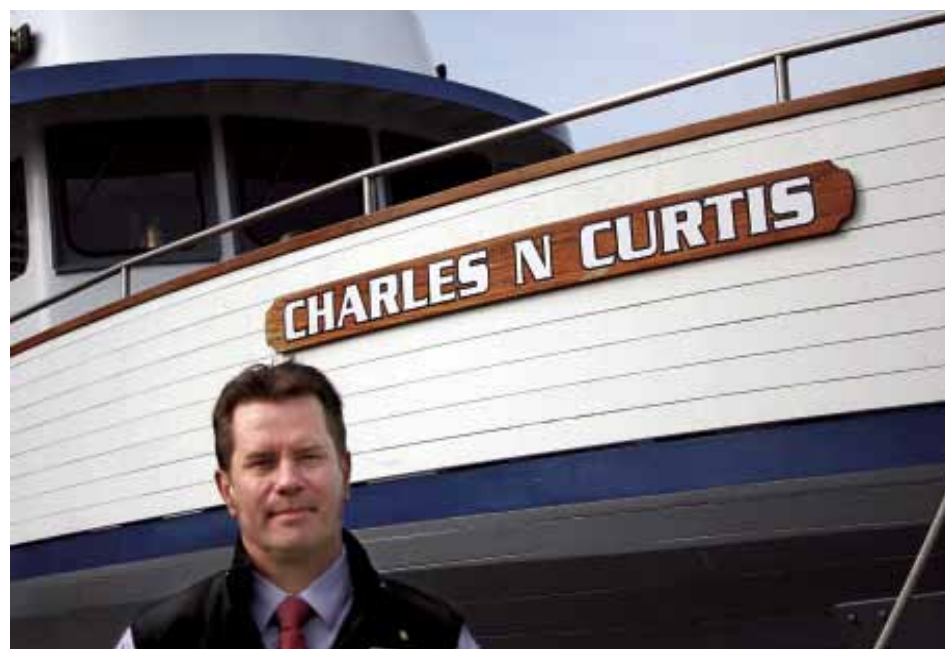


Photo above - TYMC original poster



*Photo right - A former crew of the Odyssey assembled on the foredeck. A former Vanderbilt family yacht, the Odyssey was designed by Olin Stephens.*



Photo above - Charles N. Curtis, Opening Day, 2011.

cial storage part of it is gradually giving way to more and more youth program gear. A small fleet of Walker Bay sailing dinghies and a vertical quiver of kayaks take up one corner. A loft on one side is all Sea Scouts gear, and the loft on the other side is for curing hull planking and functions as a makeshift sail loft.

Why would a Sea Scout Ship need all that space? Why, to store all the gear that comes with two magnificent but needy vessels, the 78' *Charles N. Curtis* and the 90' yawl *Odyssey*. While professionals are obviously required for structural and critical mechanical work, it's the Sea Scouts (those 13-21 year-olds) that maintain the yachts. So, not only do those Sea Scouts get the cool factor of going out on these boats, they get the discipline and education of maintaining them as well.

By all accounts, they love both sides of that. I'd be giddy to have someone with that background on my crew.

*Odyssey*, Sea Scouts Ship 190 in Boy Scout vernacular, is a truly lovely boat with a history. Olin Stephens designed her for the Vanderbilt family, which the *Odyssey* took racing on Long Island Sound and cruising to such places as Cuba and the Galapagos Islands. In World War II she was used for sonar testing and echo sounding studies. Ultimately, she was sold to the Boy Scouts for \$1.

Today, the *Odyssey* pays her own way largely through charters. Various groups from yacht clubs to corporate types engage the boat, which cruises to the San Juan Islands and beyond. Would there be any better "summer camp" than sailing on *Odyssey* for a week in the San Juans?

A double whammy hit the mighty *Odyssey* this past winter. First, her old 1,872 sq ft. main ripped beyond repair in a December storm. Then, her old Detroit 6-71 diesel finally required replacement. And despite getting the replacement John Deere 4045 at cost from Cascade Engine, it was still \$23,000. The main costs another \$20,000, even with a steep discount from Ullman Sails Pacific Northwest. A sizeable capital fund existed, but not enough to handle two critical emergencies at once. "We're very pleased the way the

public has rallied for us, which is great because we have to be up and running for the charter season," Russell said.

Fortunately, the *Curtis* doesn't have any such major problems currently. Her hull is sound and her twin 6-71s are lovingly cared for and running fine. But in case you think it's all spiffy and modern, consider that the engine controls are in the engine room, and there's a telegraph from the bridge to the engine room. The "kids" handle it just fine, thank you very much.

The *Curtis*' history is as colorful as *Odyssey*'s. Built at Southern Shipyards in Newport News, Virginia in 1931, she was designed to chase down rumrunners during prohibition. When Prohibition ended, she came to Tacoma in 1937 as a Coast Guard patrol boat, a duty that extended all the way to the mouth of the Columbia during World War II.

When the *Curtis* was acquired by the Boy Scouts in 1946, the Sterling Viking II gas engines were traded to the Tacoma fire boat in favor of diesels.

The *Curtis* is the longest-serving Sea Scout vessel in the country.

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 runs Meadow Point Publishing, which specializes in newsletters, public relations, and advertising for, but not limited to, marine-based companies. Kurt is also the Online Navigator for *nwyachting.com*.

Kurt, and wife Abby live in Seattle with their sons Ian and Gabriel and dog Ali.



While *Odyssey* and *Curtis* are the headliners, there are other vessels as well. An inboard-powered former lifeboat functions as a training vessel for the youth and is used to ferry people during waterfront events in Tacoma. The 38' *Vérité* is a replica of an 18-century gig, and is another great platform for teaching a rather unique style of sailing.

A separate building provides event space and houses a large classroom, again with eyes toward being a central facility where youth boating organizations from around the region can gather.

The large scope of the TYMC is really a direct result of Tacoma's (the City of and the Port of) revitalization effort, and in particular its attention to its maritime heritage. Unlike a certain city a bit further north, Tacoma makes genuine concentrated efforts to make its maritime heritage and current maritime activities relevant to a broad spectrum of people.

The reason the TYMC/Commencement Bay Marine Services has such prime real estate is that they lease it on favorable terms. The Port of Tacoma didn't want to see traditional waterfront activities displaced by rows of condos, but had no interest in operating anything on

the land. I'm not sure if they could have found a more appropriate tenant if they tried.

The TYMC has powerful support from a lot of angles. The Board of Directors includes several prominent civic and port officials, in addition to vessel skippers Bud Bronson (*Odyssey*) and Tom Rogers (*Charles N. Curtis*). Included among them are Joe Martinac Jr., CEO of Martinac Ship Building, retired Port Commissioner Clare Petrich, plus attorneys, real estate developers and educators.

Despite a blown main and a blown diesel, the future looks bright for the *Odyssey*, *Curtis*, the Sea Scouts and the Tacoma Youth Marine Center. Various groups around the region are gradually coming to recognize that ambitious forward thinking, buoyed by a community that recognizes the importance of its waterfront, can do great things.

On behalf of the *Odyssey* crew, the Youth Marine Foundation in Tacoma is asking for help from the community to get the *Odyssey* powered up and sailing again. If you can help the "YMF *Odyssey* Campaign," call the Youth Marine Foundation, Malcolm Russell at 253-572-2666. Or please visit this website to donate funds: <https://fundly.com/yymf-odyssey-campaign>. nwy

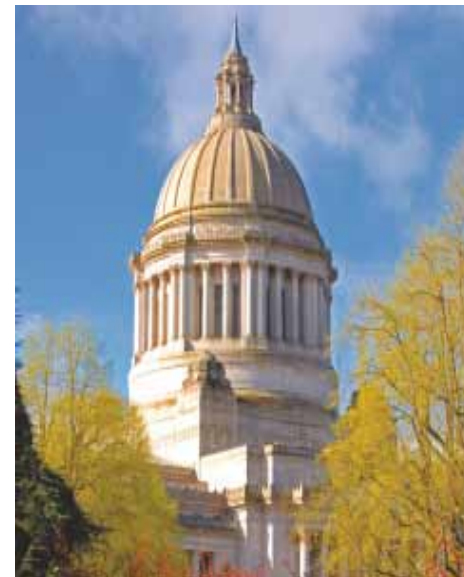
Photo below - Two of the Sea Scouts' vessels, the *Odyssey* at left and the *Charles N. Curtis* on the right, teach young scouts both the operation and maintenance of both sail and motor yachts. The classic sail and power yachts are certainly two of the most beautiful on Puget Sound.



# Peter Schrappen

## On Watch

Politics and boating



## Westlake and the No Discharge Zone

Like any good buffet, the boating and government affairs arena overflows with a large assortment that can sometimes seem overwhelming. State legislative issues, federal regulations, city and county noise ordinances, outreach efforts about zebra and quagga mussels, and on and on.

Without a process for prioritizing around a core set of organizing principals, I'd lose it. OK, lose it even more.

Two items have found their way onto my plate recently.

The first involves the Westlake area of Seattle and working with members of that community (the Westlake Stakeholders Group) to keep a bike superhighway from being built in their front yard. The second is to oppose the No Discharge Zone that the state Department of Ecology is asking the feds to approve.

On the surface, the two may seem quite different. The former has to do with parking, access and the maritime sector within Seattle; the latter with water-quality standards and increased regulations.

But both are actually served from the same platter. They start with a "Here's-what-we'd-like-to-do-to-your-world" sentiment (as opposed to "How can we work on these issues together?"). They demand the need for speed, which always raises my unease. And they deprioritize the working waterfront.

As part of Seattle's \$500 million Bike Master Plan, there was a rush to create a dedicated bike lane for high-speed bicyclists in the heart of Westlake. (Did you know that more than 300 floating homes and live-aboards, 19 marinas and 1,200 boats call Westlake home? Neither did

the Bike Master Plan's chief architect, Councilmember Tom Rasmussen.)

Onto the No Discharge Zone, the Department of Ecology was also looking to move quickly with this plan. That is, until Gov. Inslee's maritime lead Steve Sewell (and other key industry leaders and boaters) stepped in to postpone the public comment period.

But I just sent you through two rabbit holes pretty quickly. Let me back up.

### Westlake

You may remember from last month's column that the Westlake development came as a shock to those who live, play and work there, including its 20 boat dealerships and brokerages and their 1,000 employees. The Cascade Bicycle Club, Seattle's Department of Transportation and Councilmember Rasmussen worked together on a number of bike paths for the city. The one that affects us most is Westlake.

Fortunately, residents, property owners and boaters stepped forward as the Westlake Stakeholders Group, hired a top-notch attorney and acted as quickly as they could before Councilmember Rasmussen rammed these changes through.

The Westlake Stakeholders had only one tool available: Appeal the entire Bike Master Plan. We won a seat at the table to help determine what the future of Westlake looks like.

You might be thinking: You're kidding me. You "won" by getting a say in what will be proposed? In this line of work, a small victory is a big victory.

Without Councilmember Sally Bagshaw embracing us and cutting through the complexity, we would have lost. Stay tuned, but it goes to the importance of just finding one champion; then getting out of the way to let her work.

The maritime values that you and I hold dear are pitted against

the biking priorities the Cascade Bicycle Club, a very well-funded, well-organized group. This has the makings of a great back-and-forth story.

### No Discharge Zone

The Department of Ecology has petitioned the Environmental Protection Agency to designate Puget Sound (including Lake Washington and Lake Union) a No Discharge Zone. This proposal applies to boats with Type-I and Type-2 Marine Sanitation Devices. Currently, if you have traded up for this technology, you can release this effluent into Puget Sound. That will change, however, if the EPA approves a No Discharge Zone.

This regulation would not apply to the vast majority of boats (since most boats have holding tanks and are not allowed to discharge within 3 miles of the shore) or to gray water. Or as some reading this would say, "It doesn't apply to gray water, yet."

Why the need for a No Discharge Zone? The Department of Ecology would tell you that Types 1 and 2 do not achieve results meeting our state's water-quality standards. These devices get to 200 parts per million of fecal coliform cholliform versus our state standard of 14 parts per million.

### What can be done?

Form a big tent. The Westlake Stakeholders have all sorts of interests around the table. For the No Discharge Zone, tugboat operators, Northwest Marine Trade Association and the Recreational Boating Association of Washington (RBAW) have teamed up. A working waterfront is a terrible thing to waste.

Cue dramatic segue music. For both Westlake and the No Discharge Zone, boaters and marine trades have a right to be as mad as

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

hell and not want take it anymore.

But when I say mad, I don't really mean mad. Angry communications with elected officials never work. It's all Dale Carnegie with them. They need to be reminded that we share their values.

When it comes to water quality and going after threats to salmon and clean water, we (that's you) have done more than any other state, country or planet in the universe: In Olympia, boaters and boating businesses championed phasing out copper-bottom paint by Jan.1,2020. Boatyards are complying more than ever with the nation's toughest Boatyard Permit. The Clean Boating Foundation is working shoulder to shoulder with boaters and businesses to get our water clean (Full disclosure: I run the Clean Boating Foundation in my free time).

As far as I'm concerned, let's see how that plays out before we put forward another round of regulations.

So, what can you do? If you are interested in Westlake, head over to [www.westlakestakeholders.com](http://www.westlakestakeholders.com) and get on the email list. Donate to the group. They (including me) have poured in hundreds of hours and thousands of dollars, and we are just now getting to the main course.. Thank Councilmember Bagshaw for her work thus far and ask her to remain engaged.

For the No Discharge Zone, you still have time to comment. If you'd like me to review your comments before you submit them, contact me at [peter@nmta.net](mailto:peter@nmta.net). You have until April 21, and comments can be emailed to Amy Jankowiak at the Department of Ecology ([amy.jankowiak@ecy.wa.gov](mailto:amy.jankowiak@ecy.wa.gov)).

As always, thanks for reading. The time has come to get off the menu and post up at the buffet line! *nww*

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# New Products

## Innovative epoxy system from Sea Hawk

Building and repairing fiberglass structures is a demanding process that requires strict adherence to proper procedures. The Hawk System, manufactured by Sea Hawk Paints, a division of New Nautical Coatings, Inc., is an easy to use, low-viscosity, low blush epoxy system that makes building and repair jobs a breeze.

This state-of-the-art system is for building and repairing boats, planes, surfboards, canoes, and many other substrates. There are also a multitude of home construction and repair projects perfectly suited for the Hawk System.

**Precise Product Selection:** The Hawk System's color-coded sizing procedure ensures accuracy. The Hawk System is available in four System Sizes, which are color-coded on each resin and catalyst label. Mix ratios vary depending on which catalyst is being used, for optimal product utilization, be sure to choose the same System Size for both the resin and catalyst.

Any of the six Hawk System Fill-

ers can be used with any combination of Hawk System Resin and Catalysts, giving the user a large range of epoxy blends, all within a single system. "If you need a fast cure due to schedule constraints or if you need a very thick fairing compound, the Hawk System has the situation covered," Jason Revie, vice president, said. "After the application is cured, it can be sanded into a fine-tuned shape for the highest-quality finish."

**Start With HS-15 Epoxy Resin:** The HS-15 Epoxy Resin is a premium blend, low odor, low blush epoxy resin used for general fiberglass repair and construction for superior adhesion, strength, bonding, filling, and moisture barrier. It has a large list of features and benefits, which include the following:

High tensile strength; durability; ease of use; excellent bonding strength; waterproofing; cost effective.

**Hawk System Catalysts and Fillers:** Catalysts include the HS-25 Fast Cure, HS-26 Slow Cure, HS-27 Clear Finish and HS-29 Ultra Slow. Which



catalyst is right for a project depends on many factors, such as air temperature, structure requirements and required working time. An easy to read chart is on the back of the HS-15 Resin can and every Hawk System Catalyst can to help you choose the correct catalyst for your project.

Fillers include HS-43 Light Density Adhesive Micro Fiber, HS-44 High Load Adhesive Fiber, HS-45 Bridging Adhesive, HS-46 Structural

Adhesive, HS-47 Light Density Fairing and HS-41 MicroSphere Fairing. From filling large holes in boat hulls to filleting corners of wooden structures, the variety of Hawk System Fillers offer perfect solutions.

Available from Fisheries Supply in Seattle or for more information just go to: [www.SeaHawkPaints.com](http://www.SeaHawkPaints.com).

## Two new high performance shoes from Sperry Topsider

Don't worry, they still offer the classically traditional Topsider that we've grown up with and have maybe worn for just a few too many years but they are so damn comfortable. I digress. One of the great things about Sperry Topsider is that they are never content to rest upon their considerable laurels. The new ShockLight 2 for men and the women's H2O Escape both utilize Sperry's new ASV Technology.

The ASV (Anti-Shock & Vibration) Technology utilizes new materials and a new design system that helps absorb vibration in the heel and reduce shock by up to 30%. All of which may not seem that impor-



in.

Another part of this new technology is the utilization of a removable full length compression molded EVA footbed specifically formulated to provide maximized comfort underfoot. EVA which stands for ethylene vinyl acetate which is a copolymer of ethylene and vinyl acetate that approaches the softness and flexibility of elastomeric materials yet

can be processed like thermoplastics. The advantage here is obvious.

As with all Sperry products the non-slip surface of the sole is a key feature. Here Sperry utilized an adaptive wave-siping design that disperses water as you step on it which significantly reduces slippage on a wet surface while increasing traction on dry surfaces.

Both models are easy to get on or off with the new adjustable bungee cord system that allows you quickly and easily tighten it up for more secure wear should the conditions call for that.



The end product is amazingly lightweight weighing in at a mere 6.7 ounces and they are ultra-fast drying with the nylon and mesh uppers and linings for additional comfort. These will not only be totally functional onboard but will also look great onshore after a day on the water. Available in a number of bright colors as well as a modern gray shade. Another great product from Sperry.

tant until you've spent a day on your feet on a high-speed powerboat chasing fish in water that is even the slightest bit choppy. Without ASV Technology your lower legs get numb and you're exhausted at the end of the day and you wonder why? The solution to this problem is Sperry Top-Sider's patented ASV Technology that decreases the effects of hull pounding and wave crashing which significantly reduces muscle fatigue and soreness and leads to a better day on the water regardless of what kind of boating you're engaged

For more information just go to [www.SperryTopsider.com](http://www.SperryTopsider.com); plus they will also be available at Fisheries Supply and other fine shoe stores.

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## Mercury 350 MAG MPI EC and CPO: A Bargain!

True, only a very exclusive group will truly understand the above title and what it exactly means. But then again, it is Spring and a time when most boaters will start thinking about the upcoming season and what it's going to take to get their vessel up and running again.

For some of you it's going to mean repowering and this is where the above title will be very meaningful.

The Mercury 350 MAG MPI is probably one of the most popular engines on the market because it provides big-time performance in a small block V-8. It has outstanding top-end throttle response, starts easily, and has a reputation for excellent day-to-day operation courtesy of the MEFI 3 Electronic Control Module with multiport fuel injection. Consequently, it's been used with great success by a number of manufacturers over a relatively long period of time. Occasionally however, they do need to be replaced.

There are a couple of key features that come along with the above title and the first is the EC portion which stands for Emission Control and this is important because only engines with this designation can be sold in California with their strict emission control laws. On the engine it simply means that there is now a catalytic converter built into the manifold. The reality is that soon this will be the only style of engine you'll be able to get, a good thing.



The second feature is the CPO designator which means Certified Pre-Owned. These are a rebuilt or remanufactured engine done by Mercury that carry a new engine warranty and best of all, the price is RIGHT! Compared to standard 350 MAG without the EC configuration you will spend about \$8,295. With the EC and being CPO, this engine is a bargain at \$6,495, a savings of \$1,800. The downside is that being CPO there are only a limited number of these available so it would be wise to get your order in sooner rather than later.

This engine will adapt to the standard MerCruiser hook-up and if it's a relatively easy swap out you could be looking at an installation price that is as low as \$1,700.

So before you go all crazy with this great news, the best thing to do is to pick up the phone and call the expert on all things to do with MerCruisers Repowers, Dave Liebrich at Lieb Marine and get a quote. Dave can be easily reached at 206-284-2820. His shop is in Ballard and is located off of Market Street and 24<sup>th</sup> Ave NW.

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# New Products

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### HOBIE: Master of Water, Wind and Waves

By Paul Holmes and Croul Publications

It was a hot summer day in 1950 and Hobie Alter and his friends had just graduated from Laguna Beach High School. Laying around on the beach, their talk turned to the topic on everyone's mind: "What are we going to do with the rest of our lives?"

After enjoying their teens surfing, diving for lobsters, prying abalone of the rocks, none of them were ready to give all that up. So what to do? Go to college and then teach, become a doctor or lawyer, an accountant? Hobie suggested they were asking the wrong question. "Instead of talking about what we might do, let's first make a list of what we won't do."

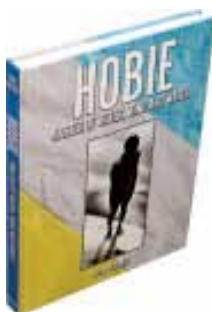
Hobie started it off with Golden Rule Number One. "We won't wear suits and ties." Other ideas followed. "We won't wear hard shoes." "We won't work regular hours that might interrupt our surf time." Hobie took all these ideas and more,

thinking outside the box. In doing so, the shape of a culture, lifestyle and an industry was beginning...one that shows no sign of ending.

Hobie began by shaping balsa and fiberglass surfboards for himself and a few friends in his parent's garage. By the end of 1953, that number has risen to over 80 boards. He was happy with the result, but his father was not happy with the shavings and resin all over the floor. He helped Hobie set up a small shop and showroom in nearby Dana Point and close to the most popular surf hangouts in the area.

By 1959, Hobie had realized his dream of making a living doing exactly what he loved to do. And this was during the "Gidget" era when surfing became a major youth culture obsession.

By the late '60s, he introduced the



If you've ever used the Spade Anchor you'll realize what welcome news this is for Northwest Boaters.

The Spade is safe and easy to use with a unique design that allows it to hit and hold almost immediately. It uses a low line/length ratio and with its design digs deeply into the sea floor and once into the floor, the concave shape of the Spade anchor is designed to compact the sea floor and thus not move. With its concave profile and ultra-high holding power, the Spade Anchor will pivot within the bottom during a tide change or wind shift minimizing drift potential.

The Spade Anchor is manufactured in three materials (Galvanized Steel, High Strength Aluminum and



Marine Grade 316 Stainless Steel) and comes in eleven sizes. The Spade can handle boats from 18-feet to 148-feet and with displacements from 2,200 pounds up to 150 tons. The Spade Anchor can also be easily dismantled into a shank and body for storage or transport.

Available at Fisheries Supply, 1900 N. Northlake Way in Seattle, for more information call 800-426-6930 or go online to FisheriesSupply.com or SpadeAnchorUSA.com.

first Hobie Catamaran that revolutionized and "democratized" the staid and elitist world of yachting. Anyone with \$999 at the time could trailer it to a shore, drag it down to the water and take off. No yacht club memberships, marina slip fees or ramps required.

And as if this wasn't enough, Hobie had also launched a chain of retail

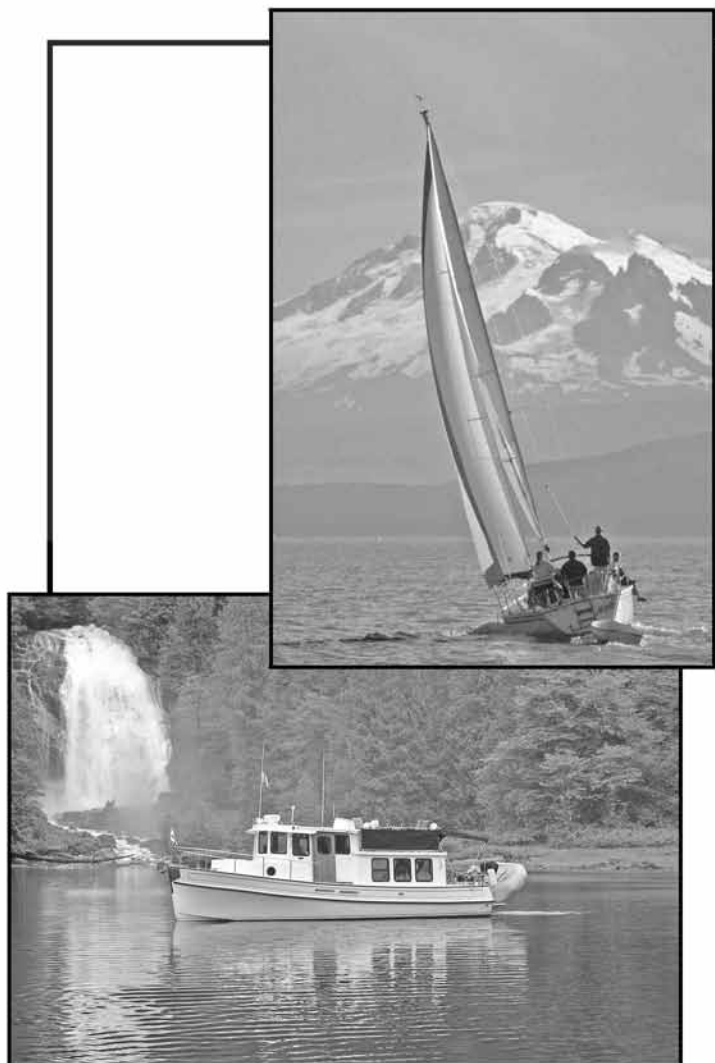
shops and set up clothing licenses to support Hobie branded products.

Fast forward to 2013 and a strong collection of kayaks and SUPs have been added to the Hobie legacy.

He was the first to acknowledge that he did not achieve all this single-handedly. He surrounded himself with scores of talented people, many who became lifelong friends, who could take care of business while he realized his passion as a craftsman and innovative designer. All this while remaining true to his #1 Rule on the beach in 1950.

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45' 1995 Bayliner



42' 1992 Ocean Alexander



37' Larson Daycruiser 370



33' 2004 Maxum 3300 SE

# B.C.'s Big Passes

## Part 1: The Yucultas and Dent Rapids

by William Kelly and Anne Vipond

**T**he tidal rapids north of Desolation Sound serve as natural gatekeepers to the scenic cruising grounds beyond. It takes careful planning to transit these current-ridden passes, but once you're through, a whole new cruising area awaits you. The channels weaving northward will take you to anchorages that are less crowded and dotted with marinas offering a friendly hospitality unique to these remote waters.

There are three basic routes to choose from when heading north from Desolation Sound. One is along the main route of Discovery

---

*Photo above - Anchored south of Tully Islet with views across Cameleon Harbour. Photo right - Wyatt Bay.*





direct route north from Desolation Sound – is through the Yuculta Rapids, Gillard Passage and the Dent Rapids.

In this first part of the “Big Passes of British Columbia” we’ll take you through the back route and look closely at the challenges of the Dent Rapids (which includes Yuculta Rapids and Gillard Passage) and Surge Narrows.

Currents flood south in these passes, so you have to remember to make your transit when the current is changing in your favor. This means being at the south end of the pass to catch the ebb when going north and at the north end of the pass to catch the flood when going south. It’s over four miles from the Yucultas to the end of the Dents, but even slow-moving boats can make it through if the transit is timed to take advantage of positive current and slack water.

If you are northbound, plan to be at the Yucultas (pronounced uke-la-taws) at the tail end of a flood (last half hour is okay) or at slack water. If some flood current persists, you can veer to the left and ride the back eddy along the Stuart Island shore up to Kellsey Point. From there, check for traffic and then cross over to the Sonora Island side of the channel (where the north-flowing ebb current kicks in early) and continue to Gillard Passage.

The predominant characteristic of these rapids is the choppy water and turbulence that starts south of Kellsey Point and continues to Gillard Passage. Although this passage is deep and fairly wide, the middle of the pass usually has the least turbulence right up to Whirlpool Point. Keep a sharp eye for deadheads and other wood debris that is often floating below the surface in depths of three to six feet.

We like to be in Gillard Passage at the onset of the ebb but if you find yourself still battling a flood current, an alternate route north is to proceed past the mouth of Big Bay and navigate east of the 15.8 (metric) sounding in Barber Passage, a pass that runs slightly slower than Gillard.

