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To RSVP please call Jenny with Hampton Yacht Group at 206.623.5200 or jenny@hamptonyachtgroup.com.

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Northwest Yachting

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April, 2013

Volume 26, Number 10

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A Zimmerman 38 in Agate Pass. Bainbridge Island as a backdrop.

Neil Rabinowitz
www.neilrabinowitz.com



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sistership

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2 AVAILABLE

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2003 Grand Banks 38 Eastbay HX



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Letters

Burgees

Dear Editor,

RE: Letter to editor about yacht clubs.

Hi, I just want to say I agree whole heartedly with your reader asking about info on the various yacht clubs, and I look forward to seeing it later in the year.

I hope that you would consider including the various club burgees in your article. Someone did something similar, probably back in the 1980s, and for years I referred to that mini pullout to identify burgees when off cruising.

Thank you,
 Pauline Haines,
 British Columbia, Canada

Pauline,

Great idea with the burgees. We just hope that by now the yacht clubs have a digitized version so you can store this on your laptop or shipboard computer.

Fund the RRA

Dear Boaters,

It's time to let the legislature know how you feel about them trying to carve up the Recreational Resource Account. You need to let them know that they need to fully fund the Recreation Resource Account (RRA) at \$9.7 million in the 2013-15 Capital Budget. Funding this account, which is also known as the "Boating Facilities Program," is one of the best and most cost-effective investments we can make to support a \$4 billion a year recreational boating industry.

The voters, by initiative, established the RRA to fund boating facility grants throughout the state. Money for this account is generated from gas tax paid by boaters that would otherwise be eligible for a refund. About 90 percent of the boats in Washington State are 20 feet long or less, meaning the system of ramps, docks and launches is how they access our state's waters. RRA investments are essential to maintaining this infrastructure.

Recreational boating is a \$4 billion a year industry in Washington State. Clearly, funding for the RRA is good for the economy, good for jobs, and good for sustaining this vital part of our state's tradition of outdoor recreation.

Let your senators and representatives know that you're a boater and you VOTE and you want the RRA fully funded.

Daniel Thompkins
 MV Thomahawk
 Seattle, Washington



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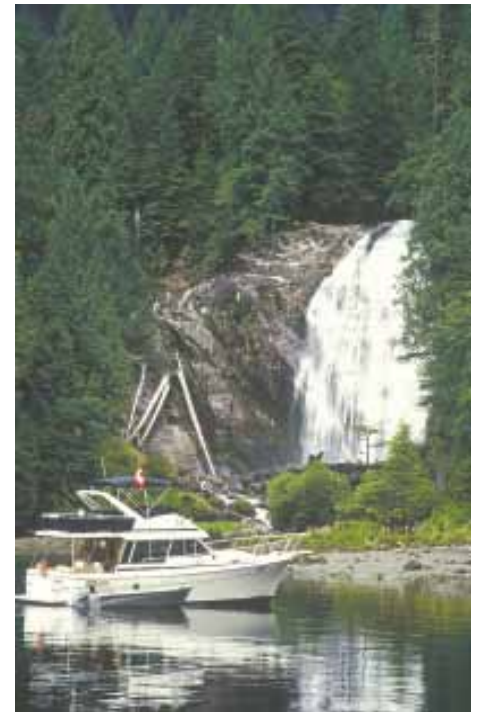
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Coming April - June Attractions

ping, 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

Edmonds Yacht Club is welcoming new members. They are an active cruising club for sailboats and powerboats. Their membership includes a wide spectrum of boaters, from families with young children to retired grandparents.

The club cruises destinations throughout the Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50-plus participating yacht clubs. Their new clubhouse is open for club events that include monthly dinner meeting, TGIF socials, and various fun activities such as wine tasting, dances and holiday celebrations. Call Harry 425-281-8427. www.edmondsyachtclub.com



BOATING CLUBS

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 reasonably priced boats, small crews, and non-spinnaker racing, Cal 20s offer competitive sailing for sailors and their families from beginners to experts. Fleet members are more than happy to share their knowledge to help novices find Cal 20s and learn how to race them.

Races are held throughout the year with a picnic afterward, weather permitting. Fleet meetings are held on the third Friday of the month at Tacoma Yacht Club (club membership not required for fleet membership). Attend a meeting or contact Joe Petrich at: jfpetrich@harbornet.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, shop-

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Victoria to Maui International Yacht Race (blog at svdoubletake.wordpress.com). *Double Take* has had a successful career with two first-in-class finishes in the Trans-Pac race to go along with our Vic-Maui win. She was commissioned by an experienced J-Boat owner who spared nothing to make this boat the finest J/145 ever built. *Double Take* is special - amazing to sail, incredibly well equipped, with a great quiver of North 3DI sails and offshore gear. See the list at our website. *Double Take* is the ultimate turnkey Trans-Pac-ready racer/cruiser.