Passage through Seymour Narrows, another is the scenic ‘middle route’ through Surge Narrows to Octopus Islands, and the third – the most

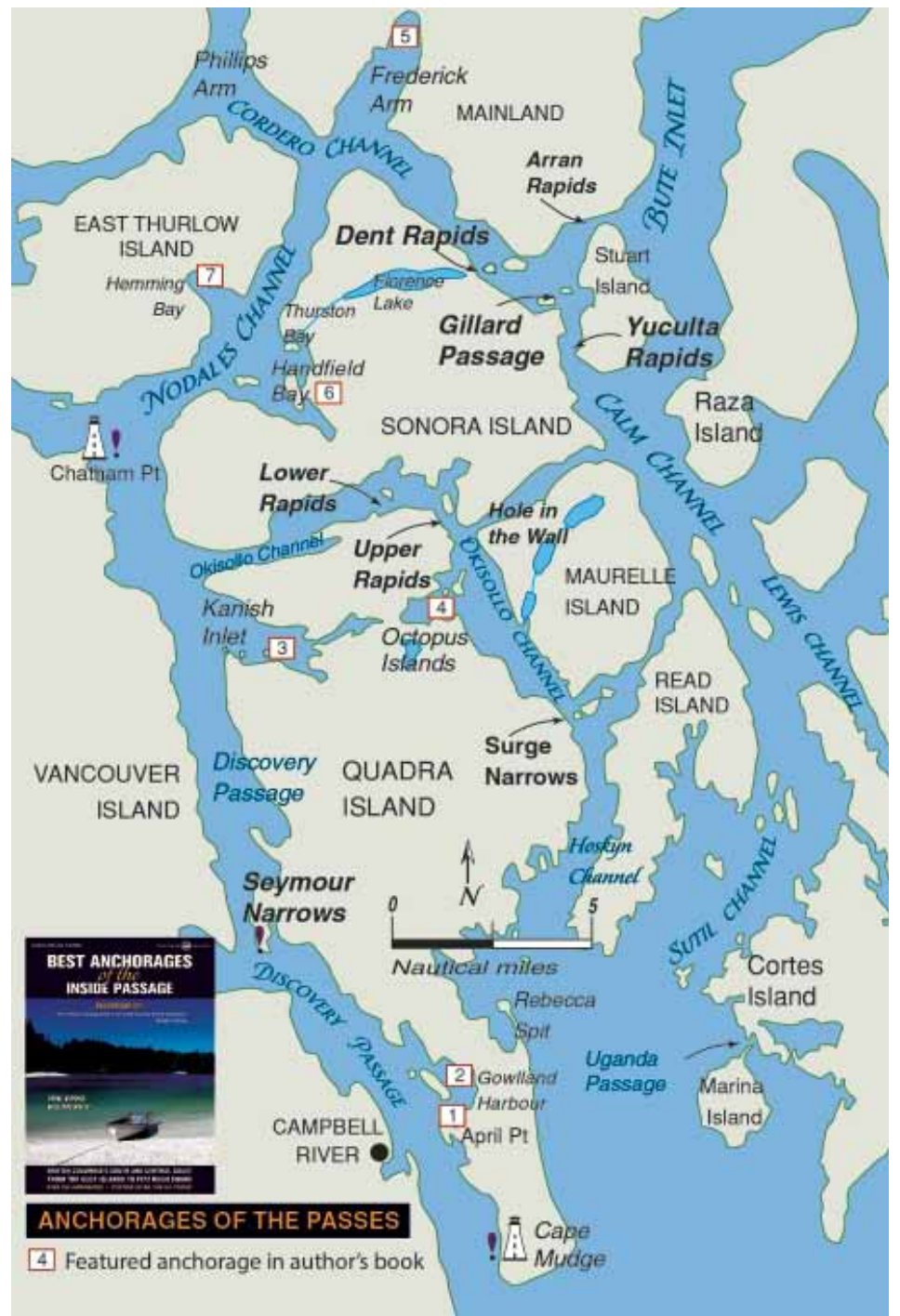
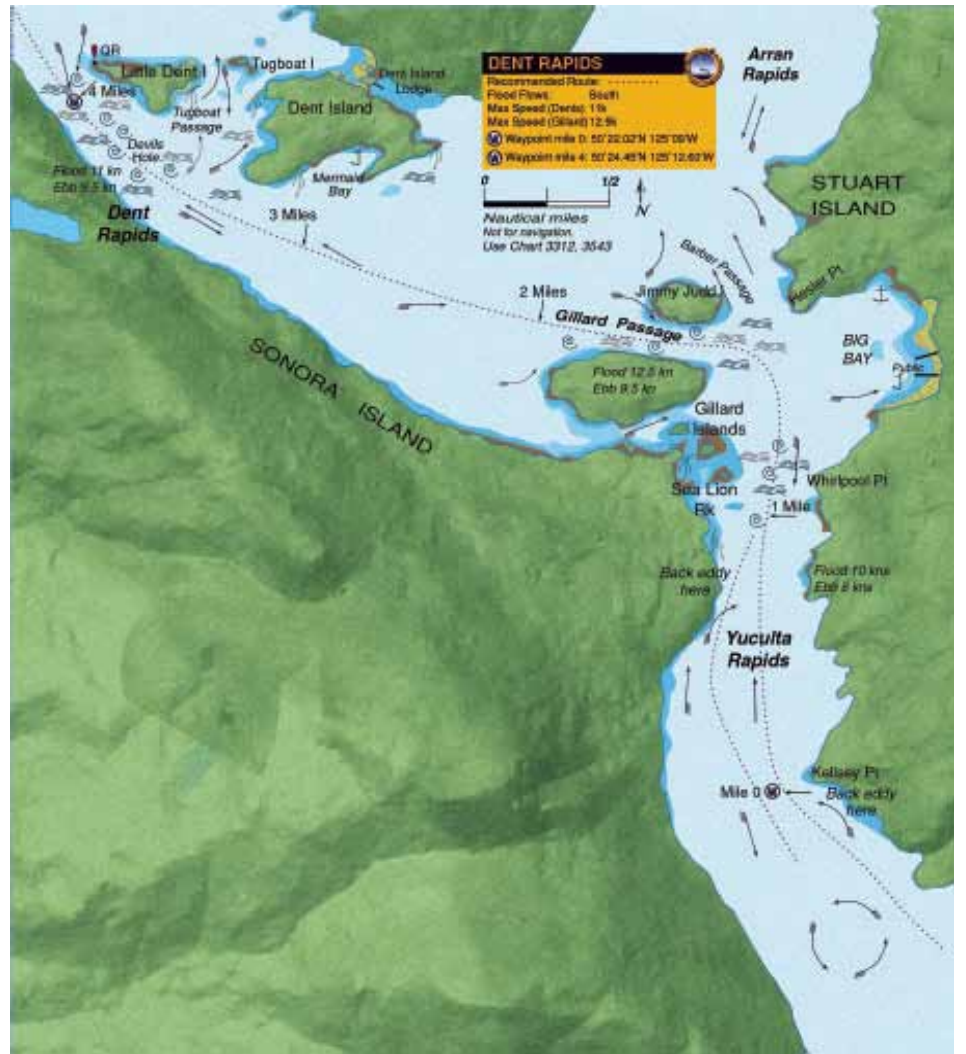


Photo below - Tully Islet in Handfield Bay is a pretty spot to have a picnic lunch. Photo right - Pristine anchorage at the head of Handfield Bay.





Proceeding to the Dent Rapids, arrive with Little Dent Island to starboard and with the ebb underway. If you find yourself riding a faster ebb than planned, stay in the middle of the pass, as there is a set to Tugboat Passage with its dangerous rocks. Once clear of the Dent Rap-

*Photo left - The tranquil waters of Estero Basin, at the head of Frederick Arm.  
Photo below - The current at Devils Hole in Dent Rapids is horrendous at full flood which can reach 11 knots. (Photo: Mike Woodward)*



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ids (west of Little Dent) steer to the N of the shoal patch about a half mile NW of the QR light on Little Dent. There can be lots of turbulence around this patch on an ebb.

Transiting the Dents is easier when you're southbound because the Dents turn between 15 and 25 minutes sooner than Gillard Passage. But don't be late. During strong floods the tidal stream at the NW tip of Little Dent Island deflects over to the Sonora Island shore and gives the appearance, for tardy southbound boaters (such as ourselves on one occasion), of the edge of a waterfall as it actually drops onto the back eddy east of the QR light. If you are going with the flood, be aware that whirlpools usually collect along the Sonora Island shoreline, so steer away from this turbulent water and ride the tongue of darker water in the middle of the pass. Try to arrive as close to slack as possible.

Arriving at Devil's Hole just south of Little Dent Island during a strong flood can be quite horrendous as this small stretch of water is the most turbulent and aerated part of Dent Rapids. Almost as bad is Whirlpool Point, southeast of Gillard Passage. Currents really get underway opposite this point (also called Out-house Point) as three streams converge during a flood to make the area opposite Big Bay one of the most confused pieces of water anywhere on the B.C. coast.

Because the water also makes a

90-degree change of direction between Gillard Passage and Yuculta Rapids, large whirlpools and holes form east of Gillard Island during flood conditions. The area SE of this island is especially dangerous during large flood tides, as is the area between Jimmy Judd and Gillard Islands. The flood sets onto the west end of Jimmy Judd, and this area between the two islands is also where the current will be the strongest.

Once you're through the Dents, northbound, several beautiful anchorages can be found nearby, including Frederick Arm – a mainland inlet providing access via a narrow drying channel at its head to Estero Basin. This gorge-like basin is like a tranquil alpine lake with its steep, forested slopes and emerald-green water. However, the entrance channel to Estero Basin often requires the portaging of a dinghy or kayak, depending on the state of the tide.

Also, Frederick Arm is a fair-weather anchorage and contains a logging operation at its head, so our first choice for an overnight anchorage in the area is Handfield Bay off Nodales Channel. This sheltered anchorage (part of Thurston Bay Marine Park) contains several wooded islets and is lovely spot to spend a summer's day swimming off the boat or picnicking on Tully Islet.

If you would rather tie to a dock after transiting the Dents, the public float at Shoal Bay is a convenient overnight stop. The Shoal Bay Pub,



*Photo above - Looking north at Beazley Passage (Surge Narrows) during a flood. This pass can over 11.5 knots at full flood. (Photo: Mike Woodward) Photo below - An aerial view of Octopus Islands Marine Park. (Photo: Ian Douglas)*





where you'll find the wharfinger, has a few facilities, such as showers, and the atmosphere is convivial at its potluck gatherings.

### Surge Narrows and Okisollo Channel

The meandering middle route (Surge Narrows to the Okisollo Rapids) is a good introduction to the northern passes and connects almost directly with Johnstone Strait. It also leads to the excellent anchorages at Octopus Islands Marine Park and Waiatt Bay. The tidal passes along this route are not as fearsome as Dent Rapids because of their slightly slower currents, shorter distances and less turbulence.

The first rapids encountered by northbound boaters are at Surge Narrows also known as Beazley Passage. This is the fastest-flowing pass of the middle route (maximum 11.5 knots on a flood) and currents here are not only quite strong but also form impressive whirlpools, especially on the south-setting flood. Fortunately there is only one stream. This passage begins at Welsford Island at the SE end and extends NW through Beazley Passage, where the current is strongest, and then to Surge Narrows, which is the passage between Antonio Point and Quadra Island.

Beazley Passage is the only safe channel through the Settlers Group of islands, its main hazard being Tusko Rock, which dries at low water (LW) and is located just west of Sturt Island in line with the ebb set from the pass. Favor the west side of the passage until well clear of Peck Island. Don't try to buck a flood. Working the back eddy off Sturt Island and crossing the shear zone (as we once vainly attempted) is not an option because it is too easy to lose control in this turbulent area and there is little room to recover in this narrow pass.

Okisollo Channel leads to Octopus Islands Marine Park at the mouth of Waiatt Bay. This park encompasses several small islands and is a boater's haven with its protected coves and pristine islets waiting to be explored by dinghy or kayak. For a change of scene we sometimes anchor at the head of Waiatt Bay where in summer the water is warm enough for swimming and on shore a lovely forest trail winds for half a mile to Small Inlet on the other side of Quadra Island and a longer trail leads to Newton Lake for a great freshwater swim.

From the Octopus Islands, Okisollo Channel traces the Quadra shoreline around the top end of the island where the Upper Rapids is the first of two sets of rapids encountered when northbound. Currents here are considerably stronger (up to 11 knots) than those in the Lower Rapids, which usually run less than 6 knots. Seas in the Upper Rapids can be quite turbu-

lent in the area near Bentley Rock during large tides. The safest route through this pass is a course favoring the northeast side of the channel, giving Bentley Rock a wide berth. Avoid the strong set to Bentley Rock by crossing to the E side of the channel well upstream of the hazard.

Although Okisollo's Upper Rapids can be turbulent, the pass is fairly wide and there are opportunities to pull out and assess the situation if conditions are uncomfortable. If northbound you can of course return to Octopus Islands and if southbound Owen Bay is a good anchorage to wait out strong currents in the Upper Rapids. The Lower Rapids are more benign, with currents rarely exceeding 5 knots in



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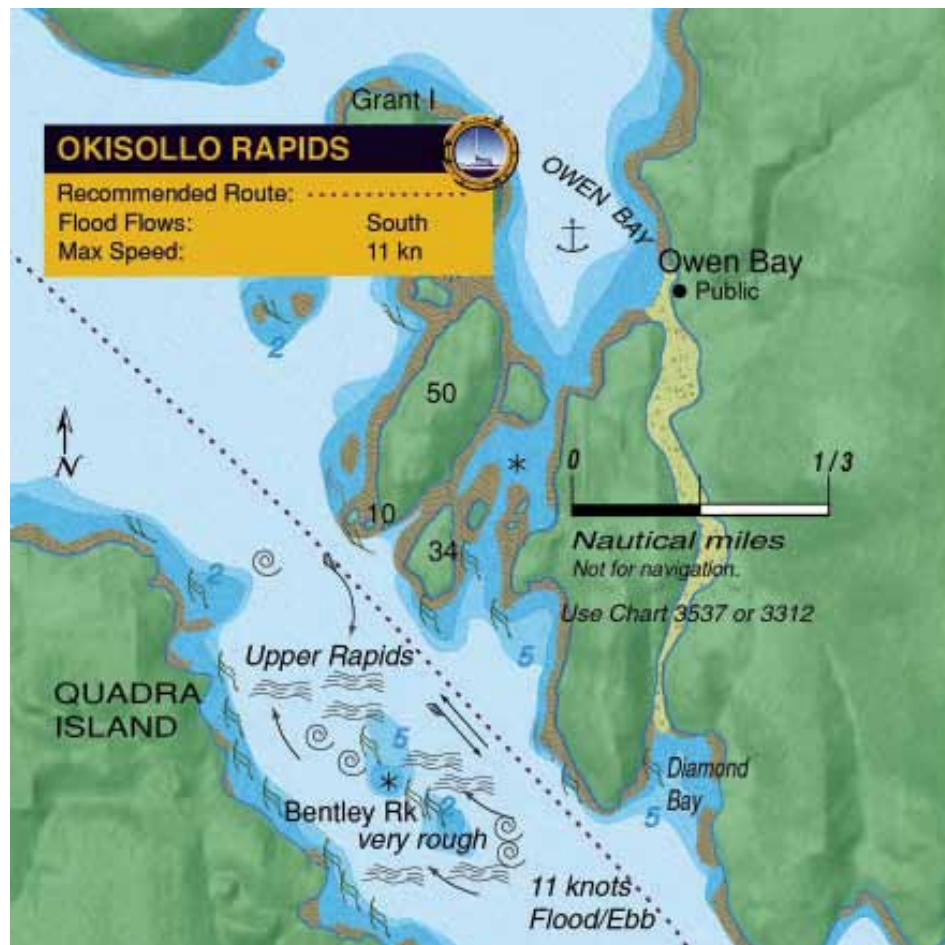
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the channel S of Gypsy Shoal, and the channel north of Okis Islands is free of hazards with even less current. Once free of the "Oaks" you

can make your way to Chatham Point at the eastern entrance of Johnstone Strait and the upcoast cruising that lies ahead. www

*Photo right - The current in Gillard Pass during a flood and this pass is even faster than Dents at 12.5 knots at maximum (Photo: Mike Woodward)*

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# Transiting the tidal passes

The key to transiting any of the tidal passes, is to time your arrival to coincide with slack water. The Canadian Hydrographic Service (CHS) publishes an annual Tide & Current Tables, Volume 6, that posts the daily predicted times of low water and high water slack at each of the passes, and of maximum current during each flood and ebb.

These predictions are based on years of research and collected data. The speed of tidal currents in many of these northern passes was upgraded in the 1980s when hydrographer Mike Woodward, with a degree in physics, conducted extensive surveys of numerous B.C. passes and developed a computer model for continuously predicting their currents.

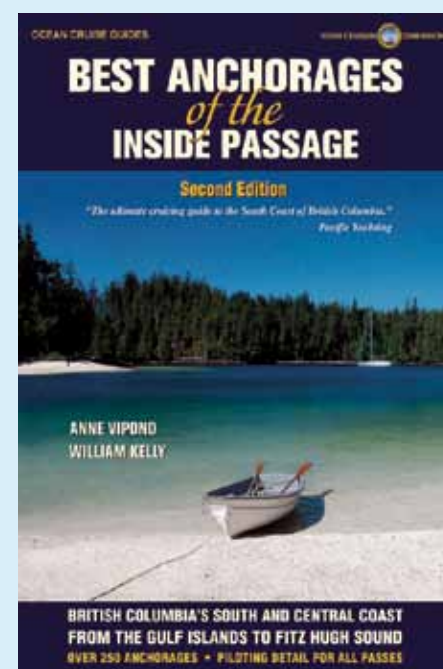
Prior to Woodward's research,

the turbulence in many of these passes had caused researchers to underestimate the rates of current. For instance, several CHS charts used to show the maximum speed at Gillard Passage as 7 knots on a flood and 6 knots on an ebb. The newer charts show the maximum speeds are actually 13 and 10.

One common misconception among recreational boaters is that tidal currents change gradually from ebb to flood (and vice versa). However, at most passes, this window is surprisingly small and if you arrive an hour past slack water, the current is often already at maximum flow. Also, be sure to add one hour for Daylight Saving Time (mid-March to late October) when looking up the predicted time of slack water.

## Anne Vipond and William Kelly

Boating authors Anne Vipond and William Kelly have just released the new second edition of their book *Best Anchorages of the Inside Passage*, now available in bookstores and chandleries. Kelly and Vipond have cruised the coast of BC and Alaska for over 30 years and



have included dozens of new anchorages in the expanded edition of their book, which covers the south and central coast regions of BC's Inside Passage.

[nwyachting.com](http://nwyachting.com)



# The Rite of Spring: A Journey to La Paz

by Carolyn and Bob Mehaffy

Schooled as many of us are in the cultures of northern climes, and the literature that reflects those cultures, no matter where we are we often respond to spring in a traditional way: At the end of a cold, gray winter, we long to go on a journey, to get out of doors and revel in the warmth and color of spring. For Chaucer's 14<sup>th</sup> century contemporaries that journey was commonly a pilgrimage. For most of us of the 21<sup>st</sup> century, that journey is often a trip to some place to the south.

Even in cruising sailors such as we who have spent these past many winters on tropical coasts, where spring and summer are perpetual, those seasonal rhythms we've lived with all our lives remain deeply imbedded. Hence, late last March, while we were aboard our Hardin 45 ketch, *Carricklee*, basking in the 80-degree temperature in Mazatlán, Mexico, where we had planned to dock our boat for the coming summer months, we nevertheless began to long to go traveling. Strictly speaking, we were of course already on one contemporary version of a pilgrimage, traveling in a foreign land to the south.

Yet we longed to return once again to La Paz and the southern end of the Sea of Cortés, our first major destination when we left San Diego aboard *Carricklee* in January

---

When that April with his shoures soote  
The droghte of March hath perced to the roote . . .  
Thanne longen folk to goon on pilgrimages.  
(When April with his showers sweet  
The drought of March has pierced to the root  
Then folk long to go on pilgrimages.)  
- Geoffrey Chaucer, *The Canterbury Tales*

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Photo above - *Carricklee*, the authors' Hardin 45 ketch, is anchored at Ensenada de los Muertos, with some of the resort structures in the background.

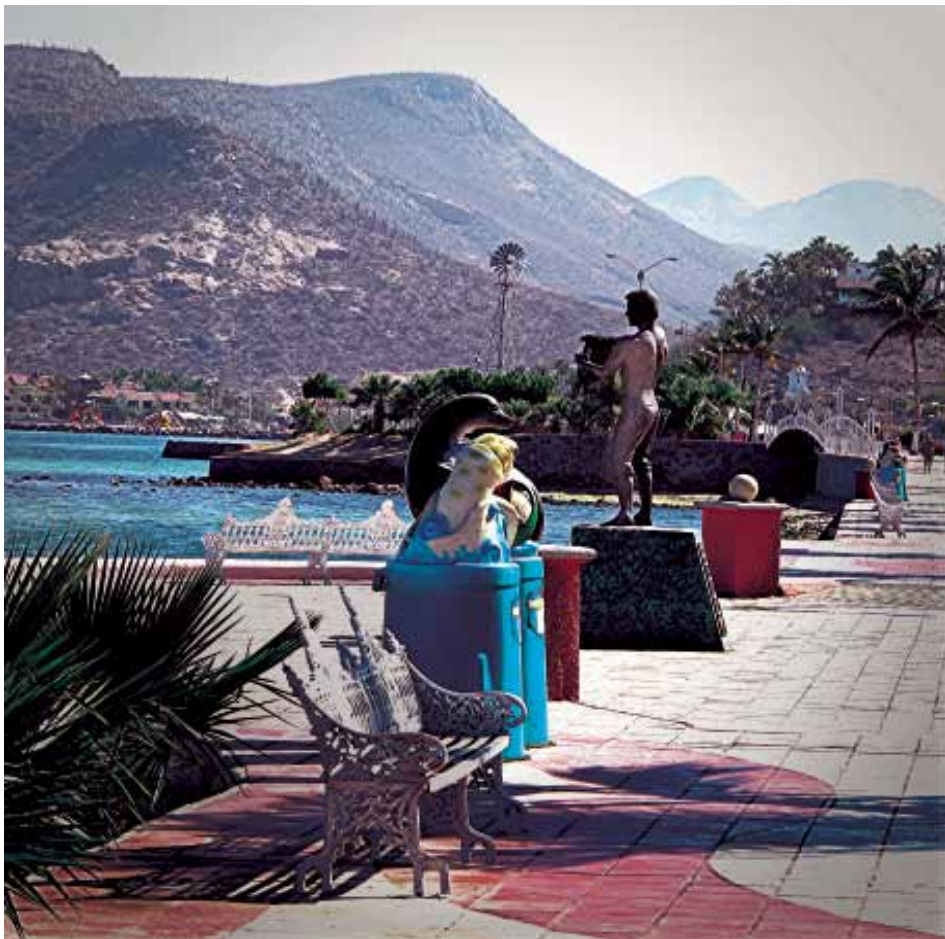
2000 to cross the Mexico border and the place we'd not sailed again since crossing the Sea of Cortés in 2002. Though all the friends we had known there then have long since moved on, we wanted to enjoy once more *la paz*, that is, "the peace," of this special place.

Though visitors to the peninsula of Baja California and the islands in the south of the Sea of Cortés enjoy what we *norteamericanos* recognize as spring- and summer-like temperatures throughout the year, the so-called winter *northers* blowing down out of Alaska and Canada keep the waters of the Sea relatively cool throughout the winter months. By late March and early April, the water is generally as balmy a temperature as that of the air—but, fortunately for travelers there, the air temperatures have not usually begun their summer soaring.

We planned to head not directly



Photo left - Brandt's Cormorants take flight near an island in the Sea of Cortés.



*Photo above - A view of the lovely malecón of La Paz.*



for La Paz to begin our exploration of the lower end of the Sea of Cortés but to anchor first in Ensenada de los Muertos (Bay of the Dead), a large, picturesque bay on the Sea of Cortés side of the large cape that forms the southern tip of the Baja peninsula.

Ensenada de los Muertos, despite its ominous name, was particularly attractive to us as our first landfall even though our primary destination was La Paz. In addition to our simply wanting to visit this loveliest of bays once again, it had two distinct advantages as the initial destination of our passage from Mazatlán, both reasons having to do with the timing of our arrival.

We could make the passage to Muertos, 190 miles from Mazatlán, in just two full days and one overnight. The added appeal for this initial destination was that, if conditions should delay us, we would be confident we could safely enter and drop anchor even after dark in this large, impediment-free bay. If we planned to head straight on into the Sea, however, we would first need to pass through the Canal de San Lorenzo, the channel for traffic entering the Sea from the east. This channel, which is 228 miles from Mazatlán, is not impediment-free but rather has rocks and reefs and shoals to snag transiting boats. We would not risk arriving at that channel in anything but the full light of day. Thus, if we were to assure ourselves of an arrival during the daytime hours, we would need to plan a two-overnight passage. And

on into La Paz from the canal is another 14 miles, or another three hours if all goes well.

With these considerations and restrictions in mind, we readily concluded Ensenada de los Muertos was the sensible choice to begin our spring exploration. Now that we had selected our initial destination, we could settle on the date and time to depart from Mazatlán.

We had made the 200-mile passage

*Photo right - A textbook illustration of the variety of geologic forces at work in Bahía de La Paz.*



*Photo right - Contrasting geologic formations relieve the starkness of the desert landscape in Bahía de La Paz.*

from Marina Mazatlán across the mouth of the Sea of Cortés a couple of times during the earlier years of our cruising in México. We remembered neither passage as a particularly pleasant one. Mazatlán, on the mainland in the Mexican state of Sinaloa, is almost directly east across the mouth of the Sea from the tip of the Baja peninsula. The prevailing northwest winds often roar southward down

through the Sea, making for tumultuous seas and inconsistent winds blasting out of the mouth, conditions that can be challenging for boats crossing the mouth of the Sea in either direction. To create even more turmoil in the water, the swells in these waters at this season are often from a southerly direction, coming up from near the equator. Clearly, we would not consider departing from Marina

Mazatlán until the weather forecast was for winds under 15 knots and the swells on periods of 10 or more seconds.

With the awaited weather forecast in early April, we backed out of our slip at the Marina Mazatlán at 0715 and headed down the channel, bound across the Sea of Cortés for Ensenada de los Muertos. High tide that morning was at 0830, so we would have plenty of water—probably a minimum of 11 feet or so—in the channel; and the dredge that works more or less continuously in maintaining sufficient depths in the channel would not yet be operating, and blocking the channel, until at least 0800. With the forecasts for the next couple of days for light and variable WNW winds of 5-10 knots and seas under 3 feet on 13 or more seconds, we were going out anticipating not a lively sailing experience—though that’s always a bonus for die-hard sailors on any passage—but rather a motorsail, at best. If we had waited for ideal sailing conditions for this passage, we might have had a very long wait indeed. We liked this weather forecast just fine because it promised a comfortable and safe crossing. (Well, maybe not “promised” exactly, but as close as we

could get to that.)

Once outside the channel that early clear morning, we hoisted the mainsail for stabilizing and began what turned out to be 36 hours on the motor, 36 easy, comfortable hours in flat seas and light winds. Disappointingly, we saw little bird or sea life, with the exception of a few manta rays and turtles—but very few of those.

At night, however, we did have plenty of easily sighted commercial and ferry traffic plying this popular route between the Baja peninsula and Mainland Mexico, the ferry, as brightly lit as a large cruise ship, startling to see speeding toward us but easy to avoid. We were particularly relieved to encounter no fishing boats on or near our course, these often lowly lit boats much more challenging to see at night and their movements, impossible to anticipate.

On the second day at 1830, in the twilight, we had the anchor down and buried in the sand at the north end of Ensenada de los Muertos on this southeast coast of the cape of Baja California, which runs more or less north and south.

After a perfect night at anchor, we were in the cockpit early the



*Photo left - The frosty appearance of this island in Bahía de La Paz testifies not to the cold weather but to the regular visitations of many sea birds.*

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following morning to survey the scene. The night before, we had noted the number of other cruising boats at Muertos, but now we could check more completely to see if we recognized any of them. We didn't, but we did find the size of the cruising fleet here entirely familiar from our other visits.

Though the surprises were on the shore, one memorable feature did remain the same: the dunes of white sand rising 10 to 15 feet from the beach are as lovely and unspoiled as we remembered. A large hotel now occupies the southern end of the bay, with a lush golf course winding northward beside the hotel, the lushness incongruous among the cactus and dry scrubby trees and bushes inland of the dunes.

At the north end of the beach a paved road appeared intermittently as it wound up the steep hill. Ashore to walk later, we followed the road to a locked gate, beyond which we spied expansive, elegant homes overlooking the water from atop the rocks.

Arriving in the middle of Semana Santa (the week before Easter Sunday), normally a popular vacation week for Mexicans, another scene ashore nevertheless stunned us: on the long strip of beach between the water and the sand dunes Mexican families had set up twenty or so campsites, some sites with multiple



Photo above - Carricklee, the authors Hardin 45 ketch, sits at a dock in the clear waters of Marina Costa Baja, La Paz.

tents as well as portable toilets. And the activity on the beach and in the water was equally phenomenal, far more than we'd ever seen here on our earlier visits.

On Sunday night and Monday

morning, the families folded their tents, cleared their campsites, piled into their SUVs, and headed up the hill toward the highway to either La Paz or Cabo San Lucas.

Though we're always a bit wistful

about the way things were, we were also pleased to see Mexican families enjoying what has long been a rite of spring for many in the U. S.

Despite the intrusions of progress in this once primitive inlet and beach—a decade ago its quiet disturbed each morning only by the thrumming of the outboard motors as the fishermen returning to the beach in their pangas after the night's fishing and by the shrieks and squeals of the hungry Western gulls vying for each morsel the fishermen cleaning their fish threw out toward the quietly purposeful pelicans sitting on the water—Muertos remains a treat for the senses. We spent the next four days at anchor here, reacquainting ourselves with its stimulants.

The first morning we landed the sportboat on the beach far up from the campers and walked the long whitesand beach. Then we scrambled up to the top of the dunes to walk out into the desert. We chuckled as we passed the clubhouse sign for the golf course. The developers of the facility apparently hadn't fancied using the traditional name of the bay, which translates as "Bay of the Dead." Rather, the golf course is located in Bahía de los Sueños, or the "Bay of Dreams." Ah, the devices of marketing!

Over the next three days we made daily trips ashore to walk on the

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beach and on trails through the desert. For the first three days we saw none of the fishing activity we'd remembered from a decade earlier, though several pangas had been pulled up far up onto the beach at some time before we arrived.

Looking for shells along the tide line, we spotted a few tempting ones, but hermit crabs had already homesteaded them. Along trails through the desert, we followed at various times the tracks of raccoons, foxes, rabbits, and coyotes, but caught glimpses only of a fleeing jackrabbit, visible on his high loping leaps, and a shadowy fox disappearing among the cactus.

As we motored back and forth between our anchored boat and the beach throughout our stay in Muertos, we acquainted ourselves with the crews aboard two of the other cruising boats anchored in the bay and checked out the two restaurants ashore. The Giggling Marlin, here when we visited Muertos ten years ago, sits in the northern corner of the bay, above a small dock where we daily tied up our sportboat, and another, the Train Room, with a large collection of model trains, is in the resort at the southwest end of the beach.

On our last day at Ensenada de los Muertos, a Mexican Navy boat came in late in the afternoon and was tied to a mooring near our anchored boat. We were sure all the cruising boats at anchor here would be boarded for inspection, but the crew members of the Navy boat clearly had another agenda. They did not launch the large inflatable tender aboard but apparently were in harbor only for a night's rest. The Navy boat was no longer on the mooring when we arose early the next morning for an 0700 departure for La Paz.

We had a dream of a passage on in to La Paz, though the beginning resembled one of our sailing nightmares. Outside the anchorage past Punta Périco, approaching Punta Arena de la Ventana to head into the Canal de Cerralvo, we had upwards of 20-knot west winds. As we were hoisting the mainsail to take advantage of these winds, the halyard popped out of the sheave and jammed between the sheave and the mast. When we couldn't get the sail either to go up or to come back down, Bob climbed quickly to the top of the mast (not quite so easy a task as the Robert Redford character in "All is Lost" makes it appear) and cut the halyard to drop the sail.

With the loss of the extra power from the mainsail, we worried we'd not complete the 60-mile passage from Muertos to La Paz before dark. But a 1-knot current pushing us through the Cerralvo and San Lorenzo channels gave us a welcome boost. With the genoa and the mizzen flying, we made excellent time through the channels, and,

once we turned south toward Bahía de La Paz after transiting the Canal de San Lorenzo, we had but 14 miles to go into La Paz. With that other usually reliable source of power, the engine, we made remarkably good time for the day, arriving at 1630 hours at Marina Costa Baja, with time to fuel up before going on into the slip we had reserved for the next two weeks.

In past years we had spent a number of weeks at various times in both Marina de La Paz and Marina Palmira, always enjoying our visits at both places. Simply because we hadn't been there before, for this visit we wanted to try out Costa Baja, the newest of the marinas in La Paz. Each of the marinas has much to recommend it. We

had liked Marina de La Paz for its location in the middle of the town, with all its services at hand, as well as the active community of cruising sailors at this marina. On the other hand, we had liked Marina Palmira because it isn't in the middle of town and therefore is a quieter place. We wanted to see what Marina Costa Baja has to like.

One of the perquisites most appreciated at Costa Baja is the free shuttle service running daily every two hours between the marina and downtown La Paz. Though the marina is only 4 miles from La Paz and taxi service for that distance is reasonably priced, certainly compared to costs anywhere in the States, we appreciated being able to run into town as often as we needed to and then to

catch the shuttle back out at the end of each of its two-hour runs into town. Based on where we wanted to go, whether a supermarket or a marine parts house, the driver would drop us wherever we chose along the shuttle route.

In town we found much familiar from our past visits here. Though the major streets of La Paz seemed busier than we remembered, we still found this prosperous city of more than a quarter million residents to be tranquil, especially when compared to Mazatlán. The marine stores are exceptionally good and easily accessed by cruising sailors afoot. The one supermarket in the heart of town can supply cruising sailors with the basics, but the much better stocked large supermarket

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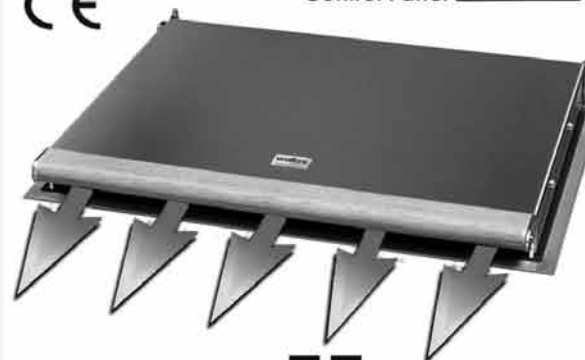
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Walking along the *malecón* in any Mexican coastal town is invariably a joy, first because it's always, by definition, along the waterfront. But it is also one of the most prized of public facilities, where local families and visitors, loners and lovers come to stroll and, in the case of the local residents, to meet their friends in the cool of the evenings, especially on Sundays and holidays. Nowadays, many residents and visitors alike are also on the *malecón* early in the mornings, walking, jogging, running, biking, skating, skateboarding. And everyone looks happy on the *malecón*.

And why not? The view is splendid, the wide walkway is always well-kept, and the landscaping surrounding it is as varied and colorful as that of the treasured central plaza. The sculptures of dolphins, manta rays, fishermen, sirens of the sea, and even Jacques Cousteau that accent the *malecón* intrigue those who come here.



Photo above - The hotel and resort, plus local campers, at Ensenada de los Muertos.

On our first morning at Marina Costa Baja, we resumed our long morning walks, this first around the perimeter of the marina, a sort of reconnaissance walk beginning at the entrance breakwater on the north side of the channel and continuing all the way around the complex to the south end of the breakwater.

Though we occasionally took

other routes on our walks, primarily we repeated this one every day while we were there. The sidewalks wound through the Costa Baja Resort & Spa, the grounds richly landscaped with multiple colors of bougainvillea vines and hibiscus bushes, resplendent ficus trees, and numerous varieties of decorative cactus. Then we were on quiet trails as we

continued to follow the shoreline of the inlet, all these trails and sidewalks along the water's edge.

This waterway was not only quiet and beautiful but also replete with bird life in and around the water. Under the bougainvillea and hibiscus along the resort sidewalk we had our first sighting of the very pretty little cactus wrens, a number of them sharing the spaces under and around the plants with English sparrows.

On the trails, our daily walks took us alongside a series of power poles rising from the banks of the inlet. Atop one of these poles a pair of ospreys, or sea hawks, had a nest with

two chicks in it. The chicks, almost as large as the parents but identifiable as chicks by the buffy tint on the upper breast, were in the fledging stage but still seemed to be spending much of their time and energy calling shrilly, we assume for the parents to feed them. We never saw the chicks fly off or return to the nest or fish in the water below the nest, but we did see them on the ground one morning, eating something. Our neighbor in the slip alongside ours had the sighting

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Photo right - Jacques Cousteau, who promoted conservation in the Sea of Cortés, calling it the "World's Aquarium," is honored with a statue and plaque on the malecón of La Paz.

of the season. He recounted seeing one of the parents swoop down and then come up under one of the flying chicks, apparently giving it a little boost as it struggled to remain airborne.

The most stunning of all our sightings on our daily walks, however, was one in the water. Caught between the rocks of the breakwater and a dock ramp was a large tannish creature about 15 to 18 feet long, with a circumference of about 2 feet, and a ridge of fiery red plume-like fins along its head and back. While a couple of men were using oars in an attempt to free this sea monster, the manager of the marina came along and identified our monster as an oarfish—seriously, not jokingly—a species of sea snake.

We were sorry the poor snake had gotten itself caught, but also relieved we were having our first, and perhaps only, acquaintance with this creature while we were standing safely ashore. I can imagine my terror if I had met up with the oarfish while I was swimming or snorkeling.

The manager told us one or two of these snakes have come into the

marina in the past, seemingly coming in to die, for that's what happens to them even when they don't get caught between a rock and a hard place.

Normally, we would have come into a marina after a week or so at sea or in remote anchorages to take care of chores such as re-provisioning, fueling up, getting the laundry done, and running down any boat parts or supplies needed since our leaving the last port. And indeed we accomplished all those chores, and more, during the first week in Marina Costa Baja and in La Paz. *Carricklee* stayed on for a second week, however, while we flew back to the States for our grandson's college graduation.

After five days in the much cooler North, we returned to the shorts and tee-shirt weather of La Paz and began our preparations to head out into the Sea of Cortés to revisit a few of the anchorages at this lower end of the Sea, satisfied with our return to La Paz and our stay at a new marina but eager to get back to what we consider the ultimate of cruising pilgrimages and our favorite rite of spring: exploring remote anchorages. NWY

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



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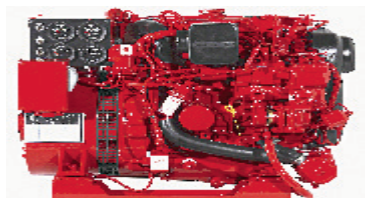
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## Marine Parks of Washington State

Next Month :  
Marine Parks of  
British Columbia

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

These parks offer just about everything for Northwest boaters: "hiking scenic island paths, watching forest critters, exploring old forts, examining fossils, fishing, clamming, crabbing and just plain relaxing" (from the Washington State Park's website:

<http://parks.wa.gov/boating>)

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

What does that last criterion have to do with anything? Well, it means we - all us citizen boaters - own these parks and we pay for their upkeep. So it makes sense that we should take care to use them in a way that protects our investment.

And while use of these marine parks is free, use of the extensive mooring system of docks, floats and buoys Washington State Parks (which is in charge of most of the state's marine parks) has installed (and maintains) in these parks is subject to fee and regula-

tions;

\*Moorage is limited to three consecutive nights unless otherwise posted.

\*No overnight moorage in marked loading/unloading zones.

\*All moorage on a first come/first served basis.

\*Tying up your dinghy to "reserve" dock space or a buoy for yourself does not reserve a moorage space (like-wise doing so for a friend)

\*Maintain a "no-wake" speed in all harbors and moorage areas.

\*No overboard discharge of human waste or bilge water.

\*Boaters must self-register and pay moorage fees where posted.

\*Rafting is permitted within posted limits. A vessel rafted to another vessel will be charged a moorage fee based on its own length.

\*Open flames, live coals, and combustibles must be placed on a fire-proof base, away from fuel tanks and vents

\*Pets must be on a leash, they're not

allowed on swimming beaches and, if they "do it" in the park, you have to clean it up.

Add to those rules some common sense: Don't litter. Pack your garbage out (there is absolutely no garbage disposal at many of the San Juan Islands parks, so don't be surprised if you can't find any). Be sparing when using the park's water. Island wells can dry up pretty fast. Read the posted signs; you just may learn something. Pay attention to signs or markers indicating private property. And remember that "wild" animals are just that - wild; keep your distance and you'll keep your self intact.

Fees are charged year round for mooring at docks, floats and buoys from 1 p.m. to 8 a.m. The daily fee is 60 cents per foot, with a minimum of \$12. Moorage buoys are \$12 a night.

If you're going to be making a lot of use of our marine parks, you may want to invest in an annual moorage permit. Annual permits are \$4 per foot with a minimum of \$60. A \$10 fee is charged at designated buoys.

If you're trailering your boat, it will cost \$8 to use park boat launch ramps. You may also purchase an annual permit for \$80. Use of the boat launch ramps are free if they are part of a campground where you have paid to stay.

You can obtain an annual moorage permit at fee-based marine parks, State Parks headquarters in Olympia, the Northwest region office in Burlington and online at:

<http://parks.wa.gov/boating>

For more information you can also call Washington State Parks at 360-902-8844.

Photo below - Southeast shore of Lopez Island in the San Juans. - photo by Neil Rabinowitz



Directory of  
Washington State  
Parks begins on  
page 70

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## DIRECTORY OF WASHINGTON STATE MARINE PARKS

### Puget Sound & Hood Canal

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

**Hope Island Marine State Park (2)**, between Steamboat Island and the southwest end of Squaxin Island (where Pickering Passage and Totten and Hammersley Inlets meet) 5 buoys. About a mile of walking trail, two vault toilets and no camping and water trail sites. Day use only no water, no fires allowed. Good clamming and fishing area. moorage fee. Restrooms, showers, pumpout and Porta-Potty dump, trails. Jarrell's Cove Marina, across the cove, has a store and fuel. Note: the small float on the park's northwest side goes aground at low tides.

**McMicken Island State Park (3)**, Case Inlet east of Hartstene Island. 5 buoys; good holding bottom on west side of the island. Two pit toilets, no water, fairly wild hiking trail. Shallow beach (wading, swimming, low tide exploration, clamming). Good area for birdwatching; lots of harbor seals. On shore, watch out for poison oak!

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

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

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

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

**Penrose Point State Park (8)**, on Mayo Cove, Carr Inlet. Eight buoys, 270 feet of dock moorage. Porta-Potty dump, restrooms (Summer only), showers (Summer only). More than two miles of beaches, nature trail with interpretative signs; hiking trails.

**Kopachuck State Park (9)**, Cutts Island sits off the mainland portion of the park on the southeast side of Carr Inlet. 2 off-shore buoys. Restrooms at Kopachuck, water and picnic sites at Kopachuck only. Walking trails and beautiful views in both places. No onshore camping at Cutts Island. Biggest attraction is the underwater artificial reef that lies between the two.

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

**Saltwater State Park (11)**, on East Passage south of Des Moines. 2 buoys. Restrooms, swimming beach, hiking trails. Camping at inland sites only (fee). Artificial diving reef about 150 yards offshore. Very busy park used by lots of landlubbers.

**Blake Island Marine State Park (12)**, west of Seattle at the north end of Colvos Passage. 24 buoys on all sides of the island; 1,744 feet of moorage space on floats (rafting allowed). Year-round moorage fee. Restrooms, showers, pumpout station and Porta-Potty dump, swimming and clamming beaches, walking and nature trails, artificial reef on the southwest side (watch out for strong tidal currents). From mid-January through November, Indian salmon dinner and dance program offered at Tillicum Village (make reservations at the longhouse at (206) 933-8600).

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

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

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

**Everett Marine Park (16)**, on the Snohomish River north of the Port of Everett Marina. The park is open all year with picnic with picnic tables, and a crabbing/fishing pier. The park has a 13-lane boat launch ramp with boarding floats, plus ample guest moorage, restroom, pumpout and portapotty dump; electricity, and showers. PORT OF EVERETT 425-259-6001.

**Mystery Bay State Park (17)**, on Marrowstone Island halfway down Kilisut Harbor. (Follow the channel markers carefully; there's only five feet of water at mean low water). moorage buoys, 683 feet of float moorage, protected anchorage. Year-round moorage fee. Pumpout and Porta-Potty dump, pit toilets, water seasonally (April through

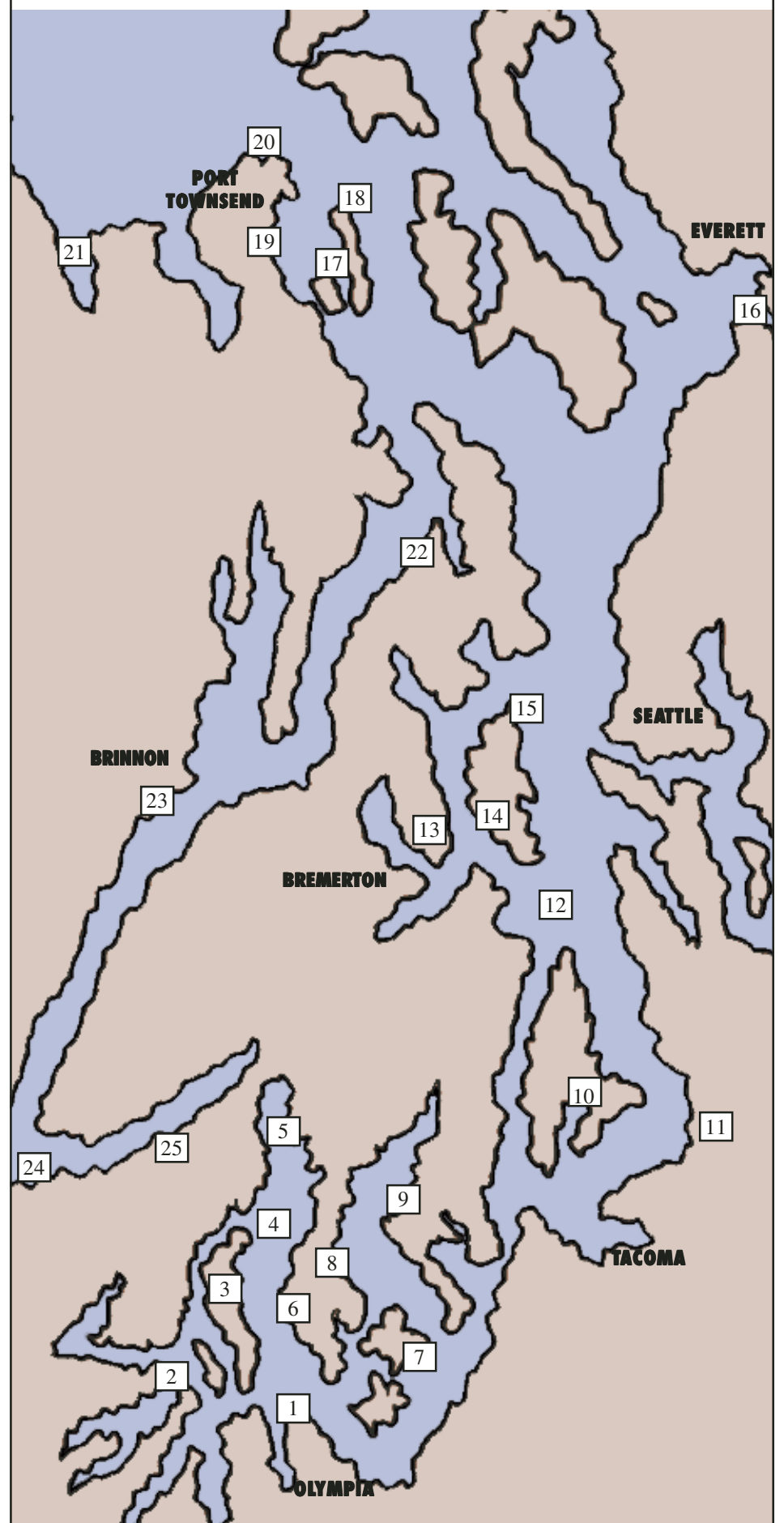
September) at head of pier; shore facilities are limited to day use only. Good birdwatching.

**Fort Flagler State Park (18)**, on Marrowstone Island near the mouth of Kilisut Harbor (see cautions above). 4 buoys, 256 feet of float

moorage, some anchoring space. Porta-Potty dump, restrooms, showers, nature and hiking trails, limited groceries, snack bar, underwater park off the fishing pier.

**Old Fort Townsend State Park (19)**, on Port Townsend Bay four miles south of Port

### Puget Sound/Hood Canal



# MARINE PARKS

Townsend. Moorage buoys, restrooms, hiking and nature trails and self-guided historical tour - all located up a steep service road to the park's uplands.

**Fort Worden State Park (20)**, on Admiralty Inlet between Port Townsend and Point Wilson. Moorage buoys and fee year-round. Restrooms, showers, laundry, snack bar, pay phones, hiking trails, sports areas, underwater park. Walk to marine science center, museums and a self-guided historic buildings tour.

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

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

**Pleasant Harbor State Park (23)**, just inside the mouth of Pleasant Harbor. 120 feet of moorage docks, 100 feet of dock and 200 feet of moorage. Don't stray into the adjacent private marina moorage area. One vault toilet and picnic sites; fishing and crabbing.

**Potlatch State Park (24)**, at the southernmost part of Hood Canal. 5 feet of moorage. Restrooms, showers, swimming beach. Lots of seals and birds. Named for the Indian ceremonies held here long ago.

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

## San Juan Islands and Vicinity

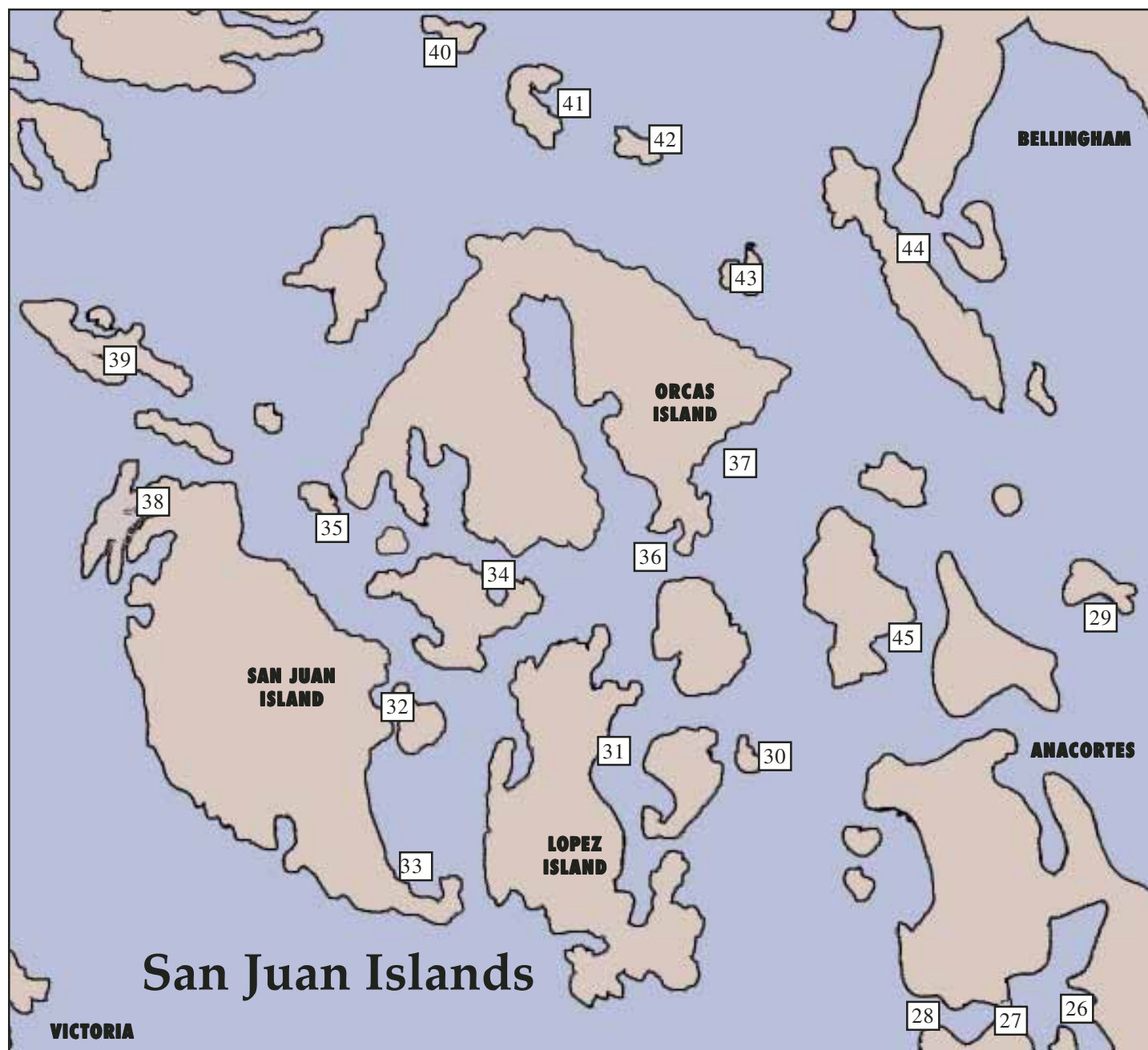
**Skagit and Hope Islands (26)**, between Fidalgo and Whidbey Islands at the transition of Skagit Bay into Deception Pass. Moorage buoys at Skagit Island, 5 buoys at Hope Island. Pit toilets. No water. Crabbing, clamming. Avoid rocks on east side of Skagit Island.

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

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

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

**James Island State Park (30)**, on the west side of Rosario Strait, southeast of Thatcher Pass. Moorage buoys, 88 linear feet of float



moorage (on the west side, which is more sheltered). Pit toilet. No water. Stay on marked trails.

**Spencer Spit State Park (31)**, on the northeast end of Lopez Island. 7 buoys, plus plenty of anchorage. Restrooms (uphill in the camping area), pit toilets (near the beach), beach fire rings, walking/hiking trails. Sandspit encloses a saltwater lagoon with plenty of opportunity for critter-watching.

**Turn Island (32)** (both a part of the San Juan Islands National Wildlife Refuge and a marine state park), southeast of Friday Harbor. 3 buoys on the west side of the island (only moderately sheltered). Pit toilets, walking trails (no pets on trails). No water.

**Griffin Bay Campground (33)**, at the western end of San Juan Island about half a nautical mile south of Low Point. No moorage. (may be in water too shallow for deep-keel boats). Check charts for submerged rocks and pilings. Protected anchorage grounds in nearby Fish Creek (but shorelands there are all private). Vault toilet. Owned by DNR; (360) 856-3500.

**Blind Island State Park (34)**, at the entrance to Blind Bay on the north side of Shaw Island. 4 buoys; more protected anchorage further into the bay. Pay careful attention to channel and rock markers. Pit toilet. No water.

**Jones Island State Park (35)**, a mile off the southwest tip of Orcas Island. 7 buoys and 128 linear feet of dock moorage. Pit toilets, primitive camping. Good diving area.

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

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

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

**Stuart Island State Park (39) (Reid and Prevost Harbors)**. 7 buoys and 256 feet of float moorage in Prevost Harbor; 13 buoys and 96 feet of dock in Reid; good anchorage in both. Check your charts before entering either harbor's tricky entrances. Pumpout and Porta-Potty dump at Reid Harbor, pit toilets, lots of walking/hiking paths, roads and trails (but don't stray onto private property), good area for crabs, shellfish. Don't miss Turn Point and the old lighthouse at the western tip of the island. Drinking water from mid-May through September.

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

**Sucia Island Marine State Park (41)**, about two nautical miles north of Orcas Island.

Buoys at Fossil Bay (16), Echo Bay (14), Shallow Bay (8), Snoring Bay (2) and Ewing and Fox Coves (4 each); 660 feet of float moorage in Fossil Bay, plus anchoring space. Pit toilets, swimming/wading beaches, lots of walking trails, clams, crabs, underwater park off of Ewing Cove. A very popular place.

**Matia Island Marine State Park and Wildlife Refuge (42)**, a little over two nautical miles northeast of Orcas Island. 2 buoys and 128 feet of float mooring space (removed in winter). Camping limited to the west end of the island. Vault toilets, trails. No water.

**Clark Island Marine State Park (43)**, about two miles east of the northeast side of Orcas Island. 9 buoys on either side of the south end. Pit toilets, trails. No water, 8 campsites only 2 available, no fires on the west beach.

**Lummi Island Recreation Site (44)**, on the southeast end of Lummi Island. Some anchorage in the harbor itself. 2 vault toilets, 4 campsites, no hiking trail. No water. Operated by DNR; (360) 856-3500.

**Cypress Head Recreation Site and Pelican Beach (45)**, at the south and north ends of the east side of Cypress Island (northwest of Anacortes) respectively. 4 mooring buoys at Cypress Head and 6 at Pelican Beach. Pit toilets, rough trails at both sites. Only publicly accessible sites on the island, which is home to an astounding variety of birds and a lot of mammals. Respect the boundary fences; a good part of the island is private. Eagle Harbor has 15 compost toilets, mooring buoys, no camping. Operated by DNR; (360) 856-3500. [www.nwya.org](http://www.nwya.org)

# Sea Stories

## Opening Day!

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

Of course, there are various Opening Days throughout the Northwest, from Olympia to Bellingham, but the one we're talking about in particular is the big one – Seattle's grand Opening Day celebration, scheduled to be held this year on Saturday, May 4, sponsored as always by the Seattle Yacht Club.