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Able Whistler 48 • 1991 • \$345,000



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Brewer Puget Pilot 40 • 1985 • \$139,000



J Boats J/46 • 2000 • \$399,000



40 C&C 37XL • 1990 • \$99,500



Valiant 47 • 1984 • \$269,500

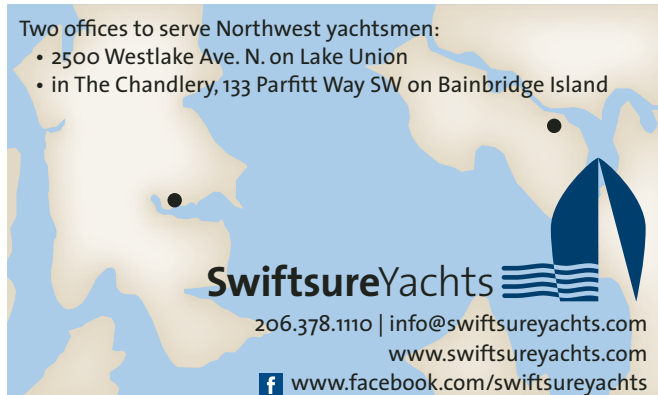


37 Tartan 3700 • 2003 • \$189,000

72 Andrews/Perry	1998	\$499,000	43 Catana 431	1998	\$450,000
70 Wylie/Schooner Creek	1993	\$399,000	43 Slocum	1986	\$139,500
54 CT	1985	\$290,000	43 Roberts Mauritius	2000	\$99,900
53 Swan	1989	\$375,000	40 Hallberg Rassy	2008	\$399,000
53 Andrews	1990	\$199,500	40 Jonmeri	1986	\$159,500
48 Tayana Pilothouse	2006	\$459,000	38 Beneteau 381	1999	\$85,500
47 Valiant	1982	\$249,000	37 Beneteau 373	2007	\$129,000
46 Hallberg Rassy	1999	\$499,000	37 Tayana	1982	\$84,500
45 Sweden	2001	PENDING	36 Beneteau First 36.7	2005	\$120,000
44 Beneteau 44CC	1999	\$175,000	35 Beneteau First	1984	\$39,900
44 Norseman 447	1982	\$199,000	35 Camper & Nicholson	1975	\$49,000
43 Jeanneau DS	2001	\$195,000	33 J/100	2006	\$109,000
43 Hallberg Rassy	2003	\$435,000			

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

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

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

www.fidalgoyachtclub.org

Tom Hopper jlnth@aol.com

Galilean Yacht Club (GYC) is welcoming new sailing and powerboat members of all ages. Current club members include young families to active retirees. GYC schedules short weekend cruises as well as enjoyable, long destinations to meet every boater's needs.

Their members enjoy visiting the Puget Sound, San Juan and Canadian ports of call. New members will enjoy the fun, fellowship and relaxation of this premiere Christian boating group. 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 14th St. Everett, 98201 and they meet on the 2nd Wednesday of each month at 7 p.m.

www.milltownsailing.org

The Northwest Rigger's Yacht Club meets at Ivar's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays about 5-6:30 p.m. now in the first raised table area of the restaurant. It's a social hour for planning sails, getting members on boats, or other activities. Once a month they have a

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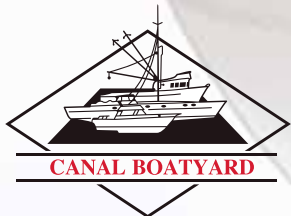
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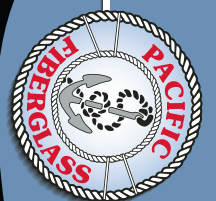


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business meeting and potluck at a member's home. Overnight cruises are normally once a month, with more during the summer. During the winter they sponsor Goose Bump Races on Lake Union.

Annual membership is \$25 a year. A newsletter goes out once a month. The club is encouraging membership for owners or people who are interested in boating/sailing. For membership contact Dale at 425-747-8106, for racing information call Jack at 206-719-4084.

www.nwrigger.com

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.ca

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 Fooforow, 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

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.

Port Ludlow Yacht Club would like to invite boaters and non-boaters alike to become members. Men, women and families are welcome to join. They are a very active cruising club for sailors and power boaters and visit destinations from Olympia to Nanaimo and beyond. In addition there is a lively racing program for sailboats.

What makes them unique is their Wreck Room. It's a comfortable, homey area at the Port Ludlow Marina where members and their guests can meet on Friday and Saturday nights for food and drinks in front of a cozy fire and watch the game or just talk boats. Besides the usual club advantages of reciprocal agreements, socials, dances, PLYC has no monthly meetings.