Whether you're an active participant in the event, including the huge boat parade through Seattle's Montlake Cut, just a casual observer from the shore or among the thou-

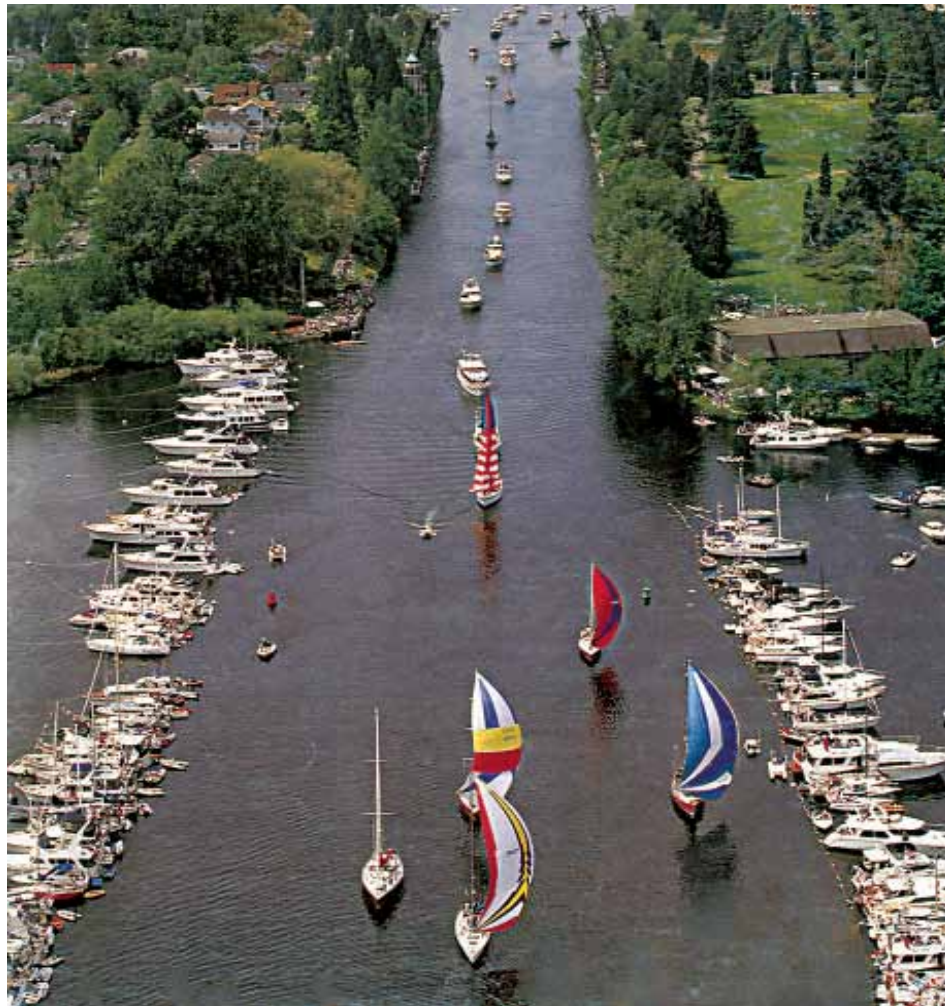
sands of boats moored along the log boom on Union Bay, you don't want to miss all the color, all the excitement, all the fun of one of the country's biggest yachting parties! More than 200,000 spectators and 5,000 boats are expected to show up for this year's Opening Day and, rain or shine, they're all going to be in a festive mood!

Where did the tradition of Opening Day start? Some say it could have begun back on July 4, 1885, when the Elliott Bay Yacht Club, the forerunner of the Seattle Yacht Club, held a regatta on Elliott Bay, the climax of which was supposed to be a mock sea battle, to be "fought" with roman candles instead of cannons. Unfortunately, that fizzled when strong breezes blew out the candles.

Other folks believe it all began back in 1908 when a group of local yachties got together to form a welcoming committee for President Teddy Roosevelt's Great White Fleet as it sailed into Elliott Bay. Sixty boats went out to meet the guy who walked softly but carried a big stick – and a good time was reported by all.

Some old-timers scoff at this and claim the first **real** Opening Day was actually held the following year, when the Seattle Yacht Club acted as official host to visiting boaters during the Alaskan-Yukon-Pacific Exposition, staging a public potlatch parade on the water of Elliott Bay, just off the then West Seattle SYC clubhouse.

Then there's the reported celebration held in 1913 at the Elliott Bay Yacht Club in West Seattle. This



account has some substance, as the event's parade and regatta were the first to be held in early May.

We do know that the first Opening Day, as we know it today, was held in 1920, the year that the Seattle Yacht Club moved its clubhouse to Seattle's Portage Bay, across from the University of Washington. After a parade through the Montlake Cut with spectators lining both sides of the Cut to view 25-30 boats in full dress, the fleet moved out to Lake Washington for a regatta sponsored by the Queen City Yacht Club.

In the 93 years that followed, Seattle's Opening Day has become a time-honored event of majestic proportions. There were the flapper days of the 20's when everybody was into having a good time, Prohibition or no Prohibition. The De-

pression and World War II put a damper on things (a gas ration of 15 gallons per quarter one year didn't help much) but, with the end of the war, Opening Day got back into the swing, bigger and better than ever. The participants grew to include representatives from yacht clubs all around Puget Sound as well as the Royal Victoria and Vancouver yacht clubs, making Opening Day a truly international event.

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



sands of boats moored along the log boom on Union Bay, you don't want to miss all the color, all the excitement,

## Opening Day Log Boom Information

Please refer to the Map for the parade route, log boom location and other information. The log boom is on the northern boundary of the parade route. Note that additional moorage is available on the south side of the parade route near Foster Island.

The log boom is provided by the Seattle Yacht Club and the University of Washington. You use it at your own risk. Neither the Seattle Yacht Club nor the University of Washington are responsible for any injury or damage claims. Please use good judgement and good nautical practices when maneuvering and mooring. Pay attention to weather conditions, and help your fellow boaters.

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

and removed the Monday following.

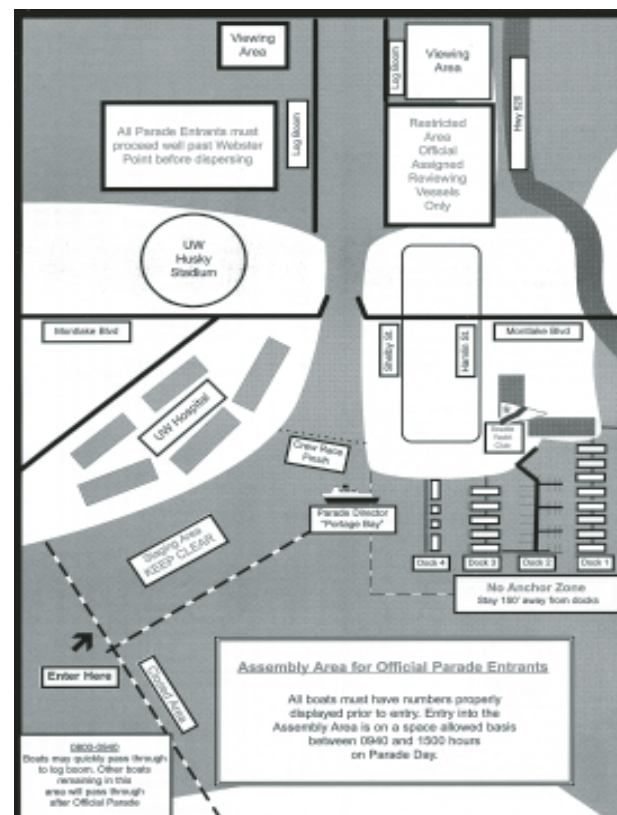
For more information, please see the Log Boom Moorage page on the University of Washington Athletic Website.

### Guidelines for Using the Log Boom Moorage

1. If you choose, you can show support by making a donation when asked.
2. Please cheerfully follow the directions given by SYC Marshal Boats.
3. Please respect the clearly marked area on the west (shore) end of the log boom reserved for University of Washington VIPs.
4. On Opening Day, no watercraft may cross or be on the parade

route while it is closed. The parade route closes at 0940 and does not reopen until the SYC Marshall Boats announce the parade route has reopened, which will be sometime after 1430, depending on the length of the parade.

5. Moorage is first come, first served. You may save a spot for your buddy who is a few minutes behind you, but DO NOT try to reserve multiple spots with line, tape or other devices. Please welcome your neighbors. You will meet some great boaters.





theme is "Toys Ahoy."

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

Wisely, the organizers stepped up and added some semblance of order to the anarchy, establishing rules and orderly parade structure. This includes closing down an area of Portage Bay to boats in the early morning of Opening Day (see map).

If you've got a hankering to join in on the parade of boats, you must first register with the Seattle Yacht Club and adhere to the Club's rules and regulations concerning the parade. Most of these arise from security issues. Don't even think about just jumping in there—you'll be in for a lot of trouble and it won't be the SYS who will be dishing out that trouble.

The registration deadline for all boats to be in the Opening Day Parade is April 25. Contact the Seattle Yacht Club for more information; 206-325-1000 or:

[www.seattleyachtclub.org](http://www.seattleyachtclub.org)

Opening Day is much more than just a parade of boats, spectacular as it may be. The party actually begins a couple of days earlier as boats tie up to the log booms at the east end of the Montlake Cut. Before it's all over, thousands of fun-seeking boaters will be partying on what has to be one of the biggest raft-ups in the country. If this sounds like the place you want to be, better plan on showing up on Friday before Opening Day and plan to spend the night—that is if you want to get a good spot on the log boom. Also take note that no boat will be allowed to pass through the Montlake Cut from 0940 to 1500 on Opening Day itself.

The actual Opening Day festivities kick off Saturday morning at the Seattle Yacht Club clubhouse on Portage Bay, with the Commissioning Ceremony on the SYC lawn, presided over by the Opening Day Officers (Admiral of the Day, Tyler Ellison; Vice-Admiral of the Day, Michael Carrosino; and Admiralette of the Day, Gina Purdy - left to right in photo above, right) and featuring officials from yacht clubs throughout the Northwest, all slicked up in their finest blues and whites.

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

So, that's the scoop on this year's



Opening Day on May 4th. Why not join in for this great celebration of the opening of the Northwest boating season!



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# Sea Stories

## Yacht Masters celebrates 38 years in business

In the recreational marine world there aren't a lot of companies that can say that and further more Greg Allen and his team have always been on the shores of Lake Union. He opened the business in the 1800 Building on Westlake as a one man yacht repair shop primarily working on sailboats. Since that time and a couple of different locations on Westlake he finally outgrew those facilities and settled into his current location at 1341 N. Northlake Way with 20 full-time employees.

Yacht Masters specializes in high tech electronic installations serving not only the recreational market but law enforcement, fire boats and the military. They are also a full service facility with the capability to do custom metal fabrication, rigging, engine repowers and custom cabinetry.

Give Greg and his team a call and congratulate them at 206-285-3460.

While we are on the subject, Yacht Masters has announced the addition of Dave Swanson to their team.



Dave is from the Northwest and moved to California to be employed by West Marine, first as the head of their Boat Services Division managing eight boat yards, and then was promoted to the position of Senior Manager of Warranty Services.

Dave and his wife Julie are from the Northwest and are please to have brought their family back to the Pacific Northwest and look forward to cruising the Pacific Northwest waters.

Dave will be the Sales Manager for Yacht Masters helping to promote the Yacht Masters brand and develop new markets. Give Dave a call at 206-285-3460 or email him at [daves@ymnw.com](mailto:daves@ymnw.com) and wel-

come him back to the great Pacific Northwest.



## Explorer secures Richard Boland as US West Coast Dealer

Cruising motoryacht builder Explorer Motor Yachts has appointed Richard Boland Yachts in California to represent the company's luxury trawler-style cruisers throughout the western US and Mexico.

Richard Boland Yachts, based in Alameda, near San Francisco in northern California, is one of the longest established luxury boat dealerships on the West Coast, beginning in 1978.

Boland began his career in the marine industry in 1968, designing, building and selling floating homes for 10 years before securing the exclusive northern California dealership for Viking Yachts in 1978.

Over the past 35 years Richard Boland Yachts has established a strong reputation for service in the luxury boating market, working with a range of the world's biggest brands.

Explorer Motor Yachts offers semi-custom trawler-style cruisers ranging from 40 to 50 feet, pilot-house cruisers from 50 to 75 feet, the Explorer Odyssey 52 and 62 long-range cruisers.

Explorer Motor Yachts' web site is [www.explorermotoryachts.com](http://www.explorermotoryachts.com).

For more information on Richard Boland Yachts call 1-510-521-6213 or go go to:

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



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## Quickline signs Distribution Partnership with Nomen Products

Quickline, a world-class importer and distributor of quality marine gear and accessory products, announced today that it has been selected by Nomen Products as its exclusive U.S. and Canadian distributor. Effective immediately, Quickline will sell and support the innovative Nomen Products line including the revolutionary CLIP-Cleat, chocks and the award-winning Nomen folding mooring cleat.

"Our extensive reach in the U.S. and Canadian marine markets makes us an ideal partner to sell and support Nomen's award-winning CLIP-Cleat line," said Randy Boelsems, president of Quickline. "The CLIP-Cleat is a game-changer in mooring cleat design and the perfect complement to our premier anchoring products.

"We are excited to be represented by Quickline," said Axel Hoppenhaus, designer, Nomen Products. "Our mooring solutions are a natural fit for Quickline's high-quality marine offerings. They not only share our commitment to support the safety and security of vessels, but match our values and dedication to unparalleled customer service."

Marking a new dimension in mooring solutions, Nomen's CLIP-Cleat is a 2013 DAME Award win-

ner. Featuring spring-loaded, rotating ends that present a smooth profile, the CLIP-Cleat has an innovative and functional open and closed design that eliminates the potential for catching loose lines or causing injuries. The CLIP-Cleat is available in working lengths of 7.3 to 18.2 inches (186-462 mm) and designed for vessels between 26 and 164 feet (8-50.5m). It is manufactured in both stainless steel and aluminum models.

The Nomen folding mooring cleat provides the benefits of flush and rigid cleats with a high-quality aesthetic perfection. Awarded the Federal Product Design Award, Germany's highest design prize, the Nomen folding mooring cleat ensures loose lines cannot get caught during maneuvering, reduces the risk of injury and are easy to fit to the deck.

For more information on the CLIP-Cleat, folding cleat, chock or any of the Nomen products available from Quickline including U.S. and Canadian pricing, Quickline or its entire marine product line, please contact 714-843-6964 or visit [www.quickline.us](http://www.quickline.us). For more information on Nomen Products, please visit [www.nomenproducts.de](http://www.nomenproducts.de).



## Flagship welcomes new instructor aboard

Flagship Maritime has announced the addition of Captain Kirby Stevens to their instructor staff, to present Flagship's captain's license training programs from Seattle northward. A seasoned veteran of the maritime classroom, Captain Stevens has personally taught several hundred prospective captains over his teaching career.


For years, Captain Stevens served as an USCG-approved instructor with great distinction for Captain Roy's, initially in Seabrook, Texas. When Captain Stevens re-located to the Pacific Northwest, he continued to present training courses in association with Captain Roy's, chiefly in the Mount Vernon area, until Captain Roy's closed its doors.

Now with Flagship, Captain Stevens is re-engaging in the classroom dialogue he so

thoroughly enjoys, in association with the organization that leads the region in OUPV/M100T training. Ready to climb aboard? His first course starts April 21<sup>st</sup> in Marysville.

For more details call Flagship's Registrar at (253) 905-5972 or visit [www.flagshipmaritimetraining.com](http://www.flagshipmaritimetraining.com)






## Queen City Yacht Club

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- Visit our Open House March 9, 2014, noon – 4:00 pm
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- Open and covered moorage
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  - Deer Harbor, Orcas Island
  - Salt Spring Marina, Ganges, B.C.
- Family Membership
- Scheduled cruises and social events
- Call Membership Chair Chris Benson (206) 818-7059, John Rogers (206) 200-0624 or the QCYC Office (206) 709-2000 for more information



Our Portage Bay Marina, where slips (when available), are assigned exclusively to QCYC members.



A small portion of the Queen City fleet, moored at our Bainbridge Island outstation over Fourth of July, 2011.



Queen City is family friendly, especially our programs for junior boaters.

[www.QueenCity.org](http://www.QueenCity.org)

# Sea Stories

## It's Trawler Time in Tacoma

If this doesn't sound like a formula for a great time, we don't know what does. Trawler Time is a yearly event held in Tacoma in conjunction with the fabulous Daffodil Boat Parade. It's a gathering of sloooow boats, not just trawlers. There is everything to do as well as just relaxing and hanging out on the docks.

Within 1/2 mile of the marina are four major museums, oodles of great restaurants and shops in easy walking distance plus the weekend features special pricing for your slip fees.

This year's event features a Friday night meet and greet. A Saturday afternoon talk (and we use the term loosely) by Chip Hanauer on the Northwest Boating Scene past and present. That will be followed by maybe a cocktail party and for sure by a Saturday night potluck on the dock. Sunday morning breakfast buffet at Johnny's Dock and of course Sunday viewing of the Daffodil Boat Parade.

Get a jump on your boating season by joining these folks for an early season great time in Tacoma. To reserve your slip or more information just call (253)572-2524.



## Grand Banks appoints Stan Miller Yachts new dealer in the Northwest

Grand Banks Yachts Limited (Grand Banks or the Group) announced today that it has appointed Stan Miller Yachts (Stan Miller) as a new dealer for the states of Washington, Oregon, Alaska, Wyoming, Utah and Idaho in the United States to represent the renowned international boat brand in one of its leading markets.

To facilitate continuity of operations, the new dealer will continue to operate at the Seattle retail store, previously directly managed by Grand Banks. In addition, the dealer

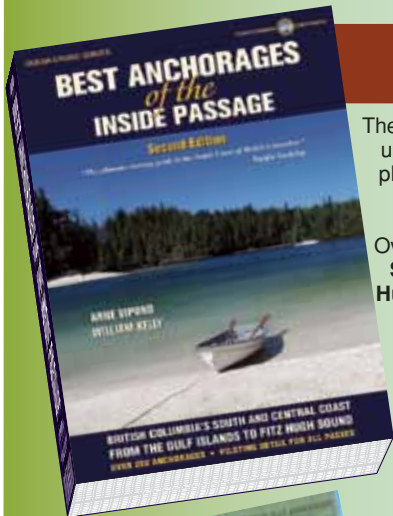
has retained three Grand Banks Northwest team members.

Stan Miller Yachts Inc. has evolved over the past 50 years of building, selling and repairing pleasure boats for nearly three generations of boaters in Southern California. In 1955 Stan Miller began what is known today as one of the oldest and most successful yacht dealers and brokerages in the country and has earned a reputation for being one of Southern California's premier yacht brokers, offering an excellent selection of new and pre-

owned motor yachts to the West Coast yachtsman. The are licensed and bonded and have been serving the boating community since 1955.

Stan Miller has sold over 150 new Grand Banks yachts in its 35 years as a dealer in the Southern California. Currently, California's leading yacht dealer representing five distinct brands, the company will open its fourth office in Seattle, Washington, on March 1, 2014. Visit Stan Miller Yachts online at: [www.stanmilleryachts.com](http://www.stanmilleryachts.com)

## All the Best Anchorages from the Gulf Islands to Fitz Hugh Sound

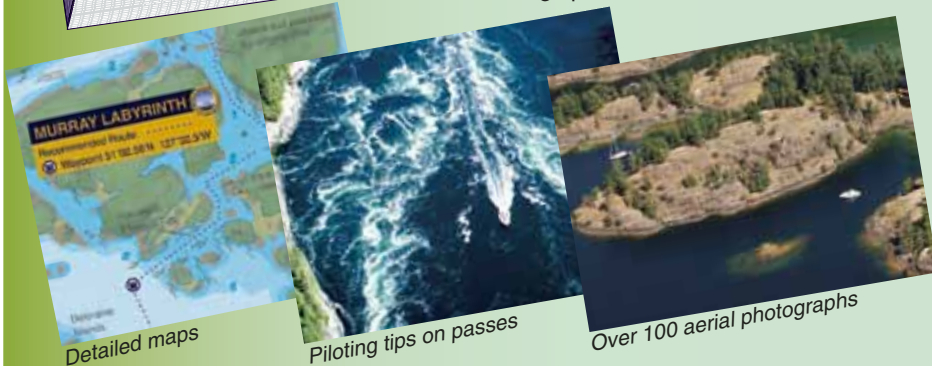


Explore further north along the B.C. coast with the new expanded edition of *Best Anchorages of the Inside Passage*.

The 2nd edition now includes anchorages from Victoria right up to Bella Bella on the central B.C. coast. Stunning aerial photography and detailed maps to guide you into the most intricate anchorages. Updates to all other chapters.

Over 250 anchorages – from the **Gulf Islands**, **Desolation Sound** and **Broughton Archipelago** to the fabulous **Fitz Hugh Sound**. Written by authors Anne Vipond and William Kelly, based on 30 years exploring the Inside Passage.

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# Another sunken derelict raised from Puget Sound

Another sunken derelict has been removed from Puget Sound, removing a threat of pollution from oil, fuel and other toxics. This time the boat appears to be a pleasure craft, though it was long past its prime! It was moored at the West Bay Marina in Olympia on Budd Inlet where it sank Oct. 21, 2013

Project crews from the Global Diving and Salvage company, aided by the Nisqually tribe's marine services group and a spill response team from the state Dept. of Ecology raised the sunken 83-foot wooden motor yacht *Ruth Louise* Monday March 10.

Staff from the Nisqually tribe's diving academy located nearby were first on scene and they

set an oil boom around the site of the wreck and prepared a spreader bar. Global was brought in for the lifting and moved a large crane barge to the site. Global divers inserted four lifting slings under the fragile hull, then pumped it out and lowered it onto a deck barge. The hulk will be demolished on shore by a qualified boat yard.

The last major derelict clean up in the area was in January, after the 70' wooden tug *Chickamauga*, built 1914, sunk last October in Eagle Harbor, Bainbridge Island. About 500 gallons of diesel was recovered.

Coincidentally, a few days ago, the Washington state Senate had approved a bill by Rep. Drew Hansen on a 45-4 vote that attacks the prob-



lem of derelict and abandoned boats and ships

The new Derelict Vessel bill will:  
\*Provide potential new owners with information about seaworthiness of vessels before the sale is completed.

\*Place restrictions on sale of publically owned vessels that are not seaworthy.

\*Provide funding to help with proper disposal costs.

\*Provide authority to Department of Ecology to board and drain fuel and oil from these vessels before they sink, greatly reducing any po-

tential impacts should the vessel sink.

"Derelict vessels pose a serious threat to the health of Puget Sound," said Joan Crooks, Executive Director of Washington Environmental Council. "Each abandoned ship is like a ticking time bomb of pollution. This bill gives the state the tools they need to defuse the situation."

This legislation was requested by the Department of Natural Resources and has strong support from the Pacific Coast Shellfish Growers Association. - Peter Marsh

Photo by Floyd Holcom

## Youth Sailing Open House set for April 19 at Sail Sand Point

Rat from the Wind in the Willows was right. "There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats." Fortunately for Puget Sound area residents, we live in in boating paradise with what is arguably the largest variety of boating in the world at our back door and an abundance of programs and opportunities for kids to learn how to mess about in sailboats. From local after-school programs to day camps to multi-week voyages to Desolation Sound, on boats as small as eight feet and as large as 133 feet, the options are endless.

More than a dozen organizations have teamed up and are holding a Youth Sailing Open House so that parents and kids can come learn about the variety of options available. Programs are available for children as young as five years old all the way through high school. The all-day event is free and will include land and on-water activities.

**What:** Youth Sailing Open House at Sail Sand Point.

Land activities include knot tying, rigging, burgee making, and relay races.

Sailing instructors will be on the water doing tacks and gybes to show kids what sailing in boats these sizes looks like. Sailboat rides will also be available. (Weather dependent)

**Who:** Participating programs include:

**Center for Wooden Boats:** <http://cwb.org>

**Corinthian Yacht Club:** <http://www.cycseattle.org>

**Green Lake Small Craft Center:** <http://www.seattle.gov/parks/boats/grnlake.htm>

**Mt Baker Rowing and Sailing:** <http://mbrsc.com>

**Queen City Yacht Club:** <http://www.queencity.org>

**Sail Sand Point:**

[www.sailsandpoint.org](http://www.sailsandpoint.org)

**Schooner Zodiac:** <http://www.schoonerzodiac.com/>

**Sea Scouts - Puget Sound** <http://seattlebsa.org/Main-Website-Content/Sea-Scouts>

**South Whidbey yacht Club:** <http://swyachtclub.org/>

**Sound Experience/Adventur-ess:** <http://soundexp.org/>

**SSS Yankee Clipper:** <http://yankeeclipperseascouts.wordpress.com/>

**YMCA Camp Orkila:** <http://www.seattleyymca.org/Locations/Orkila/Pages/Home.aspx>

**When:** Saturday, April 19, 2014. Rain or shine. Hours: Saturday, 11 a.m. - 3 p.m.

**Cost:** Free!

**Where:** Sail Sand Point. Sail Sand Point is located about five miles north of the University of Washington on the western shore of Lake Washington. The entrance to SSP is off of Sand Point Way NE at NE 74th Street:

[www.sailsandpoint.org/directions/](http://www.sailsandpoint.org/directions/)

For event information and questions contact [Calla@48north.com](mailto:Calla@48north.com) or (206) 789-7350



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# The Racing Sheet

## A very interesting Blakely Rock opener for Center Sound *Neptune's Car* holds on to take first to finish honors

**Shilshole Bay, Wash.** - An astonishing 68 boats came out on March 1<sup>st</sup>, for CYC Seattle's annual Center Sound Series Race #1, the Blakely Rock Light race. It's a three race series, including Scatchet Head and Three Tree Point to round out the series - many in Seattle see the Blakely Rock Light Race as the first race of the season.

Even with the fluky forecast, even after the forecast was supported by *Northwest Yachting's* Bruce Hedrick in his Friday evening weather briefing, and even though the temperatures weren't forecast to reach above the mid 30's, 68 of the 71 entered boats still motored out of the marina Saturday morning into the light, drizzly and cold Pacific Northwest morning.

With starting off at Shilshole Bay Marina, the course went to a temporary mark set off the Highlands and then to Blakely Rock just southeast of Eagle Harbor on Bainbridge Island rounding all marks to port if it's a northerly. If it's a southerly you reverse course and round the marks to starboard.

So off they went to the North, Saturday morning after ogling at and



*Photo above - Pegasus at the pin and Hooligan (#64989) nail the P7 start with the two J-29 rivals, Beer and How (#31834) and Slick (#69299) directly astern. Photo below - The well-traveled and well sailed J-120 Time Bandit rounds Blakely Rock just astern of the Santana 30/30 Blackout.*



welcoming the new TP52 *Glory* to the Pacific Northwest, but it was a weird northerly, more of a northeasterly pushing towards an east northeasterly allowing many to hoist their spinnakers and reach for the mark after the start.

The tight reach to the weather mark and the port rounding brought an interesting problem to the fleet. It's a gybe mark now! But not just a gybe mark, an almost 180 degree reach to reach gybe. Having to move a lot of rope around quickly to make a good rounding, those with chutes up found they had to carry a line that took them west, down low across the Sound towards Bainbridge. Those under foresail held a higher line along the east side of the shipping lanes and as they worked south the winds rolled east to southeast as they passed West Point. Those lucky enough to have picked the high line tightened their headsails in and nicely headed down to the rock off Eagle Harbor.

Successfully avoiding that nasty keel-grabbing rock under the surface off the north side of Blakely Rock, the fleet tacked their way around the obstacle, hoisted their chutes again and headed off back across the Sound towards West Point. The same wind shifts met

# The Racing Sheet

them as they charged off towards the finish and as *Neptune's Car* and *Glory* pushed north of the lighthouse, the chutes came down and it was a drag race to the finish between the two big boats in the fleet. Genoa pulling hard and utilizing every bit of her long and sleek water line *The Car* held on to her lead with *Glory* finishing less than a minute behind her.

With the finish gates open, the long line of drag racing sailboats began rolling across the line, big boat after big boat at first, before finding one little Ross 930 inter-mixed in the monster trucks. Then more spinnakers as the wind moved just a little bit to the south.

The Seattle Sailing Club's *Life is Good* had been out in front of the seven boat J-105 fleet but doused their spinnaker as the wind went forward near West Point. Those behind them that held their chutes eventually worked past them with the slight shift in the breeze leaving them just 25 seconds out of 1<sup>st</sup> place in their class.

The gates opened up at 1:30 p.m.

*Continued on next page*



Photo above - The overall winner of the Blakely Rock Race, the Ross 930 *Gauchos*, takes a short clearing tack just after the start to get into clear air.

## Bill and Trish Anderson win Boomerang Predicted Log Competition Queen City Yacht Club captures team title

**Bellevue, Wash.** - Meydenbauer Bay Yacht Club has been hosting the Boomerang Predicted Log Competition since about 1951. Each year in March, competitors from around the area gather at this lovely club on the Bellevue shore of Lake Washington. This year on March 1st, 26 boats representing six yacht clubs came together for this annual event. The weather does not need to be spoken of because we all know what that has been like over the past two months!

In typical Meydenbauer fashion everyone was made welcome. With a Friday night hors d'oeuvres presentation, a Saturday night awards dinner and Sunday breakfast, all beautifully prepared, the weekend was a success regardless of how well one performed in the contest!

Starting at Groat Point, the entrance to Meydenbauer Bay, the route took the competitors into the middle of Lake Washington and to a challenging constant radius turn about the weather buoy. This required the competitor to turn his

boat along the arc of a circle of 200 yards radius centered on the buoy.

Upon completion of a 180° turn the route then led down to the east high-rise of the Interstate 90 bridge. After some speed changes and timed runs the course passed Seward Park and made a 90° turn at Atlantic Beach and crossed over to the Renton side of the lake.

Unlike in some previous years when competitors ventured too close to the May Creek outlet no one was unfortunate enough to run aground there. Everyone passed safely and proceeded past the Seahawks training facility, Newport boat launch and under the east channel bridge. Finishing at Groat Point, the boomerang did come back for all the competitors.

The scores were excellent with eight competitors scoring less than 1% error and 21 competitors in the less than 2% range. Competition for the team trophy was hot as usual. Meydenbauer has kept the trophy at their club for the last four years. But for the 13<sup>th</sup> time in the last 20 years

Queen City Yacht Club captured that beauty and has it tucked in their trophy case. Four Queen City competitors, Dean Lentgis, Ken Klett, Dave Padgett and Bill Anderson all with scores less than 1% error brought it back to Portage Bay.

In the individual competition, always the most exciting, Queen City did share with Meydenbauer. Glenn Ryan and Craig Kenyon in *Amnesia* of MBYC scored third with a score of 0.48% error. In second place, Dave and JoAnn Padgett in *Slip Away* of QCYC with a score of 0.41% error. At the top of the scoring was yours truly Bill Anderson and wife Trish (photo right) in *The Tillie* with a score of 0.25% error. It has been a long dry spell since I have been able to include my own name in these articles and Trish and I were very excited as we calculated our leg by leg score for this compe-

titition.

This is a great sport and a wonderful way to enjoy Pacific Northwest boating throughout the year. Come join us! Visit our website at [ipbalogracing.org](http://ipbalogracing.org). Read about upcoming events and competition rules on the site. If you want to talk about it give me a call (Bill Anderson) 425-641-0317. - **Bill Anderson, Past Commodore, International Powerboat Assocation**



# The Racing Sheet

## Blakely Rock (cont.)

and from 1:50 p.m. to 2:10 p.m. almost 75% of the fleet crossed the line making for an exciting afternoon on the RC boat trying to record all the finishers. By 3p.m. the entire fleet was across the finish line closing off a cold, drizzly and challenging day.

First in the two boat Multi-hull class went to Vince Dipilis' Corsair 31R *Freda Mae* finishing over 40 minutes in front of William Quigley's Farrier 32 *Tatiana*.

Paul LeMarche's big Santa Cruz 70 *Neptune's Car* held on after correction in the IRC class to take first by less than a minute over Greg Slyngstad's Kernan 44 *Wasabi*. Another three minutes back in third was John Kerrigan's Ker 46 *New Haven*.

Class 2 was won by Carl Buchan's custom 40' *Madrona*, a minute and a half in front of Shaun Breese's sleek Far 39 *Tachyon*, leaving third to O'Brien and Mohler's Aerodyne 42 *Nimble*.

Bob Brunius' J-120 *Time Bandit* corrected into first in Class 3 by just 30 seconds over John Leitzinger's Aerodyne 38 *Kahuna* with the Farr 395 *Ace*, owned by Shorett and Burzycki in third.

Class 4, Farr 30's, was won by Chris Tutmark's *Patricia*. Finishing over a minute in front of Grady Morgan's *Project Mayhem* and three minutes in front of Patrick Naughton's *Dopamine*.

Class 5 was once again dominated by the little Sierra 26 *Dos*, owned by Brad Butler. Correcting almost 5 minutes in front of the forward mast leaning G&S 1-Ton *Absolutely* owned by Charlie Macaualy. A few more minutes back in third was Sailing Hall of Fame Bill Buchan's beautiful 44' *Sachem*.

Class 6, the J/105's, was just barely taken by Erik Kristen's *Jubilee* with Jerry Deirks' *Delirium* just seconds back and the fun loving group of Seattle Sailing Club sailors on *Life Is Good* another few seconds back in third.

Class 7 was sailed away with by John Cahill's Ross 93 *Gaucha*. Correcting almost 5 minutes in front of Tom O'Brien's quick Jespersen 30 *Hooligan*, leaving third to Mayfield and Nelson's always well sailed J/29 *Slick*.

Finally Class 8, those boats that start first and finish last, was won by Nate Creitz on his always fast Olson 25 *Three Ring Circus*. Giving him a



run for his money was Andy Mack's J/27 *True North* taking 2nd, trailing all the way up from Hood River, Oregon for the series. Leaving 3<sup>rd</sup> to

Darrel Jensen's Express 27 *Alter-nate Reality*. - **Ben Braden**

Full results can be found at the CYC Seattle Website - [cycseattle.org](http://cycseattle.org)

Photo above - John Buchan's "new" TP 52 *Glory*, set's a monster "a" sail and smokes off downwind. Look for great things from this speedster.

## Bellingham Bay Leukemia Cup Regatta set for July 26

**Bellingham, Wash.** - The Corinthian Yacht Club (CYC) of Bellingham has announced that it will sponsor the first annual Bellingham Bay Leukemia Cup Regatta on Saturday, July 26, to help raise funds for blood-cancer research and patient services.

The Leukemia Cup Regatta is a casual race for sailors committed to helping the Leukemia & Lymphoma Society (LLS) fight blood cancer. In 2013, more than 10,000 sailors combined their passion for sailing with equal fundraising zeal to provide more than \$4 million for the LLS at more than 40 regattas coast to coast.

At the 2014 Bellingham Bay Leukemia Cup Regatta, sailors will not only compete on the water July 26, but racing team members will be seeking donations from friends, family, and colleagues to support local families impacted by blood cancer. Teams raising the most money for the LLS receive prizes and national recognition with the LLS.

Bellingham-area organizations and individuals will also support the Bellingham Leukemia Cup by

becoming participating sponsors with the CYC.

CYC Vice Commodore Dan Lehfeltdt has participated in the Seattle Leukemia Cup for the past two years and is organizing the Bellingham Bay Leukemia Cup to continue his family's effort to support and honor his oldest son, Nate. Nate Lehfeltdt was diagnosed with acute lymphoblastic leukemia seven years ago and is "doing great" in remission today, Lehfeltdt says.

Bellingham-area sailors interested in racing in the Bellingham Bay Leukemia Cup are encouraged to register their boats with the Corinthian Yacht Club before May 22 at [bit.ly/BBayLC](http://bit.ly/BBayLC). Other people interested in crewing, sponsoring or volunteering during the July 26 event should contact regatta officials at [leukemicup@cycbellingham.org](mailto:leukemicup@cycbellingham.org).

**About the CYC:** The Corinthian Yacht Club of Bellingham (<http://cycbellingham.org>) is a 28-year-old non-profit organization whose purpose is to promote, advance and encourage the sport of Corinthian and amateur sailing. Boat ownership is not a requirement for mem-

bership. The CYC has approximately 100 member families and sponsors the popular Thursday night racing series on Bellingham Bay from April through October. Regular meetings are held on the second Tuesday of every month at the Squalicum Yacht Club building at Squalicum Harbor Marina.

**About The Leukemia & Lymphoma Society:** The Leukemia & Lymphoma Society (LLS) is the world's largest voluntary (non-profit) health organization dedicated to funding blood cancer research and providing education and patient services. Since the first funding in 1954, LLS has invested more than \$875 million in research, including nearly \$74 million in fiscal year 2013 alone. The Washington/Alaska Chapter of LLS is currently funding seven researchers at the University of Washington and the Fred Hutchinson Cancer Research Center. The mission of LLS is to cure leukemia, lymphoma, Hodgkin's disease and myeloma, and to improve the quality of life of patients and their families.



# The Racing Sheet

## Light and shifty Jim Depue Memorial Race brings a great fleet out of Port Madison

**Port Madison, Wash.** - After a two year crossing of our country by any means possible, Lewis and Clark and their worn out crew reached the Pacific Ocean near the mouth of the Columbia River. Soon after, Clark wrote in his journal words that would shape our country's view of the Pacific Northwest: "Eleven days rain, and the most disagreeable time I have experienced." After sixteen straight days of rain, 17 hearty Pacific Northwest sailboats ventured out into Puget Sound on February 22nd for the kick-off race of the 2014 West Sound Sailing Association series.

The Jim Depue Memorial, hosted by Port Madison Yacht Club, is one of those fun, and tactically challenging races that take you around the center of Puget Sound. After the start off of Point Monroe, sailors headed north (on a northerly breeze) to Jefferson's Head, then southeast to West Point where they sailed southwest to Eagle Harbor before turning back north and sailing up the eastern shore of Bainbridge Island to the finish off of Point Monroe.

After sixteen days of rain, over 10 feet of snow dropping in the mountains and system after system rolling through the Pacific Northwest - Mother Nature decided to take a break. Just enough of a break to keep it drizzling, that all encompassing wetness that combines with the cold temperatures to keep the crew shivering while sitting on the



Photo above - Bob Lubowicki's big, beautiful Seaborn 52 Helene got a great start and sailed to a well deserved first place in the Cruising Class.

rail thinking of Clark's words from so, so many years ago.

First off the line was the Cruising Class boats, 10:05 a.m., and leading the class north was Bob Lubowicki's big blue Seaborn 50, *Helene*, heading off to the right, looking for the northerly shift around Jefferson's Head. Behind them in Class 2, first of two

PHRF racing classes, the Braden's little Moore 24 led off the line to the right as well, but off to their left, as Class 1 was lining up to start, the stronger Miller Bay breeze piped up and scooted across the Bay. With the huge wind shift, the later starters in Class 2 and the entire fleet of Class 1 headed off to the left for a short sail on starboard before tacking over onto layline to the mark. Thus, leaving the boats that headed right off the line to sail back on a huge header with their tails between their legs.

The B25 *Shenanigans* nailed the wind lane perfectly, followed closely by the Catalina 27 *Emerald Lady*, and the two of them led their classes around the first mark and headed off south with their chutes pulling them along in the shifty north, northwesterly then northeasterly breeze. The big Seaborn 50 *Helene* managed to make it to the mark at Jeff's Head before the wind shift, but all the other boats that leaned out to the right after the start were left in the way back machine sailing a huge header into the mark.

The first, and probably only, carnage in the race happened in the

first leg when *Carmanah's* mainsail repair from round Bainbridge decided to call it a day and left her limping along in light air under genoa only, to then quickly retire from the race.

*Shenanigans* head start quickly dwindled as the bigger faster boats worked through their lee under spinnaker but as the fleet approached Shilshole Bay the northwest easterly wind hit the wall and crapped out. All died but a little vein heading off to the southwest out across the shipping channel and it sucked *Emerald Lady*, *Karma* and *Squash* along into the center of the Sound as the ebb began to flow, keeping their chutes full but holding them in position, maybe even pushing them backwards as the 10' ebb tide began its travels north.

Eventually, after switching ten times from genoa, to spinnaker, to genoa and back again the forecast southeasterly breeze began flowing in over Magnolia and the small fleet finally got moving again. Avoiding the current, sailing up under West Point and along the shore they even-

Photo below - Northwest Yachting Racing Sheet Editor Ben Braden looking ecstatic in the light air and rain on the Moore 24 More Uff Da.



Continued on next page

# The Racing Sheet

## Scatchet Head Race roars in like a lion but whimpers out like a lamb

What promised to be a fast Scatchet Head race fizzled into a rainy drifter last Saturday, making it two unusual races in a row for Center Sound. But the race also gave John Buchan's new-to-him *Glory* a chance to strut her light air prowess for everyone to see.

A puffy starting area saw crews lugging sails up and down companionways as they assessed whether the wind would build as predicted. The downwind start in an ebb tide made for some interesting conversation at the pin end as those fighting for that favored end sometimes misjudged

and had to scramble to get back on the starting side of the line.

West proved best for the later fleets, and *Glory* charged along farthest to the west after the start. Carl Buchan's *Madrona* led the Class P02 from the west as well. The Scatchet Head buoy rounding was crowded, but the east to west current wasn't as strong as expected so most of the boats got around and headed back south cleanly.

Most skippers took Bruce Hedrick's advice and headed for the east after the mark under reduced or at least depowered sails,



Photo top right - P3 Class winner, the Farr 395 Ace, rounded the Scatchet Head mark in great shape and proceeded to pummel their class by over 30 minutes on corrected time. Photo below, left - The beautiful Kerr 46 New Haven sailed to a third place in the very tough IRC Division One.

Photo right - Talk about coming into the leeward mark with speed, the J-145 Jedi may have carried the kite a bit too long.



## Depue Memorial (cont.)

tually made it to the shortened course finish line as the southeasterly switched through the compass to a southwesterly heading.

The full compass rose met the sailors as they made it to West Point and the finish and the final two boats to cross the line made it with just minutes to spare on the time limit.

"Even with the light to no air, we had a blast," said William Walker, sailing his Hinckley 35 *Skye*. "Our best speed all day was at the finish, then we sailed briskly all the way back

to Port Madison. Fun times!"

And back in Port Madison the party kept rolling and with the fire heating up the clubhouse and the traditional handle of rum for the first boat back, the BBQ's fired up and things kept going till well into the evening. As the last of the boats motored for home on the west side of Bainbridge the RC was left smiling at how a drizzly, cold, shifty, light wind day can turn into such an absolutely fun day on the water - if only Clark could see us now!

First in the Cruising Class went to the always fast BMF Seaborn 50 *Helene* owned by Bob Lubowicki. Second went to William Walker's Hinkley 35 and

third to that Rawson 30 with the dark red sails, Devon Blakenship's *Alcyone*.

First in Class 2, on their first race back in over a year, went to Bryan Massey's Cal 9.2 *Falcon*. Correcting just behind them in second was the Bradens' Moore 24 *More Uff Da* with third going to Tom Barrett's Catalina 27 *Emerald Lady*.

Class 1, the biggest class in the race, was won by the consistently well sailed J/35 *Great White* owned by Dan Wierman. Just behind them in second was Ole Hovland's Express 37 *Tantalus* followed by the big Beneteau 40.7 *Starblazer* owned by Robert Hennessey.

Full results can be found at the

Port Madison Yacht Club Website ([portmadisonyc.org](http://portmadisonyc.org)).

All these photo's and more by Jan Anderson can be found at [janpix.smugmug.com](http://janpix.smugmug.com)

And take some time to learn more about the West Sound Sailing Association and their seven race series at [wscyc.net/wssa-home](http://wscyc.net/wssa-home). Coming up soon is the Spring Shakedown, followed by the Rich Passage Ramble and then one of my favorite ones - the Pork Knuckle Invitational! Otherwise known as the Poulsbo Invitational... Take a moment to learn more about what happens over in the West Sound - you won't regret it! - Ben Braden

# The Racing Sheet

and that proved the right move. But from there it got weird. First the wind went far east, then started dying and going west. For many, taking that header out into the teeth of the ebb worked as the wind then went far west. But you couldn't be too far west either.

The final push around Meadow Point and its back eddy proved crucial for several winners.

*Glory* legged out on *Neptune's Car* for a 10-minute corrected time victory in the IRC class. Class P02 dominated the PHRF overall taking four of the top five places, as the dying breeze and ebb took its toll on the rest of the fleet. *Tachyon* sailed the second half perfectly to take the overall win.

The final race of CYC's Center Sound series is March 22. Look for Bruce Hedrick's weather brief on [nwyachting.com](http://nwyachting.com) the day before the race. - Kurt Hoehne



The downwind reverse start did make for some interesting grouping at the leeward mark. Here two Farr 30's round with the C&C 115 and the Kernan44 Wasabi from IRC Division One. All Blakely Rock, Scatchet head and Jim Depue Memorial Race photo's are by Jan Anderson with many more great ones available from [JanPix.smugmug.com](http://JanPix.smugmug.com).

## Heavy Weather 2014 Navigation Contest vs the wind

**Bremerton, Wash.** - Each year Bremerton Yacht Club hosts the Heavy Weather Navigation Contest over the Presidents' Holiday weekend in February. The weather forecast had little to offer for reasonable February cruising conditions for that weekend.

With small craft warnings leading up through Friday followed by gale conditions predicted for Saturday and Sunday, there were expectations of mass cancellations by many contestants needing to venture to Bremerton from Lake Washington and South Puget Sound. However 20 skippers and crews did successfully make the sloppy water run to join the 13 BYC crews for the weekend contest.

By sunrise Saturday, the wind had calmed to flat water and hardly a breeze. This welcome change remained throughout the rest of the day until all contestants had completed the contest and were tied back at the BYC docks. Then, as forecasted, high wind conditions returned later in the afternoon.

BYC always hosts a great Heavy Weather Weekend with Friday and Saturday night dinners, Sunday breakfast, entertaining skits performed by the visiting yachts clubs

and after dinner dancing. The first award for the weekend activities went to Tacoma Yacht Club for winning the skit contest for their special performance to the theme "Vaudeville." Following Sunday breakfast, the navigation contest awards were presented by BYC Commodore Mona Lisa Ryan and Regatta Chair-Power John Burwell.

As for the navigation contest, the 22.2 mile contest course started in Port Washington Narrows, proceeded out Rich Passage, around Blake Island, returning back through Rich Passage and, finally, ending just off the BYC docks early Saturday afternoon. 32 of the 33 contestants completed circumnavigating the course with one dropping out due to an engine problem.

The vast majority of the prediction errors ranged from around 1.0% up to less than 4.0%. Only three skippers predicted accurately enough to finish with error scores under 1.0%.

Taking Top Overall honors was Meydenbauer Bay YC contestant John Murphey on *Sturdy Gal*, with an error of only 0.4936%. Following in Second Place Overall was Jim Korzetz on *Freedom* from Poulsbo YC at 0.6687% error with Bruce



Photo above - The Murphey's being presented their First Place trophy: (L to R) Race Chair John Burwell, Ellen Murphey, BYC Commodore Mona Lisa Ryan, Winner John Murphey.

Cullen on *Caroline*, also from MBYC, taking Third Place Overall with an error of 0.9303%.

Honors for the best average score of the top three boats from each club went to MBYC with a team average of 0.8957%. Winning the Novice Trophy was Justin Adrian of BYC with 2.3013%.

This navigation contest was the second of a series (one or two each month) that continues into October under oversight of the Interna-

tional Power Boat Association. These contests provide an opportunity for boaters to participate in weekend cruising events throughout the "non-boating" seasons of winter, spring and fall. A schedule of contests and general information can be found on the IPBA website at [www.ipbalogracing.org](http://www.ipbalogracing.org).

For additional information, you can contact Bob Lindal at [bobl@lindal.com](mailto:bobl@lindal.com) or Mike Henry at [mahenry2@live.com](mailto:mahenry2@live.com). - Mike Henry

# Boats For Sale

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

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
<b>POWER</b>							20	Stabi-Craft	08	OB	53,500	ElliottBay	29	22	Sea Ray	10	G	59,995	Irwin	63	25	CustomSedan	90	G	19,000	Tradewind	84
17	Century	60	G	22,500	NWYachtnet	87	21	Century	56	G	60,000	Ocean Trawler	31	22	Surf Scoter	95	G	19,900	WestYachts	37	25	Hacker Craft	04	G	85,000	Irwin	63
19	Bayliner	99	G	5,500	RangerTugs	7	21	Ranger Tugs	01	D	24,937	RangerTugs	7	24	Sea Ray	08	G	44,900	NWYachtnet	87	25	Ranger Tug	10	D	112,500	Bellingham	6
19	Century	59	G	16,800	AdvanceMG	102	21	Sea Ray	09	G	49,995	Irwin	63	24	SeaRay	00	G	43,500	Tradewind	84	25	Ranger Tug SC	10	D	115,900	Swiftsure	12
20	Chris Craft	07	G	34,000	Irwin PDX	63	22	Donzi	04	G	45,000	Irwin	63	24	SeaRay	00	G	43,500	Tradewind	84	25	Ranger Tugs	09	D	139,937	RangerTugs	7
							22	Pulsifer	08	D	45,000	Swiftsure	12	25	Chris-Craft	04	D	64,800	AdvanceMG	102	26	Bayliner	90	G	19,000	Tradewind	84
							22	Sea Ray	06	G	30,995	Irwin	63	25	Cobalt	08	G	62,500	Irwin	63	26	Bertram	83	TG	49,950	Irwin	63
														26	Boathouse	90	N	5,995	VanIsleMarina	rrk	26	Boathouse	04	G	44,750	Irwin	63
														26	Cobalt	00	N	44,750	Irwin	63	26	Cutwater	12	D	call	Bellingham	6
														26	Cutwater	13	D	call	Bellingham	6	26	Cutwater	13	D	call	Bellingham	6
														26	Glacier Bay	07	TG	89,500	ElliottBay	29	26	Glacier Bay	07	TG	89,500	ElliottBay	29
														26	Nordic Tug	88	D	79,500	WestYachts	37	26	Nordic Tug	88	D	79,500	WestYachts	37
														26	Nordic Tug 26	83	D	89,900	MarineServctr	35	26	Nordic Tug 26	83	D	89,900	MarineServctr	35
														26	Sea Ray	07	G	57,500	Irwin	63	26	Sea Ray	07	G	57,500	Irwin	63
														26	Sea Ray	10	G	75,995	Irwin	63	26	Sea Ray	10	G	75,995	Irwin	63
														26	Tollycraft	73	D	25,000	ElliottBay	29	26	Tollycraft	73	D	25,000	ElliottBay	29
														26	Tollycraft	73	G	14,900	NHarborYS	89	26	Tollycraft	73	G	14,900	NHarborYS	89
														26	Tollycraft	73	G	19,900	NWYachtnet	87	26	Tollycraft	73	G	19,900	NWYachtnet	87
														26	Tollycraft	79	TG	22,500	Bristol	87	26	Tollycraft	79	TG	22,500	Bristol	87
														27	Carver	87	TG	14,500	Bristol	87	27	Carver	87	TG	14,500	Bristol	87
														27	Custom Tug	92	D	28,000	WaterLine	34	27	Custom Tug	92	D	28,000	WaterLine	34
														27	Edgewater	06	TG	75,000	Bristol	87	27	Edgewater	06	TG	75,000	Bristol	87
														27	Regal	07	G	59,900	WaterLine	34	27	Regal	07	G	59,900	WaterLine	34
														27	Rinker	06	G	44,900	NWYachtnet	87	27	Rinker	06	G	44,900	NWYachtnet	87
														27	Sea Ray	06	G	59,995	Irwin	63	27	Sea Ray	06	G	59,995	Irwin	63
														27	Sea Ray	09	G	71,500	Irwin	63	27	Sea Ray	09	G	71,500	Irwin	63
														27	Seasport	07	G	77,500	SJYachting	50	27	Seasport	07	G	77,500	SJYachting	50
														28	Bayliner	01	G	39,000	ElliottBay	29	28	Bayliner	01	G	39,000	ElliottBay	29
														28	Bayliner	89	TG	34,900	NWYachtnet	87	28	Bayliner	89	TG	34,900	NWYachtnet	87
														28	Bayliner2802	02	O	67,500	Tradewind	84	28	Bayliner2802	02	O	67,500	Tradewind	84
														28	Camano	91	D	114,500	Tradewind	84	28	Camano	91	D	114,500	Tradewind	84
														28	Cutwater	13	D	call	Bellingham	6	28	Cutwater	13	D	call	Bellingham	6
														28	Sea Ray	05	TG	64,995	Irwin	63	28	Sea Ray	05	TG	64,995	Irwin	63
														28	Sea Ray	90	TG	19,900	WestYachts	37	28	Sea Ray	90	TG	19,900	WestYachts	37
														28	Topaz	82	D	58,500	SeleneSeattle	23	28	Topaz	82	D	58,500	SeleneSeattle	23
														28	Uniflite	74	TD	24,500	Tradewind	84	28	Uniflite	74	TD	24,500	Tradewind	84
														29	Back Cove	05	D	141,900	Swiftsure	12	29	Back Cove	05	D	141,900	Swiftsure	12
														29	Barracuda	13	OB	call	Signature	12,13	29	Barracuda	13	OB	call	Signature	12,13
														29	Beneteau BAR	13	G	12,990	Signature	12,13	29	Beneteau BAR	13	G	12,990	Signature	12,13
														29	Chaparral	04	TG	74,900	Irwin	63	29	Chaparral	04	TG	74,900	Irwin	63
														29	Dyer	87	D	79,500	ElliottBay	29	29	Dyer	87	D	79,500	ElliottBay	29
														29	Hinckley	07	D	288,000	AdvanceMG	102	29	Hinckley	07	D	288,000	AdvanceMG	102
														29	Ranger Tug	12	D	199,000	WestYachts	37	29	Ranger Tug	12	D	199,000	WestYachts	37
														29	Sea Swirl	05	TD	114,900	Irwin	63	29	Sea Swirl	05	TD	114,900	Irwin	63
														29	Sea Swirl	08	TG	109,950	Irwin PDX	63	29	Sea Swirl	08	TG	109,950	Irwin PDX	63
														29	Shamrock 270	01	G	59,500	NWYachtnet	87	29	Shamrock 270	01	G	59,500	NWYachtnet	87
														29	Trophy 2902	04	TG	59,500	WaterLine	34	29	Trophy 2902	04	TG	59,500	WaterLine	34
														30	Aerohead	06	D	219,000	Ocean Trawler	31	30	Aerohead	06	D	219,000	Ocean Trawler	31
														30	Bayliner	09	G	109,990	Irwin	63	30	Bayliner	09	G	109,990	Irwin	63
														30	Bayliner	99	TG	34,950	Bristol	87	30	Bayliner	99	TG	34,950	Bristol	87
														30	Bayliner 3055	01	TG	36,500	WaterLine	34	30	Bayliner 3055	01	TG	36,500	WaterLine	34
														30	Bayliner Cier	93	OB	26,995	WaterLine	34	30	Bayliner Cier	93	OB	26,995	WaterLine	34
														30	Californian	79	D	37,000	WestYachts	37	30	Californian	79	D	37,000	WestYachts	37
														30	Commander	96	TG	79,900	WaterLine	34	30	Commander	96	TG	79,900	WaterLine	34
														30	Cutwater	14	D	call	Bellingham	6	30	Cutwater	14	D	call	Bellingham	6
														30	Fino	75	TG	199,000	CrowsNest	13	30	Fino	75	TG	199,000	CrowsNest	13
														30	NorthSea Traw	81	D	34,500	ElliottBay	29	30	NorthSea Traw	81	D	34,500	ElliottBay	29
														30	regal	94	TG	29,800	AdvanceMG	102	30	regal	94	TG	29,800	AdvanceMG	102
														30	Sea Ray	04	TG	69,995	Irwin	63	30	Sea Ray	04	TG	69,995	Irwin	63
														30	Seasport	04	TD	130,500	NHarborYS	89	30	Seasport	04	TD			