There is an initiation fee and very reasonable yearly dues. Visit their website, click on officers and send an e-mail to Vice Commodore Marilynne Gates. The site contains further information about them, their activities and past issues of *The Jib Sheet*.

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 get you out cruising. PSCC meetings are held at North Seattle Community College. Your \$3 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club contact the current commodores: Judy Nasmith and Paul Barnes, 206-963-3560.

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.ssy.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 recipro-

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cal 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 com-

munity 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. TYC 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.

TYC has eight leased or owned outsta-

tions and offers reciprocal privileges to nearly one hundred 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 their large capacity ball room. The club also offers 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 the club's most popular membership and offers a full range of boating and club activities and privileges. Associate Membership is 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 more information call Membership

Manager Sandy Gerstberger at 253-752-3555;

sandytyc@aol.com;

or contact Membership Chair Paul Henderson:

membership@tacomayacht-club.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. (The clubhouse is also available for event rentals.)

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

For more info, call Ray Sharpe at 253-759-1537 or visit the club's website to pick up a membership application or see their newsletter, *Totem Line*.

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.

APRIL 5, 6 7: Carver Cruisers Yacht Club Spring Cruise, Arabellas, Gig Harbor.

Contact Dave Porter at:

andalis2@comcast.net

MAY 24-27: Carver Cruisers Yacht Club Memorial Weekend, Swantown Marina.

Contact Dave Porter at:

andalis2@comcast.net

JUNE 21-23: Carver Cruisers Yacht Club Summer Solstice Cruise, Bell Harbor Marina.

Contact Dave Porter at:

andalis2@comcast.net

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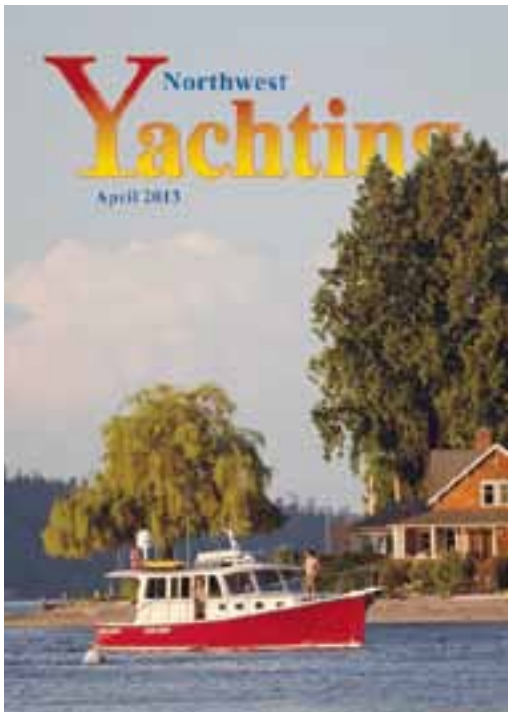
This 64' Alaskan Pilothouse was originally built for the former owner of a 60' Grand Alaskan Pilothouse with substantial improvements and additions. Her current owner continued to upgrade the yacht with recent improvements and equipment.

The yachts built in this series were originally designed as a 60' Pilothouse. The 64' Pilothouse model allows for two additional feet in the aft deck/cockpit area and two additional feet in the salon, which includes the area below with an extra two feet in the lazarette and an extra two feet in the engine room. This yacht is Hull No. 30 of this series.

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 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
 Egleedale 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
 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

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
 Richland Yacht Club

POINT ROBERTS
 Point Roberts Marina Resort
 West Wind Marina

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
 Platypus 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 Marina
 Friday 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
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 Narrows Marina
 NorthwestBoatNet.com
 Point Defiance Boathouse
 Puget Sound Sailing
 Tacoma Yacht Club
 Tyee Marina
 West Marine Products
 Woody's Wharf

UNION
 Alderbrook Marina

WESTPORT
 Englund Marine

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, Gibson's

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
 West Marine

NEWPORT BEACH
 Crow's Nest Yachts
 Chuck Hovey Yachts
 Factory Direct Yachts
 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
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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.

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 was based in Olympia. Over the past decade she has been faithfully restored by the nonprofit *Sand Man* Foundation. The boat is open most weekends from 11 a.m. to 4 p.m. year-round at Olympia's downtown Percival Landing. www.olympia@comcast.net

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

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

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.

"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.

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

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

Center for Wooden Boats. Monthly meetings on third Friday of the month, 8 p.m., at the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2012 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

Columbia River Maritime Museum. Admission: \$5 for adults, \$4 for seniors (65+),

\$2 for children 6-17 and free for museum members. Hours: 9:30 a.m. through 5 p.m. everyday. Columbia River Maritime Museum, Astoria, OR 97103, or 503-325-2323.