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
40	Pilgrim	89	D	160,000	ChuckHovey	27	42	Universal Eur	78	TD	99,500	WaterLine	34	46	Bertram	70	TD	104,995	NHarborYS	89	52	Cruisers	08	TD	499,000	HamptonYt	4,102
40	Ponderosa	87	TD	121,000	NHarborYS	89	43	Albin	80	TD	92,900	NWYachtnet	87	46	Carver	01	TD	245,000	OceanAlex	2,8,14	52	G Banks Eurpa	03	TD	699,000	NWExplor	39
40	Protector	05	TG	345,000	ElliottBay	29	43	Amer Tug 435	11	D	679,500	MarineServctr	35	46	Carver	03	TD	249,900	ElliottBay	29	52	G Banks Eurpa	98	TD	699,000	NWExplor	39
40	Riviera	07	D	399,950	EmeraldPac	17	43	Angel	86	TD	69,000	ChuckHovey	27	46	G Banks Class	95	TD	369,000	NWExplor	39	52	Hatteras	84	TD	195,000	NHarborYS	89
40	Sea Ray	97	TD	149,850	Irwin	63	43	Bayliner	94	TD	119,900	Irwin	63	46	G Banks Eurpa	01	TD	499,000	NWExplor	39	52	Hi-Star	87	TD	274,900	ChuckHovey	27
40	SunnfjordPH	84	TD	99,500	Tradewind	84	43	Bayliner	94	TD	119,000	NWYachtnet	87	46	Grand banks	02	TD	695,000	OuterReefYts	3,21	52	Jefferson	07	TD	650,000	OuterReefYts	3,21
40	Tiara	00	TD	199,900	HamptonYt	4,102	43	Bayliner 4388	93	OB	125,000	WaterLine	34	46	Grand Banks	88	TD	199,950	Irwin	63	52	Krogen Expres	11	TD	1,500M	WaterLine	34
40	Tiara	01	TD	189,000	HamptonYt	4,102	43	Bayliner Seda	94	TD	139,900	Irwin PDX	63	46	Grand Banks	94	D	349,000	EmeraldPac	17	52	midnight lace	05	D	588,000	AdvanceMG	102
40	Tollycraft	77	TD	74,900	ChuckHovey	27	43	Egg Harbor	88	TD	225,000	ChuckHovey	27	46	GrandBanks	70	TD	295,000	ChuckHovey	27	52	Nordic Sedan	87	TD	249,000	NWExplor	39
40	Trojan	90	TD	49,900	HamptonYt	4,102	43	Grand Banks	14	TD	New	GrandBanksNW11		46	Maxum	98	TD	139,500	ElliottBay	29	52	Nordic Yachts	86	TD	199,000	ChuckHovey	27
40	Willard	74	D	144,000	WaterLine	34	43	Nordhavn	04	D	715,000	Nordhavn	26	46	Nordhavn	99	D	495,000	Nordhavn	26	52	Nordlund Pilo	70	D	129,000	WaterLine	34
41	Amer Tug 41	11	D	699,500	MarineServctr	35	43	Nordhavn	04	D	795,000	Nordhavn	26	46	PT Trawler	86	TD	149,000	NWYachtnet	87	52	Ocean Alexand	92	TD	249,500	Irwin	63
41	Chris Craft	78	TG	69,500	ChuckHovey	27	43	Nordhavn	05	D	825,000	Nordhavn	26	46	Sea Ranger	87	TD	164,000	NHarborYS	89	52	P.T. Cockpit	88	D	167,950	SeleneSeattle	23
41	Chris Craft	82	TG	69,000	NWYachtnet	87	43	Nordhavn	05	D	785,000	Nordhavn	26	46	Sea Ray SDA	99	TD	199,500	Irwin PDX	63	53	Carver	00	D	359,900	OceanAlex	2,8,14
41	Maxum	00	TD	169,000	NWYachtnet	87	43	Nordhavn	05	D	799,000	Nordhavn	26	46	Spindrift	87	TD	135,000	ChuckHovey	27	53	Carver	98	D	318,000	AdvanceMG	102
41	Meridian	04	TD	249,900	NWYachtnet	87	43	Nordhavn	07	D	895,000	Nordhavn	26	47	Bayliner	00	TD	299,000	Nordhavn	26	53	Carver	98	TD	329,000	CrowsNest	13
41	Pacifica	79	TD	99,000	OceanAlex	2,8,14	43	Nordhavn	07	D	895,000	Nordhavn	26	47	Bayliner	00	TD	249,900	NWYachtnet	87	53	Jefferson	01	TD	519,000	SeleneSeattle	23
41	Riviera	08	TD	495,000	EmeraldPac	17	43	North Pacific	09	D	349,000	North Pacific	32	47	Bayliner	94	TD	249,500	CrowsNest	13	53	Jefferson	03	D	788,800	AdvanceMG	102
41	Sea Ray	00	TD	144,900	OceanAlex	2,8,14	43	Riviera	97	TD	270,000	WestYachts	37	47	Bayliner	96	TD	199,000	Irwin	63	53	Pacemaker	65	TD	165,000	Tradewind	84
42	Aquanaut 1250	04	D	325,000	NWYachtnet	87	43	Silverton	06	TD	289,000	NWYachtnet	87	47	Bayliner	98	D	197,500	EmeraldPac	17	53	Selene	03	D	750,000	Ocean Trawler	31
42	Boathouse	00	N	34,900	NWYachtnet	87	43	Tiara	06	D	350,000	HamptonYt	4,102	47	Bayliner	98	TD	209,900	NWYachtnet	87	53	Selene	03	D	830,000	SeleneSeattle	23
42	Californian	77	TD	88,500	WaterLine	34	43	Tiara	06	TG	355,000	OceanAlex	2,8,14	47	Chris-Craft C	66	D	99,900	WaterLine	34	53	Selene	07	D	899,000	HamptonYt	4,102
42	Californian	84	TD	149,500	Irwin	63	43	Tollycraft	80	TG	88,500	NWYachtnet	87	47	Grand Banks	08	TD	839,000	GrandBanksNW11		53	Symbol	90	D	168,000	AdvanceMG	102
42	CHB	84	TD	135,000	NHarborYS	89	43	Wellcraft	87	TG	59,900	NWYachtnet	87	47	Grand Banks	14	TD	1,199M	GrandBanksNW11		54	Bracewell	00	TD	675,000	ElliottBay	29
42	CHB Trawler	85	D	86,000	Signature	12,13	43	Wellcraft	91	TD	115,000	CrowsNest	13	47	Jefferson	90	TD	169,900	NHarborYS	89	54	Bracewell 540	08	TD	749,000	WaterLine	34
42	Chris Craft	52	TD	59,500	Irwin PDX	63	44	C & L Puget T	79	TD	109,000	NWYachtnet	87	47	Journey Cat	14	TD	889,000	Ocean Trawler	31	54	Grand Banks	14	TD	New	GrandBanksNW11	
42	Chris Craft	85	TD	99,900	ElliottBay	29	44	C&L	77	TG	84,900	NWYachtnet	87	47	Lien Hwa	95	TD	169,000	ChuckHovey	27	54	Mediterranean	05	TD	545,000	ChuckHovey	27
42	Corsair 4200	98	TD	175,000	WestYachts	37	44	Jensen	64	D	39,000	WaterLine	34	47	Nordhavn	03	D	795,000	Nordhavn	26	54	Meridian	05	D	549,000	EmeraldPac	17
42	G Banks Class	95	TD	269,000	NWExplor	39	44	Meridian	10	TG	549,000	HamptonYt	4,102	47	Nordhavn	04	D	1,595M	Nordhavn	26	54	Monk	67	TD	100,000	ChuckHovey	27
42	G Banks Class	99	TD	319,500	NWExplor	39	44	Navigator	02	D	272,000	AdvanceMG	102	47	Nordhavn	04	D	845,000	Nordhavn	26	54	Navigator	06	TD	460,000	Irwin	63
42	G Banks Class	99	TD	339,000	NWExplor	39	44	Nova	85	TD	99,500	Irwin	63	47	Nordhavn	06	D	995,000	Nordhavn	26	54	OA Veloce	07	D	548,800	AdvanceMG	102
42	G Banks Eurpa	01	TD	429,000	NWExplor	39	44	Nova	88	TD	129,000	ChuckHovey	27	47	Selene	01	D	575,000	Northwest	43	54	Ocean Alexand	04	TD	750,000	OceanAlex	2,8,14
42	G Banks MY	99	TD	349,000	NWExplor	39	44	Novatec	93	TD	97,500	ChuckHovey	27	47	Selene	03	D	599,000	HamptonYt	4,102	54	Ocean Alexand	05	TD	995,000	OceanAlex	2,8,14
42	Grand Banks	01	TD	314,000	GrandBanksNW11		44	Ocean Alexand	91	TD	144,900	Bellingham	6	47	Selene	03	D	629,000	SeleneSeattle	23	54	Ocean Alexand	10	TD	1,195M	OceanAlex	2,8,14
42	Grand Banks	79	TD	89,000	ElliottBay	29	44	Symbol	83	D	118,800	AdvanceMG	102	47	Selene	03	D	660,000	SeleneSeattle	23	54	Ocean Alexand	96	TD	485,000	OceanAlex	2,8,14
42	Grand Banks	82	TD	219,000	OuterReefYts	3,21	44	Symbol	85	D	125,800	AdvanceMG	102	47	Selene	06	D	659,900	Ocean Trawler	31	54	Ocean Alexand	98	TD	416,000	HamptonYt	4,102
42	Grand Banks	85	TD	179,900	GrandBanksNW11		44	Tollycraft	87	D	149,900	Swiftsure	12	47	Selene	07	D	729,000	Ocean Trawler	31	54	OceanAlexand	92	TD	399,000	CrowsNest	13
42	Grand Banks C	90	TD	239,000	Irwin PDX	63	44	Tollycraft	92	D	175,000	EmeraldPac	17	47	Selene	10	D	850,000	Ocean Trawler	31	54	OceanAlexand	96	TD	769,000	CrowsNest	13
42	GrandBanks	69	TD	129,900	OuterReefYts	3,21	44	Tollycraft	95	TD	199,000	ElliottBay	29	47	Selene 47	01	D	575,000	MarineServctr	35	54	Offshore	07	TD	1,060M	OuterReefYts	3,21
42	Krogen	88	D	235,000	NHarborYS	89	45	Bayliner	86	TD	199,000	Hebert	101	47	Viking	94	TD	249,000	EmeraldPac	17	54	Offshore	99	TD	599,000	HamptonYt	4,102
42	Matthews	59	TG	52,500	ChuckHovey	27	45	Bayliner	89	TD	149,900	ElliottBay	29	48	Beuhler	06	D	675,000	Swiftsure	12	54	Pacesetter540	02	TD	499,000	WaterLine	34
42	Nordic	00	D	365,000	Irwin	63	45	Bayliner	89	TD	120,000	NHarborYS	89	48	Coastal Craft	07	D	599,000	Bellingham	6	54	Sea Ray	01	TD	349,900	Irwin PDX	63
42	Nordic Tug	00	D	340,000	NHarborYS	89	45	Bayliner	92	TD	149,900	NWYachtnet	87	48	Custom	27	D	195,000	WaterLine	34	54	Seahorse	11	D	759,699	WestYachts	37
42	Nordic Tug	06	D	475,000	ChuckHovey	27	45	Bayliner 4588	86	TD	110,000	WaterLine	34	48	Dawn	30	TG	69,950	Irwin PDX	63	54	Waterway Hous	88	G	84,500	WaterLine	34
42	North Pacific	05	D	315,000	North Pacific	32	45	Bayliner PH	94	TD	157,900	Irwin PDX	63	48	Hatteras	75	TD	139,900	WaterLine	34	54	West Bay	05	TD	659,000	EmeraldPac	17
42	North Pacific	07	D	339,000	North Pacific	32	45	BaylinerPH	85	TD	179,500	Tradewind	84	48	Hi-Star	87	TD	149,000	ChuckHovey	27	55	Angel	86	TD	349,500	ChuckHovey	27
42	North Pacific	07	D	329,000	North Pacific	32	45	Californian	88	TD	179,000	OceanAlex	2,8,14	48	Hi-Star Conve	87	TD	190,000	ElliottBay	29	55	Fleming	01	TD	1,090M	ChuckHovey	27
42	Ocean A	90	TD	179,900	NWYachtnet	87	45	Chris-Craft	74	TD	349,000	OceanAlex	2,8,14	48	House Barge	88	OB	200,000	NWYachtnet	87	55	Fleming	91	TD	560,000	ChuckHovey	27
42	Ocean Aleande	88	TD	129,500	ElliottBay	29	45	Grand Banks	74	TD	289,000	Northwest	43	48	Maritimo	07	TD	765,000	HamptonYt	4,102	55	Fleming	97	TD	735,000	ChuckHovey	27
42	Ocean Alexand	03	TD	249,900	NWYachtnet	87	45	Northwest	07	D	699,000	Northwest	43	48	Maritimo	08	TD	785,000	HamptonYt	4,102	55	Fleming	97	TD	749,000	ChuckHovey	27
42	Ocean Alexand	87	TD	134,900	OceanAlex	2,8,14	45	Northwest 45	07	D	699,000	MarineServctr	35	48	Monk	46	TD	109,750	NWYachtnet	87	55	Hampton	04	TD	599,000	HamptonYt	4,102
42	Ponderosa	85	TD	149,900	NWYachtnet	87	45	Ocean Alexand	96	TD	289,000	Irwin	63	48	Navigator PH	04	TD	397,500	Irwin PDX	63	55	Hi Star CPMY	89	TD	199,950	Irwin PDX	63
42	Sabre Sedan	08	TD	499,000	ElliottBay	29	45	Roughwater	91	TD	125,000	HamptonYt	4,102	48	Nova	90	TD	169,000	NWYachtnet	87	55	JonesGdell	90	TD	825,000	Hebert	101
42	Sea Ray	00	TD	189,850	Irwin	63	45	Viking Conv	05	TD	659,000	Irwin PDX	63	48	Ocean Alex	85	TD	179,000	Ocean Trawler	31	55	Monk	47	D	165,000	ChuckHovey	27
42	Sea Ray	04	TD	239,500	Irwin	63	45	Viking Conv.	05	TD																	

SZ	TYPE	YR	PR	PRICE	BROKER	PG
58	West Bay	98	TD	695,000	HamptonYt	4,102
58	WestBay	04	TD	995,000	EmeraldPac	17
58	Westbay	94	TD	549,000	SeleneSeattle	23
59	Grand Harbor	89	D	349,500	HamptonYt	4,102
60	CapeFoulweath	77	TD	195,000	ChuckHovey	27
60	Compass	01	TD	529,000	Ocean Trawler	31
60	Enterprise	82	TD	269,000	Irwin	63
60	Hoquiam	94	TD	949,000	Hebert	101
60	Nordhavn	09	D	1.795M	Nordhavn	26
60	OA	83	TD	549,000	HamptonYt	4,102
60	Sea Ranger	80	D	299,000	EmeraldPac	17
61	Navigator	02	TD	895,000	CrowsNest	13
61	OceanAlexande	98	TD	599,000	ChuckHovey	27
61	Offshore	91	TD	615,000	HamptonYt	4,102
61	Rutherford 61	83	TD	254,900	MarineServctr	35
61	Tollycraft	91	D	788,000	AdvanceMG	102
61	Tollycraft 61	89	TD	629,500	MarineServctr	35
62	Blanchard	58	TD	298,000	ElliottBay	29
62	Blanchard	58	TD	349,000	Hebert	101
62	Navigator	08	TD	845,000	Irwin	63
62	Navigator	08	TD	995,000	Irwin PDX	63
62	Nordhavn	01	D	1.495M	Nordhavn	26
62	Nordhavn	02	D	1.500M	Nordhavn	26
62	Nordhavn	04	D	995,000	Nordhavn	26
62	Nordhavn	93	D	899,000	Nordhavn	26
62	Nordhavn	97	D	825,000	Nordhavn	26
62	Pama	05	TD	989,000	HamptonYt	4,102
63	Hatteras	01	TD	945,000	ChuckHovey	27
63	Legend	06	TD	899,000	HamptonYt	4,102
63	Outer Reef	09	TD	1.695M	OuterReefYts	3,21
63	Sea Ray Sunda	99	TD	395,000	ElliottBay	29
63	SeaRay	92	TD	349,000	CrowsNest	13
64	Alaskan	99	D	688,000	AdvanceMG	102
64	Grand Alaskan	00	TD	845,500	OuterReefYts	3,21
64	Grand Alaskan	01	TD	959,000	SJYachting	50
64	Grand Alaskan	03	TD	1.275M	OuterReefYts	3,21
64	Grand Alaskan	04	TD	1.259M	OuterReefYts	3,21
64	Litt Hoq Traw	99	TD	875,000	NWExplor	39
64	Nordhavn	08	D	2.575M	Nordhavn	26
64	Northern	98	TD	2.595M	Hebert	101
64	Northern Mari	09	TD	2.400M	HamptonYt	4,102
64	Ocean Alex	04	D	1.149M	EmeraldPac	17
64	Ocean Alexand	10	D	1.595M	EmeraldPac	17
64	Offshore	09	D	2.199M	HamptonYt	4,102
64	Vic Franck	05	TD	385,000	ChuckHovey	27
64	West Bay	05	TD	1.349M	OceanAlex	2,8,14
65	Cape Horn	99	D	890,000	ChuckHovey	27
65	Ed Monk Sr Cl	39	TD	149,900	WaterLine	34
65	Fountain	00	TD	650,000	OceanAlex	2,8,14
65	HarkersIsland	70	TD	165,000	ChuckHovey	27
65	Hatteras	88	TD	599,999	Irwin	63
65	Lancer MS	84	TD	399,000	Irwin PDX	63
65	Marquis	07	TD	799,000	HamptonYt	4,102
65	Ocean Alexand	01	D	1.150M	EmeraldPac	17
65	Outer Reef	07	TD	1.895M	OuterReefYts	3,21
65	Pac Mariner	98	D	595,000	EmeraldPac	17
65	Pacific	98	TD	799,000	HamptonYt	4,102
65	Tollycraft	94	D	725,000	EmeraldPac	17
65	Tollycraft	96	TD	695,000	Irwin	63
65	Tug Conv.	53	D	469,800	Irwin	63
65	Viking	01	TD	1.895M	CrowsNest	13
65	West Bay	96	D	895,000	EmeraldPac	17
65	Western Craft	59	TD	359,900	Ocean Trawler	31
66	Selene	08	TD	2.845M	HamptonYt	4,102
67	Nordlund	96	TD	1.095M	ChuckHovey	27
67	Nordlund/Iron	73	TD	365,000	ChuckHovey	27
68	VikingSC	01	TD	1.195M	CrowsNest	13
69	Marquis	06	D	1.498M	AdvanceMG	102
70	Azimut	98	TD	799,000	EmeraldPac	17
70	Heisley	91	TD	495,000	ElliottBay	29
70	Legend	05	D	2.388M	AdvanceMG	102
70	Marlow	07	D	2.695M	HamptonYt	4,102
70	Viking	08	D	2.450M	OceanAlex	2,8,14
71	AdmiralMarin	96	TD	1.199M	CrowsNest	13
72	CheoyLee	04	TD	1.850M	CrowsNest	13
72	Fleming	00	TD	1.975M	ChuckHovey	27
72	Marquis	09	TD	1.795M	OceanAlex	2,8,14
72	Westbay	91	TD	995,000	HamptonYt	4,102
73	Alaska Tug	40	D	85,000	WaterLine	34
73	CustomSteel	85	TD	1.800M	Hebert	101
73	Outer Reef	06	TD	2.200M	OuterReefYts	3,21
74	Cooper	97	TD	695,000	HamptonYt	4,102
74	Horizon	11	D	2.950M	EmeraldPac	17
74	Jones Goodell	90	TD	795,000	HamptonYt	4,102
75	J&G Forbes	56	D	389,000	ChuckHovey	27
75	Maioira	88	TD	449,000	ChuckHovey	27
75	Monk Elliott	83	TD	695,000	ChuckHovey	27
76	CustomTrawl	41	SG	350,000	Tradewind	84
76	Horizon	07	D	1.995M	EmeraldPac	17
76	HudsnAlum	72	TD	675,000	Hebert	101
76	Nordhavn	05	D	3.695M	Nordhavn	26
76	Nordhavn	09	D	4.500M	Nordhavn	26
76	Willis J Reid	32	TD	192,500	ChuckHovey	27

# Bristol Yachts

NORTHWEST



48' 1975 Maple Leaf ..... \$119,500



30' 1986 Laguna ..... \$24,995



34' 1989 Ericson ..... \$50,000



32' 1990 Nordic Tug ..... \$99,950



27' 2006 Edgewater 265EX.. \$75,000



42' 2005 Catalina (1/8th) ..... \$25,000

Bristol Yachts Northwest / 520 E. Whidbey Ave., Suite 106 / Oak Harbor, WA 98277  
 curtis.adams6@frontier.com 360-679-6779 www.yachtworld.com/bristol/

80' 1996 PTE	\$1,100,000
57' 1973 USCG Cert Ketch	.\$125,000
51' 1994 Jeanneau	.....\$159,000
48' 1975 Maple Leaf	.....\$119,500
42' 2005 Catalina (1/8th Share)	.....\$25,000
40' 1946 Concordia	.....\$38,889
35' 1990 Cooper Prowler	.....\$52,750
35' 1987 J/35	.....\$39,000
34' 1989 Ericson	.....\$49,999
33' 1990 Donzi	..... SOLD
33' 2006 Lifetimer	..... PENDING
32' 1967 Grand Banks	.....\$25,500
32' 1990 Nordic Tug	.....\$99,950
30' 1999 Bayliner	.....\$34,950
30' 1986 Laguna	.....\$24,995
28' 2008 Farrier Tri	.....\$49,995
27' 2006 Edgewater 265EX	.....\$75,000
27' 1987 Santa Cruz 270 FB	.....\$14,500
26' 1979 Tollycraft	.....\$22,500
25' 1978 Columbia 7.6	.....\$7,995

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 Seattle, WA 98109  
 877-215-0559

**Tacoma Waterfront Office**  
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 Tacoma, WA 98402  
 888-641-5901



**1999 Navigator 53' Classic**  
 Watermaker, thruster, KVH.  
 Clean! **\$279,900**



**1990 49 Defever Pilothouse**  
 Classic Defever layout. Nice boat!  
**\$239,500**



**2006 43' Silverton Sport Bridge**  
 Twin Yanmar 440hp dsl, thruster,  
 watermaker. **\$289,000**



**2004 42' Aquanaut Drifter**  
 Quality Dutch built. Class "B"  
 Offshore rating. **\$299,900**



**2000 41' MAXUM 4100 SCA**  
 Submersible transom platform,  
 AC. Loaded! **\$169,000**



**2007 39' MERIDIAN 391 SEDAN**  
 KVH, thrusters, autopilot.  
 Loaded! **\$284,900**



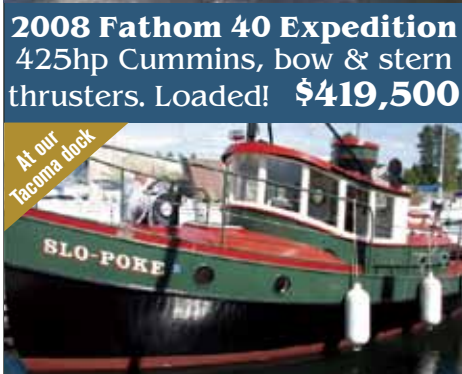
**2008 Fathom 40 Expedition**  
 425hp Cummins, bow & stern  
 thrusters. Loaded! **\$419,500**



**2004 Meridian 381 Sedan**  
 Thrusters, diesel heat, 10' Rib  
 on Seawise davit! **\$199,000**



**2007 Four Winns 378 Vista**  
 Twin Volvo diesels with pod  
 drives. Mint condition! **\$199,500**



**2006 32' Custom Steel Trawler**  
 Brand new build, not a refit.  
 A must see. **\$149,000**



**2004 31' Camano Troll**  
 Thruster, dinghy on davit, dsl. heat,  
 AC. Kept under cover. **\$139,500**



**Come see our large selection of  
 quality sailboats!**

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
78	North Coast	92	TD	799,000	EmeraldPac	17	163	Delta Marine	04	TD	25,900M	Delta Marine	25	30	Nonsuch	86	D	65,000	ElliottBay	29	34	Fisher	84	D	89,500	WaterLine	34
78	Stephens CMY	70	TD	250,000	WestYachts	37								30	Nonsuch Ultra	83	D	75,000	SeattleYachts	55	34	Jeanneau 34.2	01	D	82,500	MarineServctr	35
79	Frank/Garden	90	TD	999,950	Irwin	63								31	CR	02	D	79,000	NWYachtnet	87	34	Jeanneau 349	15	D	169,927	MarineServctr	35
80	Ocean Alexand	09	TD	2,995M	OceanAlex	2,8,14								31	Elan 310	10	D	154,500	MarineServctr	35	34	Skookum	85	D	29,900	Signature	12,13
80	Ocean Alexand	10	TD	3,450M	OceanAlex	2,8,14								31	Hallberg Rass	86	D	75,000	WaterLine	34	34	Taylor Rhodes	54	D	33,500	ElliottBay	29
80	Outer Reef	07	TD	3,350M	OuterReefYts	3,21								32	camper nichol	68	D	29,500	SeattleYachts	55	34	Tollycraft	83	TG	59,900	SeawardYS	hpx
80	Outer Reef	08	TD	3,650M	OuterReefYts	3,21								32	Gulf 32	82	D	35,000	MarineServctr	35	35	C&C 35 MkIII	86	D	37,500	MarineServctr	35
82	Horizon	00	D	1,375M	EmeraldPac	17								32	Morgan	84	D	29,500	SeattleYachts	55	35	Catalina	04	D	112,500	NHarborYS	89
82	Horizon	01	TD	1,495M	EmeraldPac	17								32	Pearson	82	D	24,500	NWYachtnet	87	35	Fuji	76	D	55,000	SeattleYachts	55
82	Horizon	06	D	1,799M	EmeraldPac	17								33	BorressenBB10	82	D	29,500	ElliottBay	29	35	Glen-L PH 35	92	D	67,500	MarineServctr	35
84	VikingSC	03	TD	2,295M	CrowsNest	13								33	Delphia	07	D	105,000	NWYachtnet	87	35	Huntingford	85	D	34,900	MarineServctr	35
86	Cheoy Lee	98	TD	1,495M	ChuckHovey	27								33	e33	07	D	119,500	ElliottBay	29	35	J	87	D	39,000	Bristol	87
86	Horizon	07	D	3,395M	EmeraldPac	17								33	Freedom cat k	80	D	42,500	FridayHarbor	46	35	J/Boats J/109	03	D	179,500	MarineServctr	35
90	Ocean Alexand	11	TD	5,495M	OceanAlex	2,8,14								33	Hunter 33	11	D	119,500	MarineServctr	35	35	Regina	13	D	call	NWYachtnet	87
92	Allseas	10	TD	7,500M	WestYachts	37								33	J/100	06	D	99,000	Swiftsure	12	35	Shock	91	D	47,500	WaterLine	34
92	McQueen	84	TD	750,000	CrowsNest	13								33	Nauticat	73	D	92,000	WestYachts	37	35	Tartan 3500	00	D	119,900	MarineServctr	35
92	Paragon	06	TD	2,895M	ChuckHovey	27								33	Nauticat 33	85	D	89,500	MarineServctr	35	35	Wauquiez	83	D	78,500	NWYachtnet	87
97	Transworld	03	TD	2,370M	HamptonYt	4,102								33	Saturna PH	83	D	67,000	SeattleYachts	55	36	C&C 110	99	D	129,000	Swiftsure	12
99	Azimut	87	TD	895,000	HamptonYt	4,102								34	Catalina	97	D	74,000	WaterLine	34	36	Cape George C	75	D	139,000	Signature	12,13
106	Westport	03	TD	4,500M	HamptonYt	4,102								34	Ericson	89	D	49,999	Bristol	87	36	Catalina	99	D	94,500	ElliottBay	29
115	Crescent	94	TD	3,995M	EmeraldPac	17								34	Express	86	D	67,000	Swiftsure	12	36	Erickson	77	D	39,900	NHarborYS	89

# SAIL



Hosted by the Royal Victoria Yacht Club



## May 24 - 26 2014

# SWIFTSURE

## International Yacht Race



### ALWAYS A CHALLENGE

Jam approaching the Swiftsure Bank mark at dawn  
Photo by Janice Hayward Photojournalist

Swiftsure International Yacht Race is Proudly Sponsored By

34	Fisher	84	D	89,500	WaterLine	34
34	Jeanneau 34.2	01	D	82,500	MarineServctr	35
34	Jeanneau 349	15	D	169,927	MarineServctr	35
34	Skookum	85	D	29,900	Signature	12,13
34	Taylor Rhodes	54	D	33,500	ElliottBay	29
34	Tollycraft	83	TG	59,900	SeawardYS	hpx
35	C&C 35 MkIII	86	D	37,500	MarineServctr	35
35	Catalina	04	D	112,500	NHarborYS	89
35	Fuji	76	D	55,000	SeattleYachts	55
35	Glen-L PH 35	92	D	67,500	MarineServctr	35
35	Huntingford	85	D	34,900	MarineServctr	35
35	J	87	D	39,000	Bristol	87
35	J/Boats J/109	03	D	179,500	MarineServctr	35
35	Regina	13	D	call	NWYachtnet	87
35	Shock	91	D	47,500	WaterLine	34
35	Tartan 3500	00	D	119,900	MarineServctr	35
35	Wauquiez	83	D	78,500	NWYachtnet	87
36	C&C 110	99	D	129,000	Swiftsure	12
36	Cape George C	75	D	139,000	Signature	12,13
36	Catalina	99	D	94,500	ElliottBay	29
36	Erickson	77	D	39,900	NHarborYS	89
36	Freedom	87	D	69,500	NWYachtnet	87
36	Hunter	04	D	94,900	Signature	12,13
36	Hunter	93	D	69,500	FridayHarbor	46
36	Island Packet	14	D	384,952	MarineServctr	35
36	IslanderSloop	72	D	19,900	WestYachts	37
36	Pearson 36	75	D	19,500	MarineServctr	35
36	Steel Schoone	08	D	78,500	WaterLine	34
37	Beneteau 373	05	D	129,000	Signature	12,13
37	Beneteau 373	07	D	121,000	Swiftsure	12
37	Beneteau O LE	13	D	199,900	Signature	12,13
37	Delphia	05	D	124,000	NWYachtnet	87
37	HallbergRassy	07	D	299,000	Swiftsure	12
37	Hunter 37.5	90	D	57,500	Signature	12,13
37	Hunter 37.5	91	D	59,000	MarineServctr	35
37	Malo	14	D	call	NWYachtnet	87
37	Tartan 37	80	D	59,900	MarineServctr	35
37	Tayana	76	D	79,900	SeattleYachts	55
37	Tayana	76	D	79,900	SeattleYachts	55
37	Tayana	82	D	84,500	Swiftsure	12
37	Tayana	82	D	115,000	Swiftsure	12
38	Alajuela	77	D	93,000	WaterLine	34
38	Atkin/Giles	55	D	82,500	NWYachtnet	87
38	Bavaria	99	D	169,900	SeattleYachts	55
38	Bristol 38.8	85	D	119,000	Signature	12,13
38	Comfort MS	84	D	109,000	WaterLine	34
38	HansChristian	80	D	84,900	WestYachts	37
38	HansChristn	77	D	134,900	SeattleYachts	55
38	HansChrstrn	88	D	169,500	Tradewind	84
38	Hunter 386	04	D	119,900	Signature	12,13
38	Ingrid	78	D	49,800	Tradewind	84
38	Lagoon 380	01	TD	299,000	MarineServctr	35
38	Malo	84	D	200,000	NWYachtnet	87
38	Nauticat	85	D	149,900	NHarborYS	89
38	Nauticat 38	01	D	298,500	MarineServctr	35
38	Nauticat 38	84	D	129,500	MarineServctr	35
38	Panda	86	D	149,900	NWYachtnet	87
38	Pearson Sloop	91	D	79,900	WestYachts	37
38	Perry PH	80	D	84,500	Swiftsure	12
38	Regina	13	D	call	NWYachtnet	87
38	Sabre 386	05	D	257,500	Signature	12,13
38	Waquiez	81	D	84,950	NWYachtnet	87
38	Waterline	89	D	66,000	WaterLine	34
38	Wauquiez MKII	83	D	89,000	WaterLine	34
39	Amazon	85	D	250,000	WaterLine	34
39	Beneteau 393	07	D	149,500	MarineServctr	35
39	Bristol Yawl	69	D	62,000	Signature	12,13
39	Lagoon 39	14	TD	498,928	MarineServctr	35
39	Sweden 390	01	D	198,500	MarineServctr	35
40	Beneteau	09	D	199,900	ElliottBay	29
40	Beneteau 400	94	D	109,000	Signature	12,13
40	Beneteau 405	86	D	98,500	Signature	12,13
40	Beneteau O	08	D	195,000	Signature	12,13
40	BlueJacket 40	14	D	418,597	MarineServctr	35
40	C&C 37+	90	D	79,500	MarineServctr	35
40	Caliber	96	D	179,000	NWYachtnet	87
40	Cheoy Lee 40	69	D	39,000	MarineServctr	35
40	Concept	82	D	69,500	SeattleYachts	55
40	Corten	85	D	59,900	WaterLine	34
40	Delphia 40	06	D	179,000	MarineServctr	35
40	FountainePajo	06	TD	309,000	MarineServctr	35
40	Hinckley	70	D	189,000	ElliottBay	29
40	Hunter Legend	92	D	89,900	WestYachts	37
40	Jeanneau 409	14	D	267,685	MarineServctr	35
40	Jeanneau 40DS	01	D	149,500	MarineServctr	35
40	Jesperen	93	D	195,000	Northwest	43
40	Jonmeri	86	D	149,000	Swiftsure	12
40	Lowman/Concor46D			38,889	Bristol	87
40	LymanMorse	96	D	199,000	Signature	12,13
40	Malo	14	D	call	NWYachtnet	87
40	Nauticat 40	85	D	199,000	MarineServctr	35
40	Nicholson	81	D	75,000	ElliottBay	29
40	Norseman	87	D	235,000	Tradewind	84



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"Always a Challenge"





























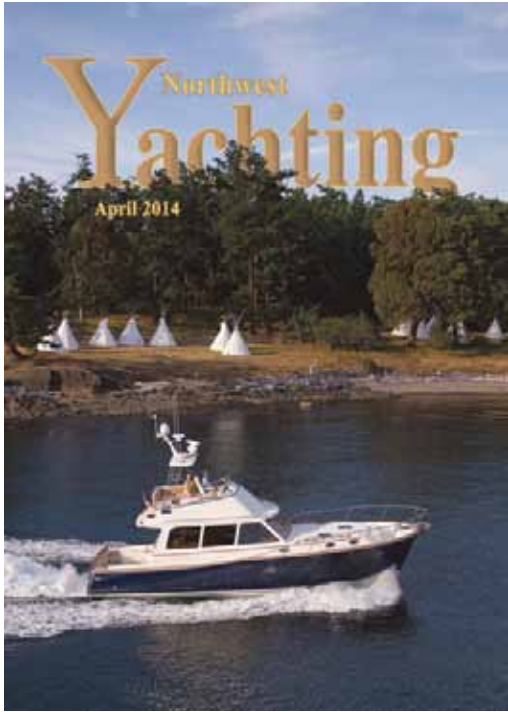












# WHERE TO FIND NORTHWEST YACHTING

## WASHINGTON

### SEATTLE

**BOAT STREET**  
Bob Picot  
Wolfe Marine

### EASTLAKE/FAIRVIEW

Chandler's Cove  
Chuck Hovey Yachts  
Center For Wooden Boats  
Crow's Nest Yacht Sales  
Emerald Pacific Yachts  
Lake Union Sea Ray  
Northwest Yacht Brokers Ass.  
Ocean Alexander  
Pete's Grocery  
Tye Yacht Club

### BELLVUE/EASTSIDE

Bellevue Financial  
Eastside Marine Brokerage  
Harbor Village Marina  
Kenmore Air Harbor  
Kirkland Yacht Club  
MaydenBauer Bay Yacht Club  
Newport Yacht Club  
Redmond Sea Ray  
Seattle Watersports  
West Marine  
Yarrow Bay Marina

### NORTHLAKE

Dunato's  
Fisheries Supply  
Gallery Marine  
Gas Works Park Marina  
High Seas Technology  
Irwin Yacht Sales  
Marine Sanitation  
Mariner's General Insurance  
Northwest Marine Trade Ass.  
North Sails  
Pacific Maritime Title  
Seacraft Yacht Sales

### SHILSHOLE/BALLARD

Alaska Marine  
Ballard Inflatable  
Ballard Mailbox  
Ballard Marine  
Canal Boat Yard  
CSR  
Shilshole Marina Building  
Coastal Marine Engine  
Corinthian Yacht Club  
Lieb Marine  
Lunde Marine  
Maritime Yacht Services  
Northern Marine  
Sail Northwest  
Salmon Bay Cafe  
Seattle Sailing  
Seattle Yachts  
Seaview East/West Boat Yrds  
Sloop Tavern  
Sure Marine  
The Shelter  
Waypoint Boating Club  
West Marine  
Wind works

### WESTLAKE

ABC Yacht Sales  
Advance Marine Group  
Anchor Marine Insurance  
Armchair Sailor  
Boat Electric  
Deli  
Dick Sproul Yachts  
Discovery Yachts  
Executive Yachts  
Hebert Yachts  
Island Yacht Brokers  
Kenmore Air  
Marine Servicercenter  
Scan Marine  
Seacoast Marine Finance  
Selene Seattle  
Signature Yacht Sales  
Sport Boat NW  
Sterling Yacht Center  
Swiftsure Yacht Sales  
West Coast Yachts  
West Marine

### NICKERSON

All Aboard Upholstery  
MER Equipment  
Pat's Marine Engines  
Redden Marine  
Rich Haynie Insurance

### FISHERMAN'S TERMINAL

**COMMODORE WAY**  
Dominant Marine  
Kruger Propeller  
Lockhaven Marina  
Miller & Miller Boatyard  
Nortec Marine  
Pacific Rim Yachts  
Salmon Bay Marina  
Seattle Marine & Fishing  
SeaWide Distribution

### SALMON BAY MARINE CENTER

S3 Maritime  
Smart Plug  
Grand Banks International  
Fraser Yachts Worldwide  
Westport Yachts

### ELLIOTT BAY

Boat Insurance  
Elliott Bay Marina  
Elliott Bay Yacht Sales  
Emerald Harbor Marine  
Nordhavn Yachts  
Yacht Care

### MISCELLANEOUS

Bob's Boats  
Cap Sante Boatyard  
Captain's Nautical Supply  
Cascade Engine Center  
Cutty Sark  
Lakewood Marina  
Leschi Sailboat Moorage  
Queen City Yacht Club  
Ranger Tugs  
Seattle Yacht Club  
Sorensen Marine  
South Park Marina  
West Seattle Yacht Club

### ANACORTES

AAA Yacht Finders  
ABC Charters  
Anchor Land & Sea  
Anacortes Marina  
Anacortes Marine Insurance  
Anacortes Yacht Brokerage  
Anacortes Yacht Charter  
Banana Belt Boats  
Cap Sante Boathaven Office  
Cap Sante Marine  
Marine Servicercenter  
Marine Supply & Hardware  
Nordic NW Yachts  
North Harbor Diesel  
NW Career Academy  
Northwest Yachts Skyline  
Pacific Marine Center  
Ship Harbor Charters  
Skyline Deli  
Skyline Marina Office  
Tom N Jerry's  
Twin Bridges Marina  
West Marine  
West Yachts

### AUBURN

Lake Washington Yacht Center

### BAINBRIDGE ISLAND

Dockside at the Wharfside  
Doc's Marina Grill  
Eagle Harbor Books  
Eagle Harbor Marina  
Eagledale Moorings  
The Harbour Pub  
Mahina Cruising Yachts  
Winslow Wharf Marina Office  
Parfitt Way Chandlery

### BELLINGHAM

Alaska Ferry Terminal  
Bellhaven Marine  
Bellingham Yacht Club  
Bellingham Yacht Sales  
Bellweather Boat Launch  
Colony Wharf Boat Yard  
Squalicum Harbor Office  
Marina Gate 12  
Northwest Explorations

Pacific Marine Exchange  
San Juan Sailing  
Seaview Boatyard  
Web Locker Deli  
West Marine

### BLAINE

Blaine Harbor  
Blaine Marine Services  
Diamond Yacht Sales  
Semiahmoo Marina  
Visitor Information Office  
Western Yacht Systems  
West Marine

### BREMERTON

Bremerton Yacht Club  
Port Washington Marina  
West Marine

### BRINNON

Pleasant Harbor Marina  
Pleasant Harbor Old Marina

### BROWNSVILLE

Brownsville Marina  
Port of Brownsville

### DES MOINES

Classic Yachts  
CSR Marine  
Des Moines Library  
Des Moines Marina  
Des Moines Yacht Club

### EDMONDS

Edmonds Yacht Sales  
Harbor Square Athletic Club  
Pancake Haus  
Port Office  
Prime Marine Supply  
West Marine

### EVERETT

Bayside Marine  
Bob's Mukilteo Handi Mart  
Dan's on the Dock  
Everett Engineering  
Everett Park & Ride  
Everett Yachts  
Everett Yacht Club  
Henry's Donuts  
Harbor Marine  
Milltown Sailing Club  
One Stop Deli  
PK's General Store - North/South  
Popeyes  
Port Gardner Yachts  
Port Office - South  
S & S Deli  
Totem Drive-In  
West Marine  
Westernco Donuts

### FEDERAL WAY

Quartermaster Marina

### FIFE

West Marine

### FREELAND

McQueens

### GIG HARBOR

Arabella's Landing  
Emerald Bay Yachts  
Gig Harbor Yacht Sales  
Gig Harbor Boat Works  
Gig Harbor Sailing Club  
Harbor Homes Design  
Harborview Marina  
Lighthouse Marine  
Outdoor Display  
Murphy's Landing  
Ship to Shore Marine Supply  
Sunset Yachts  
Tides Tavern  
West Marine

### HOQUIUM

BottomSiders

### ILWACO

Englund Marine  
Port Of Ilwaco

### KENNEWICK

Clover Island Yacht Club

### KEYPORT

Keyport Mercantile

### KINGSTON

Kingston Marina Office  
Kingston Yacht Club

### LACONNER

Boater's Discount Marine  
LaConner Fuel Dock  
LaConner Marina Office  
LaConner Maritime Services  
LaConner Yacht Sales

### LANGLEY

Langley Clock & Gallery  
Port of South Whidbey

### LONGVIEW

Longview Yacht Club  
Willow Grove Marina

### LYNNWOOD/BOTHELL

67th Ave Deli  
Assembly Line Design  
Bothell Handi Mart  
Martha Lake Foods  
Mill Creek Post Office  
Mountlake Terr. Super Deli  
Silver Horde Fish Supply  
Ted's Sport Center  
The Foam Source

### MARYSVILLE

4th Street Market  
Boatland USA  
Dagmar's Landing  
Henry's Donuts  
Mercer Marine  
RV & Marine Supply

### MT VERNON

Sunchaser Yachts

### NINE MILE FALLS

Harborside Yachts

### OAK HARBOR

Bristol Yachts  
Catalina Marina Service  
Deception Pass Marina  
Oak Harbor Yacht Club  
Oak Harbor Marina  
Windermere Real Estate

### OLYMPIA

Capital City Yachts  
Motor Boat Mart  
Olympia Yacht Club  
Swantown Marina & Boatworks  
U.S. Marine  
West Bay Marina  
West Marine

### PASCO

Columbia Marine Center  
Richland Yacht Club

### POINT ROBERTS

Point Roberts Marina Resort  
West Wind Marine

### POULSBO

Bay Marine  
Liberty Bay Marina  
Longship Marine  
Port of Poulsbo  
Poulsbo Yacht Club  
Gig Harbor Yachts of Poulsbo  
Tradewind Yachts

### PORT ANGELES

Mariner Yacht & Boat Sales  
Platyplus Marine  
Port Angeles Yacht Club  
Port Book & News  
Waypoint Electronics  
Westport Yachts

### PORT HADLOCK

Flagship Grill  
NW School of Wooden Boat  
Building  
Port Hadlock Inn

### PORT LUDLOW

Port Ludlow Marina

### PORT ORCHARD

Dockside Sales & Service  
Kitsap Marina  
Port Orchard Marina  
Port Orchard Marine Railway  
Port Orchard Yacht Sales  
Port Orchard Yacht Club  
Ship to Shore Marine Supply  
Suldans Boat Works  
Signal Yachts  
Sinclair Inlet Marina

### PORT TOWNSEND

Admiral Ship & Supply  
Baird Boat  
Blue Moose Cafe  
Doc's Marina Grill  
Edensaw Woods  
Hasse & Co. Sails  
Boat Haven Marina Office  
Marine Exchange  
Pizza Factory  
Point Hudson Marina Office  
Port Townsend Dive Shop  
Port Townsend Rigging  
SEA Marine  
Shipwright's Co-op  
Shoreline Marine Diesel  
Sound Sails  
Townsend Bay Marine  
West Marine  
Wooden Boat Foundation

### SAN JUAN ISLANDS

Cascade Bay Cafe  
Deer Harbor Boat Works  
Deer Harbor Yachts  
Island Marine Center  
Jensen Marine  
Kings Marine  
Orcas Store  
Port Of Friday Harbor  
Rosario Resort  
Roche Harbor Store  
Shipyard Cove Marina  
Tanbark Marine  
The Toy Box  
West Marine  
West Sound Marina

### SEQUIM

John Wayne Marina

### SHELTON

Jerrel's Cove Marina  
Northwest Powersports  
Shelton Marina

### SPOKANE

Harborside Yachts (Nine Mile Falls)  
Jimmy's News Express  
West Marine

### TACOMA

Admiralty Yacht Sales  
Breakwater Marina  
Citadel Marine Center  
Crow's Nest Marina  
Day Island Boat Works  
Day Island Marina  
Day Island Yacht Club  
Delen Docks  
Dock Street Marina  
Foss Waterway Marina Store  
Hyatt's Harbor Services  
Hylebos Marina  
J & G Marine Supply  
Modutech Marine  
Narrows Marina  
NorthwestBoatNet.com  
Point Defiance Boathouse  
Puget Sound Sailing  
Tacoma Yacht Club  
Tye Yacht Club  
West Marine Products  
Woody's Wharf

### UNION

Alderbrook Marina

### WESTPORT

Englund Marine

## ALASKA

### ANCHORAGE

Redden Marine  
West Marine

### KETCHIKAN

Ketchikan Yacht Club

### JUNEAU

58\*22' North Sailing Charter  
Juneau Yacht Club

### SEWARD

Sailing Inc.

### SITKA

Fisherman's Quay

## COLORADO

### HIGHLANDS RANCH

West Marine

## OREGON

### ASTORIA

Astoria Mooring Basins  
Englund Marine  
Pier 39

### CHARLESTON

Englund Marine

### CRESCENT CITY

Englund Marine

### EUGENE

The Sailing Center  
Eugene Yacht Club

### MEDFORD

Collins Sailing Center

### NEWPORT

Embarcadero Resort & Marina  
Port of Newport - South Beach

### PORTLAND

Cascade Marine  
Channel Marine  
Columbia Crossing  
Columbia Marine Exchange  
C Donaldson Marina  
Fred's Marina  
Hayden Island Yacht Center  
Inflatable Boat Center  
Irwin Yacht Sales  
Marine Land  
Marine Tech  
McCuddy's Marine  
Northwest Inflatable Boats  
Oregon Yacht Sales  
Portland Yacht Club  
Rocky Pointe Marina  
Rodgers Marine Electronics  
Rose City Yacht Club  
Royal Marine Sales  
Sailboats Of Oregon  
Salpare Bay Marina  
Schooner Creek Boat Works  
Sextons Chandlery  
Tye Yacht Club  
Vercoe Yachts  
West Marine (2)  
Yacht Spot

### SIDNEY

AAA Yachtfinders  
All Bay Marina  
Capital City Yacht Club  
Compass Rose  
Grand Yachts  
JJK Sailmakers  
Philbrooks Boatyard  
Resthaven Store  
UK Sailmakers Northwest  
Van Isle Marina  
Waypoint Marine  
West Marine

### DUNCAN

Cowichan Bay Marina

### NANAIMO

Anchorage Marina  
Petro Can  
Hub City Yacht Sales  
Palms Harborside Marina  
Nanaimo Shipyards  
Nanaimo Yacht Club  
Passage Yacht Sales  
Skipper's Marine Centre  
Stone's Marine Centre  
West Marine

### YACHTS

Dublin House

## CANADA

### CAMPBELL RIVER

Ocean Pacific Marine

### COAL HARBOR

Grand Yachts  
Westerly Yacht Sales

### VANCOUVER

Blue Pacific Yacht Charters  
Bonnie Lee Charters  
Cooper Boating  
Fraser Yacht Sales  
Freedom Marine  
Jerico Sailing Club  
Mt Seymour Yachts  
Ocean Yacht Equipment  
Olympic Boat Center  
Quick Nav Sailing Club  
Roton Industries Ltd.  
Royal Van Yacht Club  
Royal Vancouver YC (Stanley)  
Sea Breeze Marine  
Specialty Marine  
Stamps Landing Yacht Club  
The Quarterdeck  
Vancouver Rowing Club  
West Marine  
Western Yacht Sales  
Yacht Sales West  
Wright Mariner Supply

### RICHMOND

Bridgeport Marina  
Chevron Gas Barge  
Delta Charters/Yacht Sales  
Harbour Air South  
Mariners Exchange  
New West Quay  
Nikka Ind.  
Richmond Yacht Club  
River Rock Casino Resort Marina  
Shelter Island Marine  
Vancouver Marina  
West Marine Products  
Wolff Marine Supply

### LADNER

Ladner Yacht Club  
Massey's Marine

### NORTH VANCOUVER

Burrard Yacht Club  
Calibre Yachts  
Marine Systems/Coastal Engines  
Marisol Marine  
Popeyes 2  
Pro-Tech Yacht Services  
Quantum Sails

### WEST VANCOUVER

Boat Centre  
Sewells Marina  
Thunderbird Marine  
West Van Yacht Club  
Ya Ya's

### SUNSHINE COAST

B & J, Halfmoon Bay  
Bittersend Marine, Gibsons  
Gibson's Yacht Club  
John Henry's Marina, Garden Bay  
Petro Can, Madierra Park  
Secret Cove Marina  
Taylor Electric, Sechelt  
Union Steamship Marina  
Village Store, Gibsons

### VICTORIA

Boson's Locker  
Esso Ocean Fuels  
Lil Gem Grocery  
Oak Bay Marina  
Payne's Marine  
Royal Victoria Yacht Club  
Trotac Marine  
Victoria Marine Electric  
West Marine

### NORTH SAANICH

Advance Yacht Sales  
Canoe Cove Yacht Sales  
Canoe Cove Marina  
Canoe Cove Marina Cafe  
Deep Cove Store  
Jensen Marine Supply  
Royal Victoria Yacht Club  
Sherwood Marine Centre  
Sidney/N. Saanich Yacht Club  
Thunderbird Yacht Sales

### SIDNEY

AAA Yachtfinders  
All Bay Marina  
Capital City Yacht Club  
Compass Rose  
Grand Yachts  
JJK Sailmakers  
Philbrooks Boatyard  
Resthaven Store  
UK Sailmakers Northwest  
Van Isle Marina  
Waypoint Marine  
West Marine

### DUNCAN

Cowichan Bay Marina

### NANAIMO

Anchorage Marina  
Petro Can  
Hub City Yacht Sales  
Palms Harborside Marina  
Nanaimo Shipyards  
Nanaimo Yacht Club  
Passage Yacht Sales  
Skipper's Marine Centre  
Stone's Marine Centre  
West Marine

## NANOOSE

Schooners Cove Yacht Club

### PARKSVILLE

Pacific Boat Brokers

### FRENCH CREEK HARBOUR

French Creek Marine

### ESQUIMALT

CFSA  
Goldstream Boathouse  
Goldstream Store  
Metchosin Country Store

## CALIFORNIA

### ALAMEDA

Ballena Bay Yacht Brokers  
Marina Village Yacht Harbor  
Oakland Yacht Club  
Pacific Yacht Imports  
Richard Boland Yachts  
West Marine

### ANTIOCH

Twin Rivers Insurance

### CHULA VISTA

Chula Vista Marina

### EUREKA

Englund Marine  
Ship Shop

### LONG BEACH

Sailing Pro Shop  
New West Quay

### NEWPORT BEACH

Crow's Nest Yachts  
Chuck Hovey Yachts  
Factory Direct Yachts  
Vancouver Marina  
Holiday Marine Sales  
Ocean Alexander Yachts  
Orange Coast Yachts  
West Marine

### OXNARD

Channel Islands Harbor Marina  
Charlotte Schmidt Yacht Sales  
Valkyrie Yachts  
Vintage Marina

### SAN DIEGO

All The Kings Flags  
Crow's Nest Yachts  
Downwind Marine  
Fraser Yachts  
Mail Stop  
Marine Exchange/Sailing Supply  
Seabreeze Ltd.  
Sunshine Coast Yachts  
West Marine

### SAN FRANCISCO

City Yachts  
Oyster Cove Marina  
West Marine

### SAN RAFAEL

Marin Yacht Club  
Windjammer Yacht & Ship

### SANTA BARBARA

Santa Barbara Yacht Sales

### SAUSALITO

Golden Gate Yacht Sales  
Marotta Yachts  
Oceanic Yachts  
West Marine

### VENTURA

West Marine

### WILSONVILLE

Riverside Yacht Club

## ADDITIONAL

### WEST MARINE STORES

# CLASSIFIED

**NOW EVEN BETTER!**  
With **FREE Full Color!**

Yes, make sure that your boat for sale really stands out with **FREE FULL COLOR** on all boats for sale ads! Includes "Run 'til you sell" ads and one time ads!



Not This



THIS!

## GET RESULTS! Advertise in the Northwest's Best Marine Classifieds!

- \$165** Run 'til you sell photo ad (up to six months). Includes photo and 30 words. **BOATS ONLY**
- \$65** One-time photo ad includes photo and 30 words.
- \$35** One-time classified, 30 words (text only).

**Note: Additional words accepted at the rate of \$.75 per word over 30 words. Banners are an additional \$10**

Ads may be placed in person, by mail or email. Visa/MC accepted. Payment must accompany ads.

**THE DEADLINE FOR CLASSIFIED ADS IS THE 5<sup>TH</sup> OF EACH MONTH**

"Run 'til you sell" ads run up to six months maximum. Please notify us when your boat sells.

Please check ads for mistakes or corrections the first month.

After the second month no changes will be made except for price or phone numbers.

For photo ads, please include a digital color print. (no slides or negatives please).

**MC/VISA #** \_\_\_\_\_ **EXP.** \_\_\_\_\_ **3-digit Verification Code** \_\_\_\_\_  
(located on back of credit card after account number)

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



**32' ERICSON SAILBOAT, '75. \$14,000.** Sails very well and has a main, genoa, 2 jibs; diesel heater and diesel engine; well equipped and comfortable interior sleeping 6. Fully enclosed keel; boat is structurally sound and has no osmosis. Despite age, in excellent condition, other than topsides needing painting purely for cosmetic reasons. Reason for selling: not using her enough. (604) 492-3049. **S251-2**



**47' CATALINA 470, '01. \$226,500!** THE BEST EQUIPPED 470 CATALINA AROUND! Bow thruster, diesel furnace, Leisure Furl, Bamar electric furler, washer/dryer, Everhot, full electronics. Rick Hixon, (425) 293-1269 ([www.unitedyachtnw.com](http://www.unitedyachtnw.com) or [rickh@unitedyacht.com](mailto:rickh@unitedyacht.com)). See photos and details at [www.catalina470.com](http://www.catalina470.com). **S250-8**



**30' BABA CUTTER.** Exceptional example of this classic design. Decks, spars, interior & engine all in excellent condition. Two-boat owner wants to sell soon. Asking \$49,500. Mark at [gilbertenterprises@msn.com](mailto:gilbertenterprises@msn.com). **S282-10**



**CUSTOM HERMANSON 44** Looking for the ultimate ocean steel liveaboard cruiser? Look no further! **\$144,000.** Has income potential [www.dutchlove.com](http://www.dutchlove.com) 305-989-7181 **S312-4**



**WOODEN CLASSIC 42' AXILLARY SLOOP** This Olin Stephens design was built in 1951 and has been completely refurbished. Detailed survey available. Presently moored in Gibsons, BC in a private secured marina. Well equipped and moorage included until April (slip available.) Asking **\$40,000 OBO 604 740 1438** [vernon-resolution2@gmail.com](mailto:vernon-resolution2@gmail.com) **S315-5**



**48' CAMBRIA CUTTER** "Fenerec Mate's Best Sailboats of the World: MUST SEE! Offering my Cambria 48' Cutter, Beautiful, one of a kind Hand Built sailboat from Rhode Island. Cambria in featured both volumes: Fenerec Mate's "Best Sailboats of the World" See photos, info: ([WWW.WEHRKYACHTSERVICE.COM](http://WWW.WEHRKYACHTSERVICE.COM)) Superior to Hinckley! Teak Interior by Bentley craftsman. Luxury Performance Cruising at its best. **\$330K 954-608-9874 S314-5**

**WAUQUIEZ CENTURION 49** Hard to find blue water pedigree cruiser. Lightly used, always professionally maintained. Same owner of 4 years invested over \$90k in upgrades too many to list. (206) 601-3867 **S321-7**



**THE LUNA IS FOR SALE.** Documented at 65', (74' on deck), Jones Act exemption. Full headroom in enclosed pilothouse w/ second outside aft helm station. 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. For more information and photos please go to our website, Sea Fleet LLC .com and call the owner at (360) 632-0355 **\$500,000. S242-9**



**37' ENDURANCE PILOTHOUSE CUTTER - SPACIOUS LIVEABOARD** Perfect Northwest liveaboard. New rigging, electronics and Yanmar-150 hours! New in 2013: bottom paint/zincs, canvas, batteries/charger, non-skid on all decks. Sleeps six with two staterooms. **253-297-0510 S313-4**



**HUNTER LEGEND 40.5 ONE OF LAST BUILT IN 1997.** Commissioned in 1998. Volvo Penta 50hp diesel, Ardic heater. Great sail inventory and electronics. Excellent condition. **\$120,000 360-452-6560 S316-6**



**1989 X-119 (40')** by X-YACHTS of DENMARK High-quality racer/cruiser. Beautiful teak interior with enclosed head and three double staterooms. Specifications and photos: [www.cacciapomoda.com](http://www.cacciapomoda.com) Asking **\$89,500.** Bring all offers. (206) 601-3867. **S318-6**



**1988 NORDIC 44** Two separate staterooms. Lots of recent upgrades including new Garmin radar, GPS map, battery charger, dodger, life lines. Details and photos available [www.yachtsoffered.com](http://www.yachtsoffered.com). **\$149,900 July 206-963-3560 S319-7**



**1994 48' PERRY-DESIGNED CUTTER \$99,000 OBO - MUST SELL!!** Center Cockpit - Custom - Spacious & well appointed, Great Sails & Rigging, Bow & Stern Thrusters, and much more. Lightly used & well cared for. See Full Details @ [http://www.yachtsoffered.com/listing.php?yacht\\_id=223mike@bluesqm.com](http://www.yachtsoffered.com/listing.php?yacht_id=223mike@bluesqm.com) **206.352-6453 S320-7**

**1984 PASSPORT 47** Aft cockpit, 2 staterooms, 2 heads, generator, water-maker, plus more. Experienced world cruiser. Visit [musetta.us](http://musetta.us) for photos and cruising history. Lying Grenada BWI. **\$185,000. 360-378-1188 S317-6**

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

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

# CLASSIFIED



**45' CUSTOMED MONK STAYSAIL CUTTER**  
Built by Cecil Lange and Sons. Heavily built, strip planked Port Orford cedar on oak. Teak and mahogany interior. Equipped for offshore cruising. Veteran New Zealand, Hawaii, South Pacific, Alaska. **Price reduced \$85,000.** See at Port Ludlow Marina, slip D-9. Contact **503-830-6281** or email to **c2swartley@frontier.com P324-8**



**CONCORDIA YAWL, S/V 76 - SUMATRA**  
Built 1960 by Abeking and Rasmussen. Length 39'10", Westerbeke 30 hp diesel. Sale forced by work move. \$80,000 OBO. Survey available. Contact Scott, **503-701-6942** <http://www.concordiaboats.com/yawls.php>. **S325-9**



**CLASSIC GEARY STAYSAIL SCHOONER SUVA**, Beautiful and well found. Definitely not a disappointment! For details and photos, [www.schoonerforsale.com](http://www.schoonerforsale.com) or call **360-643-3840**. Financing Available! **S305-9**



**50-FT KANTER, 1989, STEEL HULL KETCH**, Ted Brewer Design, Round Chine, Isuzu Diesel, Northern Light Generator, Dual Wagner Hydraulic Steering Stations, Electric Compasses, Inverters, Flow through Water Heaters and Refrigeration Systems. Comnav Hydraulic Autopilot, Spectra Watermaker, Hydraulic and Electric Bilge Pumps, Fuel Transfer Pump, VHF, SSB and Ham Radio. Bomar Hatches, Stainless and Bronze Ports, Hydraulic Windlass, Self-Tailing Winches, Excellent Sail Inventory and Much More. Sleeps 7 comfortably, (3 Staterooms.) Excellent Cruising/Liveaboard Yacht. She has made it south of the equator and back with many more local trips. Can be crewed by two comfortably. Last haul out was in 2010: the entire hull below the waterline sand blasted to bare metal, then epoxy primed and bottom painted. Currently in Sausalito, CA. **\$200,000.** Call **(415) 331-4438** or email **ssq3131@yahoo.com S322-8**

## Power



**45' BAYLINER PH, '86.** Mint condition; twin diesel 220 Hinos; 800 hours; central diesel heating; recent upgrades include: replacement of command bridge seating frames and all new upholstery; rebuilt radar arms; new sound system on command bridge and in galley; 2 dinghies plus outboard; spare new props; new canvases. **\$160,000.** (604) 240-6671. **P480-6**



**17' MOLLY CAT POCKET CRUISER** Gaff rigged keel catboat, very rare and capable, excellent throughout, new rigging/lines, as new recent Port Orford cedar interior, all fittings rebedded, 7' berths, 8' seats, full cushions, sail cover, custom matching boom sun/rain shade, 1GM-10 Yanmar (175 hours) 0.2 gph @ 5.6 kts. Built in Richmond, CA for SF Bay conditions, fantastic seaworthiness, 1000# keel, no reefing below 22 kts. Includes tandem axle factory custom trailer. In water Edmonds Marina. Health reason. \$22K invested: **\$15,000 OBO** -- Chuck **(206)498-6607** or **cgold10@msn.com S323-3**



**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**



**CASCADE 29 TOP OF THE LINE**, solid fiberglass, well maintained, NICE inside/out. 18hp Yanmar 400 hrs, roller jib, new main, roller boom, wheel steering, Force 10 heater & 2-burner/broiler cookstove, VHF, DS, inverter, extra sails, **\$18,000** llwaco, **360-665-3633/beachcom@wil-lapabay.org S324-9**



**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**



**PRICE REDUCED!**  
**36' CARVER MY, '06.** Immaculate and fully outfitted - dinghy and Honda outboard. Ultraleather 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. **\$199,900.** (360) 866-0251. **P864-10**



**54' GARDEN PH TRAWLER, '68.** Double planked cedar hull, twin Cummins V-903, 12kW genset, spacious! **(206) 225-3360**, [info@pacificmarine.org](mailto:info@pacificmarine.org) or [www.pacificmarine.org](http://www.pacificmarine.org). **\$99,000.** **P918-1**



**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) or [www.pacificmarine.org](http://www.pacificmarine.org) (Photos at [www.pacificmarine.org](http://www.pacificmarine.org)). **Reduced to \$29,000.** **P869-5**



**50 Ft U.S SKOOKUM FIBERGLASS TRAWLER 1972** Commercial quality built trawler for all your fishing and pleasure cruising @ 5 gph 8-10 knts. Truly well built. Powered with a single Volvo 120Tamd engine, 384 hp. 3 staterooms. 2 bath. Interior upgrades. Force 10 propane stove/oven. Large refrigerator/freezer. Separate 12 cft chest freezer on flybridge. For more information and pictures, call **360-352-0095**, or [gmail millers057@gmail.com](mailto:millers057@gmail.com). **\$149,000.** Possible financing. **P151-5**



**PRICE REDUCED**  
**40' OCEAN ALEXANDER DUAL CABIN TRAWLER 1979** Covered moorage last 13 years. 4700 hours on twin Lehmans. All maintenance records. Island queen bed, full size refrigerator. Beautiful all teak interior. Anacortes. e-mail for more details [drmendbenz@comcast.net](mailto:drmendbenz@comcast.net). **\$60,000 OBO** **P169-8**



**REDUCED \$100,000**  
**46' CUSTOM WEST COAST SEDAN, '04.** Designed by Ed Monk, Jr. Made from the world famous Tollycraft mold 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 staterooms, Furuno electronics, autopilot, dinghy and davit, full galley and many custom features. **Asking \$295,500.** (714) 271-2628. [www.factorydirectyachts.com](http://www.factorydirectyachts.com) **P852-2**



**1999 37' SEA RAY SUNDANCER.** Rare optional high gloss cherry interior with many up-grades. Less than 400 hours on 330 HP Mercruiser's and 5 KW gen. Air conditioning, Radar, GPS, Sounder, VHF, Stereo, new 30" flat TV, Power windlass, new polycarbonate enclosure, good canvass, always waxed and kept in covered moorage. Excellent condition. **\$99,900.** Call Brian **206-669-1197 P175-4**



**42' UNVIERSAL TRAWLER 1978** Europa Sedan Style. Twin Ford Lehman Diesels 5200 hrs. Achilles Skiff w/8hp Mercury Outboard. TECMA toilet, Flat screen TV and DVD. New Canvass. 4.5KW Gen Set. **\$99,500** Phone **360-302-1040.** [www.emeraldstarforsale.com](http://www.emeraldstarforsale.com) **P126-7**



**48' CHRIS-CRAFT 1985** Yachtfisher design. Twin GM diesels. Very good condition, very clean, new bottom paint and hull wax 2013. Full aft master and guest fwd. **\$95,500!** DAVID **206.225.3360.** Details at [pacificmarine.org](http://pacificmarine.org) **P205-12**



**24' ARMSTRONG ALUM** Armstrong built to bring you home! Volvo Diesel KAD43P/DP, 9.9 Yamaha, lots of goodies on gear list. This boat is admired by many at every port you visit. **\$99,000** [Capbruce@aol.com](mailto:Capbruce@aol.com) **360 733 4097 P173-6**

# CLASSIFIED



**32' MONSON SEDAN CRUISER '65** very well equipped. Seeps 6 - moored in slip allowing "liveaboard" Hull sound - 11 mo's bottom painted/zincs. Needs cabin work, etc lots. \$7,000 spent last 2 yrs updating. Plus, \$1,400 engine upgrade, Turbo Carb and fuel injection. Last long cruise, 4wks Desolation Sound - 500 miles. Selling due to health problems. **Best reasonable offer accepted. 206-824-1146 P247-9**



**1978 44' PUGET TRAWLER TRI-CABIN** Single Lehman diesel. Propane stove, AC-DC refer, Espar heat. Comnav autopilot, Furuno sounder & radar. 11' Whaler w/20 HP Honda. Roskelley-Olsson davit. Full canvas. **\$92,500. seayalater@mybluelight.com P190-5**



**36' ENDEAVOUR POWER CATAMARAN 2002** The Endeavour Power Cat has so much to offer. Economical cruising with the Twin 125 HP Yanmar Diesels - 9 knots at 2.5 GPH. Faster performance cruising when desired at 14 knots. Stability that a Catamaran of 15 feet beam provides. Accommodations of 3 cabins. Great 360 degree viewing and lounging room in comfort with full cockpit enclosure. Diesel 5.5kw generator. Heat/Air cond. Washer/dryer. Refrigeration and freezer. Electric freshwater head and separate shower. Propane galley. Radar GPS, Color chart plotter, Autopilot, Dinghy/OB with stern davit, Elec. windlass. **MUCH MORE!** Also charter eligible - **\$158,500 San Juan Yachting 800-677-7245 P201-7**



**1969 CHRIS-CRAFT CABIN CRUISER** Fiberglass Hull with upgraded 2nd generation GM 350's. All the woodwork has been done. Turn-key ready and great liveaboard. Shilshoe Bay Marina. **\$16,000 OBO.** More info call Jon **206-714-1888** or owner **917-600-9794. P193-5**



**33 FT. CORSAIR.** 135 Perkins diesel, 1.75 gal. per hour. Diesel stove. Will listen to any offer **415-987-4480. P244-10**



**35 'MARINER / HELMSMAN 2007 DEMO,** 380 hp. Cummins, bow & stern thrusters, gen set, inverter, 2 refers, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. NEW \$450,000 NOW ONLY **\$299,900 www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-9**



**VERY RARE 13' WHALER LIMITED** 35hp, 366 hours w/trailer. New upholstery/covers. No teak. Two 11 gal. fuel tanks w/gauges. Windshields, hand rails, Garmin, VHF, new tires. **\$5,400. 206-715-4275. P245-2**



**48' RIVIERA PLATINUM MODEL 1999.** Cats, 1530 hours, 8kW gen., new electronics, 4 A/Cs, Espar heat, inverter, icemaker, watermaker, cockpit controls, sink and refer/freezer, 4 sound systems, 3 flat screens, Carribe 11' with 25hp Honda 4 stroke. Professionally maintained, brochure available. **\$369,000. 206-708-3056 P252-8**



**45' BAYLINER PILOT HOUSE 1986 \$175,000** 220 Hinos, batteries new 2010, New: refrigerator, ice maker, gas stove, microwave, Upholstery, carpets, bedspreads, toilets, New stainless rub rail, Wabasco hot water heat each room, freezer on bridge, 11 1/2' whaler Nissan 4 stroke. Contact Herb at 1-360-201-7401, see photos & virtual tour at <http://seapearl.us> **360-201-7401 P271-4**



**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. Price reduced from \$179,000... **NOW \$159,000 obo. (206) 979-0987** "See specs and pictures at: <https://sites.google.com/site/viewboat/zigzag> **P265-9**

**Northwest  
Yachting  
subscription - \$30**



**68' OCEAN YACHT NEW JERSEY** Pristine condition, twin diesel's, bow and stern thrusters, stabilizers, auto pilot. Priced thousand's below survey. Has everything. Moored Tacoma **\$325,000.00. 406-253-2374, johnmyers@centurytel.net P268-4**



**1996 GRAND BANKS 42 CLASSIC TD 300HP** CAT 3116 Engines just turned 1500 Hours. Mathers Controls, Simrad Autopilot w/ Nobeltec Navigation System, Furano 36" Radar, Outback 2800 Inverter, 6 - 8D House Batteries, Onan 8KW Generator, Two State-rooms w/ separate VacuFlush Systems, Gas stove and BBQ, Coolmatic Refer, Coldplate Freezer, Webasto Hydronic Furnace, Rendova tender with 25HP Yamaha and Nichols davit. Cruise at 10Kts w/ 600 gallons of fuel and 285 gallons of water. This boat handles well and is safe and comfortable. **\$350,000. Dennis Kinch (425) 502-7139. denniskinch@hotmail.com P266-4**



**32' SUNDOWN TUG 1987-** Perkins diesel, BOW THRUSTER. Yard maintained, many upgrades. Super clean and ready to go with recent varnish. This tug has walk around side decks with bulwarks and full rails. **360-770-4339 P269-4**



**2009 NORDIC TUG 32** Superb condition with fewer than 300 hours on 280 HP Volvo, extensively equipped. Aquapro dinghy, Torqeedo electric outboard included. **\$256,000.** Contact Fred King **(360) 437-7876** or email [kngcrb@olympen.com](mailto:kngcrb@olympen.com) for details. Located Port Ludlow. Principals only. **P270-4**



**ARGONAUT II: A 73' CLASSIC WOOD-ENYACHT** With her unique hull design, beautiful varnished teak wheelhouse, and fascinating history, Argonaut II attracts attention wherever she cruises. Sleeping nine, she is a perfect vacation cruiser or charter. Argonaut II is also a perfect live-aboard, currently located in Seattle in a transferable live-aboard slip. **\$220,000 USD** Call **206-313-0223.** For photos go to <http://argoleeb.wix.com/argonaut-ii-for-sale> **P277-5**



**39' GRAND BANKS "LAGUNA" 1972,** a rare boat with twin Cummins 6-BTA, very low hours. Built for offshore sport fishing with GB quality. Call Jim **253-332-5813.** See all the specs at [pacificmarine.org](http://pacificmarine.org). **\$39,500 P272-5**



**32' NORDIC TUG;** Truly an exceptional Northwest cursing boat. Well maintained and clean includes boathouse. **\$246,000. 360-279-0568 P273-5**



**BAYLINER 5788** Excellent condition with custom hardtop. Watermaker, diesel heater, washer/dryer, and more. Located at Roache Harbor. **\$480,000. Phone 360-808-4584 P302-7**



**1960 BOSTON LOBSTER BOAT DESIGN 31' MAHOGANY ON OAK SPORT FISHER** Content: Custom Ken Smith design built Ilwaco Boat Works - Howard Gertula. 671 Jimmy Diesel. Well Maintained. Ready to use. Covers. Tough Mouth of Columbia River Fish Boat. **18,000. 360-642-2472 P274-5**



**40' EAGLE PILOTHOUSE 2000** Quintessential cruising couple trawler. Very well appointed. Excellent maintenance records. Call Jim Johnson owners agent. **619-784-9002 or jim@chuckhoveyyachts.com P275-5**



**NORTH PACIFIC 39 PILOTHOUSE 2009** Bristol condition. Stored inside 8 months each year since new. Fully equipped, multi-page inventory available upon request to serious party. We are leaving boating with the sale of our boat. Everything you might need is onboard and then some including bow/stern thrusters, all electronics, hydronic heat. Canvas enclosed cockpit/flybridge. **Reduced to \$299k 303-501-2526. P276-5**

# CLASSIFIED



**28' DELTA MARINE(MAGNUM MARINE) OFFSHORE** Twin Mercruiser 350/300HP, FWC, Borg Warner, TRS, Cleaver stainless props; new upholstery cabin and cockpit; Delta Marine built from Magnum Marine mold designed by Don Arnow; clean, solid, classic; **\$17,500**; call David **206-940-9780** or [highpressure@gmail.com](mailto:highpressure@gmail.com) **P277-6**



**44' GARDEN TRAWLER 1967**, wood hull, twin Perkins, 8 KW gen., six berths in three cabins, diesel heat, fresh bottom 11/13, 2400 nm range. **\$89,000**. [www.mvgreenstreet.com](http://www.mvgreenstreet.com). **503-313-8818 P278-6**



**37 FOOT 1982 CHB TRAWLER** Tri-cabin. Single Lehman 120-hp diesel, Webasto furnace, Heart inverter, heavily equipped with current gear and expertly outfitted for easy, comfortable cruising. Satisfies a man's sense of form, function and ease of handling and maintenance. Delights a woman's sense of security, style and comfort. Log books, receipts and documentation back to 1995. Photos at <https://seachangechb37trawler.shufferfly.com> or contact [seachange37@gmail.com](mailto:seachange37@gmail.com) or **360-756-8036** for inventory. **\$89,900**. Bellingham. **P279-6**



**CLASSIC ISLAND GYPSY 32 - 1987** Beautiful condition, Diamond Seaglaze windows, Ford Lehman 135, Vetus bow thruster, Westerbeke 3kw generator, Aquapro tender with 3hp Merc, Full Canvas, **\$89,000**, **360-598-2024**, [obrienjk1@comcast.net](mailto:obrienjk1@comcast.net) **P280-6**



**WOODEN CLASSIC BILL GARDEN DESIGNED NORTH SEA TRAWLER 58'** Built in 1971 at Philbrooks Boatyard. Outstanding combination of beauty and function. Well maintained, strong seaworthy vessel. 4,000+ mile range, single cat, stabilized, 2" fir planks on bent oak frames. **\$385,000**. **801-556-5210** [mvgriffin@earthlink.net](mailto:mvgriffin@earthlink.net) **P294-7**



**1991 CARVER 528- AFT-CABIN** Great 29' family boat - 5.7 L Volvo w/ Duo-Prop, 180 hours. 2 separate cabins, full head w. shower, full galley and many upgrades. Continual professional maintenance w. 2013 complete engine system update inc. new carb. , upper outdrive unit rebuilt. Lowrance LCS and LRA (radar, gps, chart plotter, sonar, speed, ff), 2010 survey, hauled with bottom and drive painted October 2013. Reduced for quick sale \$20,450. For full specs. and photos -- **360-791-6803** or [niccin1@hotmail.com](mailto:niccin1@hotmail.com) **P292-7**



**42' KROGEN 1983** Hard-to-find mid-ship master, very clean, well maintained. Loaded with spares including prop, shaft, windlass, ready for Alaska and beyond. 400 ft chain. Economic 120 Lehman. Paravane stabilizers, bowthruster. Westerbeke generator, Dickinson Antarctic stove, Webasto hydronic heat. **\$170,000**. **206-890-5114 P282-6**



**30 FOOT NORSTAR SEDAN 1999** Norstar custom built in Bellingham, WA with uniflite DNA. Twin 265HP Volvo Kamd 44s with 1700 hours. 20+ knot cruise, 200 gallons of fuel, 50 gallons of water. Sleeps 4 in comfort. Full electronics. This is a rugged, well-built boat. **\$72,000** **360-301-9638** [salmonrun@olypen.com](mailto:salmonrun@olypen.com) **P283-7**



**1989 43' ALBIN** Great family boat with 3 staterooms and 2 full heads. Twin Perkins 135 hp diesels, diesel heater, propane stove, 10' Zodiac w/9.9 Mercury. Full specifications: [www.mvlabybarbara.com](http://www.mvlabybarbara.com) [jim@hilbyheights.biz](mailto:jim@hilbyheights.biz) **509.220.7911** **P284-6**



**1981 CALIFORNIAN 30 LRC** 165 HP Perkins single diesel. Cruising speed 9 knots, max speed 12 knots. GPS chart plotter, sounder, VHF, Auto Pilot, Webasto diesel heater. New SS fuel tanks, radar and charger. Excellent shape. **\$29,500** or offer. **206-784-3303**. Email: [iasjong@msn.com](mailto:iasjong@msn.com) **P285-7**



**39' CARVER VOYAGER** Excellent condition, over \$10K in upgrades, recent survey and bottom paint. Mid-Vancouver Island location, possible moorage, priced to sell at **\$69,500** or offers. Contact **250-468-9374 P287-7**



**36' CONVERTED FISHING VESSEL 1976** M/V Liz B. Cummins 6B-5.9-M, with 2000 hours, 1.5gal/hour at 7.5 knots E-mail: [ggwickman@gmail.com](mailto:ggwickman@gmail.com) for survey & photos Friday Harbor Washington **\$38,000** **360-317-5475 P288-7**



**2005 40' MAINSHIP TRAWLER \$250,000** One owner, professionally maintained. Cummins 380 H.P. QSB w/ 1375 hrs. 5 kw Northern Lts. Gen. Bow/Stern thrusters w/ remote. Raymarine E80 - Radar, Chart program, Sounder. Auto Pilot. Seawise davit with tender and 15 H.P. ob. Two staterooms. Espar heat. Washer/dryer. Propane Galley. Too much to list. Call for full specs: **+1 604 536 6565** email: [j\\_mclughan@telus.net](mailto:j_mclughan@telus.net) **P289-7**



**34' SABRELINE FAST FLYBRIDGE SEDAN, 1993** Boathouse kept and in exceptional condition. Twin Cummins 250HP. Generator, VHF(2), GPS(2), Radar, Furnace. Turnkey, ready to cruise. Located Everett Wa. **\$119K** [kct.sabreline@gmail.com](mailto:kct.sabreline@gmail.com) **P290-7**



**ALBIN 25 FULLY EQUIPED W/HARDTOP & TRAILER \$35,000**. Equipped for long range cruising, Ready to go right now. Full details and pictures here: [http://www.boats.com/boat-details/Albin-A25-Deluxe/155115441#.UsCKI\\_RDuVU](http://www.boats.com/boat-details/Albin-A25-Deluxe/155115441#.UsCKI_RDuVU). Bellingham **360-720-4480 P291-7**



**NORDIC TUG 26 1984 \$79,900**. Well Maintained, Documented, Perkins 85 HP (1800hrs), has all the electronics, Heat pump, Air whistle, everything works, located Washington State "Chilula.Com" for details, **423-716-5808**, [Mike@Chilula.Com](mailto:Mike@Chilula.Com) **P293-7**



**2010 REGAL 2750** Only one owner /low hours. This boat is equipped with the Volvo 8.1 Marine head, refrigerator, sink, stove, heater, full enclosure, and tandem trailer. Serviced by Hagadone Marine **\$69,995** [ccraig@hagadonemarine.com](mailto:ccraig@hagadonemarine.com) **208-446-7171 P295-2**



**42' CANOE COVE '84** Extended fly bridge with enclosed cockpit. 10 1/2 RIB 25hp Twin diesel 16xx hours, 8kw genset Island queen, 7' bunks, 2 heads, washer/dryer **\$129,500**. **(360)731-2396** [hamilot84@gmail.com](mailto:hamilot84@gmail.com) Info/Pictures <https://sites.google.com/site/canoecove42/home> **P296-7**



**41' CANOE COVE 1981-** 41' Canoe Cove, 13'2" Beam, 3'6" Draft, Fiberglass hull, fiberglass nonskid weather deck, below deck vinyl overhead, teak panels with trim, Corian counter, carpet sole. Detroit Diesel 6V53, flybridge and fantail canvas enclosed, battery charger: trace inverter/charger RC5 remote & solar panel charging. Surveyed 6/3/2013 Michael McGlenn. Market value \$86,400. **Asking \$75,000**. [normajeannrud@gmail.com](mailto:normajeannrud@gmail.com) **360-332-4112 P300-7**



**63' MOTORYACHT "Great Escape"** is a beautiful, 63' motor-yacht that is very well suited for cruising or living aboard. Her interior features a full galley, bright spacious salon, 2 heads w/showers, 3 S/R's, central heating, washer/ dryer, chest freezer, large wheelhouse, and stand-up engine room. **Offers to \$89,900**. [tomcat@telus.net](mailto:tomcat@telus.net) **250-216-3371 P301-7**

*The deadline for Classified Ads is the 5th each month!*

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

# CLASSIFIED



**52' 1953 CHRIS CRAFT CONQUEROR MOTOR YACHT** Well known NW classic motor yacht "Riva" is available. Economical 6-71 Detroit's give a 12 knot cruise and burns 10-12 GPH. This motor yacht has been well cared for and continuously upgraded in electrical and mechanical. A major restoration just completed to all brightwork as well as bottom paint and bootstripe by VIC FRANCK Co. This 52' motor yacht is in bristol condition and ready for show season and cruising. \$165,000. Call for complete details 206-963-3799. Or visit my Facebook at email [52.chriscraft1953@gmail.com](mailto:52.chriscraft1953@gmail.com). **NO BROKERS PLEASE P307-8**



**18 1/2' LARSON** Loaded. Delta-conic Hull, 150hp V-6 Mercury. Custom upholstery, electronics still in box. Galvanized E-Z Loader, electric winch. Not a scratch! All tabs current. No Disappointments! **\$14,500**. A fisherman's dream. **206-419-4436. P305-8**



**A CLASSIC 35' ROUGHWATER PILOT-HOUSE TRAWLER VERY NICE MECHANICAL UPGRADES!** Newer John Deere 6068 220 hp, new Twin Disc transmission, new aluminum fuel tanks, new wiring and new breaker panels. Also the upgrades include a large Lofrans windlass, isolation transformer and a 800# S/S Olsson power davit system. Furuno radar, anchor washdown system, Garmin chartplotter, CQR anchor. BOAT HOUSE KEPT CLASSIC FIBERGLASS HULL ROUGHWATER '75. Boathouse is also for sale. **\$49,900 360 426-6211 P306-8**



**24' MAXUM 2006**, rarely used, 50 hours on 5.0 liter Mercruiser, new drive, SS duo props, CD, DVD, Navman Tracker, SL Windlass, 8' AB, 4 HP Yamaha, Sea Wise davit, gal. trailer, Surveyor valuation \$29,500, [michaeld@rockisland.com](mailto:michaeld@rockisland.com) **P304-6**



**57' CHRIS CRAFT CONNIE 1965 ESTATE SALE**, 8V71 Detroit's, Mathers, 12KW Genset, 27' Flybridge, \$120K Retrofit, Excellent Live-A-Board, All Equipment, Boston Whaler, Seattle Live-A-Board Moorage Available, **Reduced \$145,000, Specifications (520) 749-5983, (206) 697-2005 P308-8**



**2010 47 DH SELENE** as new, prox. 50 engine hours, staterooms, heads, galley never used. Outfitted with the very best equipment and ready to sail anywhere in the world. The boat will come as clean as new with all manuals, service records, current and fresh bottom paint. **\$725,000 Firm.** Docked at La Conner, Washington or in dry storage in Anacortes, Washington. For complete details and specifications, serious buyers contact Gary Mullard: [north-easternstone@pmt.org](mailto:north-easternstone@pmt.org) Phone: **208-862-3353** Fax: **208-862-3846. P309-8**



**1988 GRAND BANKS 36** Custom cabin, Single 210hp Cummins. Fully equipped and maintained. Moored in Vancouver, BC. CAN **\$139,900. fgc@shaw.ca. 604 276 9155.** Details at <http://gb36morningstar.com>. **P310-8**



**50' HATTERAS MY** If you are in the market for a great NW cruiser or live-aboard, AKE-EVA is a must-see. She is, without exception, the finest Hatteras MY you will find. Too many upgrades to list here. \$249,000. For pictures and details, go to: [www.akeeva.squarespace.com](http://www.akeeva.squarespace.com) **P312-3**



**1994 CARVER 370 VOYAGER**, 210 Cummins Diesels, Dinghy w/ob, Espar Heater, Radar, Sounders, Plotters, VHF's, Trolling Valves, other extras - moorage available. \$85,500 or reasonable offer. **253-941-1245 P313-8**



**32' GRAND BANKS 1970 "NOOTKA ROSE"** is for sale. Nootka Rose is the finest GB32 'woodie' on Puget Sound. Completely refurbished in 2004 with NEW 140hp American Diesel, shaft, shaft log, exhaust system and propeller. New overhead with LED lighting; new Tundra refer, Force 10 stove, Proline 2.0 inverter/charger, Vacu-flush head, double sink, and custom spring mattress. Webasto diesel furnace. In 2007 installed transom door and large swim step. Brand new Bimini, fresh bottom paint and all bright work freshly varnished. Boathouse kept. **\$59,900 Mike 360-352-0694 P314-9**



**1928 LAKE UNION DREAMBOAT** 1928 Lake Union Dreamboat restored to excellent condition (mechanical and structural). 86 HP Isuzu (400 hrs). Garmin Nav Plotter, VHF radio. New wiring/fixtures/water system throughout. This rare classic yacht is the true Dreamboat from Lake Union Dry Dock; a beautiful part of history. Motivated seller asking **\$67,000**. Details at [www.oursunshineboats.com](http://www.oursunshineboats.com) Call Bill at **206-445-2099. P315-9**



**RIVIERA 48 SPORTFISH 2000** Impeccable condition, shows like new. Volvo Diesels, genset, inverter, lots of new equipment. Noverania w/40hp Yamaha. You've got to see her to believe it. Photos on request. AMAZING Value. **360.460.7045 P316-9**



**43' FOOT WELLCRAFT PORTOFINO** BEST VALUE IN BC, PORTOFINO IN EXCELLENT CONDITION, SLEEPS 6, ALL OPTIONS, 31 MPH, GOOD RUNNING CONDITION, stored indoors every winter, used in fresh water only, twin 454 mercruiser straight drives, rebuilt port engine 75 hours, starboard approx. 800 hours, 4.5 kw kohler genset, sleeps six, full galley, full bathroom with shower, two wet bars, stereo, two tvs., new fridge, microwave, tv, twin airconditioners, new upholstery on aft deck, new sunbrella top, sits twelve on aft deck, anchor winch, and much more. JUST SURVEYED VALUE \$78,000. New replacement value \$500,000. **ASKING \$68,500.** Call for details and more pictures...**250 804 8007** or toll free **1-866-675-3007. P317-4**



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## Partnerships

**40' BRISTOL YAWL**, Spindrift, looking for an experienced sailor for summer partnership. Flexible terms: minimal maintenance and cost. Sails out of Elliott Bay. Call Scott (425) 269-9591 or (425) 828-6009. **PT-CM**

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**QUEEN CITY YACHT CLUB** is considering a limited number of applications for membership, both Power and Sail. The Club maintains beautiful facilities on Portage Bay in Seattle and Eagle Harbor on Bainbridge Island as well as at Deer Harbor and Ganges Harbor, BC. Monthly socials and organized cruising events are held regularly throughout the year. Come join the fun of like-minded boaters! For additional information contact **membership@queencity.org**

**PUGET SOUND YACHT CLUB** welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for boat owners or \$90 per person or \$180 per family for social members (aspiring boat owners.) The Club is located on Lake Union between Gasworks and Ivars, 2321 North Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, March 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat show brunch on January 30th. Ice Breaker Cruise in Feb. which unofficially begins the boating season for our hardy group. Contact: Judy Quick, (425) 466 7906, **judyq@qwest.net. CN1-6**

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## Employment

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**BOATING SAFETY CLASS: WEEKEND NAVIGATOR CLASS:** 10 week course, 7:00 - 9:30 pm, Tuesday evenings, beginning February 25, 2014. In this course you will: learn how to navigate your boat safely, practice reading charts - electronic and paper, learn to use electronic navigation tools - chartplotter's & PC's, explore using tablets & smartphones as back-up tools, practice plotting routes & DR - electronic & on paper, understand how to use your radar, learn how your AIS & autopilot can enhance your navigation, practice using tides & currents info - specific to the west coast. Class fee is \$95 per person or \$145 for two sharing book & chart. The Classe will be taught at Chuck Olson Chevrolet Auxiliary classroom. Questions, email: [boatclasses@hotmail.com](mailto:boatclasses@hotmail.com) or contact Korky Heryla, CG Auxiliary **425-483-9684**.

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**TECHNICIAN WANTED** Yacht Masters N.W. is looking for an experienced marine equipment installation technician at our North Lake Union Facility. Please E-Mail your resume including references to [Info@ymnw.com](mailto:Info@ymnw.com). **E-BH-6**

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**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**

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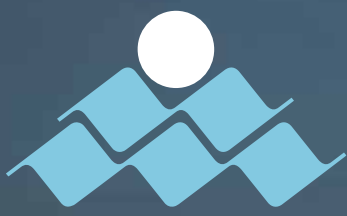


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