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

Alki Lighthouse Tours. Come take a tour of this historic old lighthouse, one of the oldest in Washington State. The Alki Lighthouse site is located past the southern tip of the public Alki Beach. To get there from Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the

April - June *Coming Attractions*

Harbor Ave. exit and turn right onto Harbor Ave. Follow this road alongside the water, until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway. 425-392-8261. lowell@sailtouramaline.com

APRIL 5-7: Anacortes Boat Show. The "Spring Boat Show" is coming! April 5th, 6th & 7th 2013. Make your plans! At least 75 floating boats ranging up to 65 ft. The Best Yachts from the Best Brokers, new and pre-owned vessels. Look for the "Big White Tent"

filled with electronics, rigging & marine services. Everything you need to start Spring Boating! Cap Sante Marina 1019 Q Avenue, Anacortes, WA 98221 888-811-2252. www.anacortesboatshow.com

APRIL 11-14: Strictly Sail Pacific. The 2013 Strictly Sail Pacific all sailboat boat show will sail into Jack London Square with everything that is hot in the world of sailing. Strictly Sail Pacific is the only all-sailboat show on the West Coast, featuring new sailboats, gear, accessories, hardware, daily seminars, interactive workshops, free

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2009 \$289,000 US
This 39' Pilothouse, Nootka, has approximately 650 hrs on the engine. She has been lovingly cared for by original owners and is in excellent condition.

- Cummins 230Hp QSB
- Northern Lights 5kw genset
- Xantrex 3000W inverter/charger
- Automatic engine room fire suppression system
- Hurricane II hydronic heating system
- RosKelly-Ollsen Davit
- 10' RIB dinghy with 15hp outboard
- Bow thruster, Garmin electronics, and more



2007 \$329,000 US
This NP42, Tanjara, has approximately 1150 hours on its Cummins 330hp engine. This vessel is well proven on extended cruises in BC. It is in good condition and being sold by its original owner.



2007 \$349,000 US
This NP43 hull #38, Silly Goose, has approximately 850 hours. It has been lovingly maintained by the owners who purchased it new. It is well equipped, check out our website for more information.



2009 \$328,000 US
This NP39, Ancient Mariner, is a 2009 model with approximately 225 hours on the engine. She is well equipped, lightly used and set up as a half time live aboard for the current owners.



2009 \$339,000 US
This NP42, Flyboy, is hull #22 and has approximately 370 hours on its Cummins 425 engine. If you are looking for extra top end speed this vessel is a good choice. It is exceptionally well equipped, see website.



2005 \$315,000 CND
This NP42, Nottawaga, has approximately 800 hours. It has been boathouse kept by it's original owner since 2008. It is well equipped and powered by a 370B series Cummins.



- Electronic engine controls
- Bow and stern thruster
- Trolling valve
- Volvo QL trim tabs
- Northern Lights 5KW genset
- 2500 W inverter/charger
- 25GPH Spectra watermaker
- Hurricane hydronic heating system
- Force 10 Propane stove/oven
- Steelhead low profile davit

Coming April - June Attractions

sailboat rides and more. Sailboats of every size and budget will fill the grounds of Jack London Square, both in and out of the water including sleek racers and luxury yachts. From newbies to serious sailors, Strictly Sail Pacific is the place for people who love to immerse themselves in the sailing lifestyle, talk to experts, participate in hands-on seminars, learn new sailing techniques and more. Get in on the America's Cup action; learn about the America's Cup World Series races that lead up to the 34th America's Cup which is set to take place in San Francisco Bay, in August.

WHEN: Thursday, April 11, from 10 a.m. – 6 p.m.; Friday, April 12, from 10 a.m. – 6 p.m.; Saturday, April 13, from 10 a.m. – 7 p.m.; Sunday, April 14, from 10 a.m. – 5 p.m.

WHERE: Jack London Square, 70 Washington Street (foot of Broadway at Embarcadero), Oakland, Calif. 94607

WHO: New model sailboats and representatives from dozens of manufactures including Beneteau, Leopard, Catalina, Jeanneau, Lagoon, Hunter, J-Boats and more will be on site to answer questions and provide information. The Strictly Sail Pacific show is produced by Sail America, the trade association for the U.S. sailing industry dedicated to promoting the health and growth of sailing. Established in 1990, Sail America now has more than 500 members representing all segments of the sailing market. For more information, visit

www.sailamerica.com.

TICKETS: Tickets are \$15 one-day adult, children 15 and under are free when accompanied by a paid adult, \$24 two-day adult pass, \$45 four-day pass. Advance tickets at www.strictlysailpacific.com.

For more information, go to:
www.strictlysailpacific.com

APRIL 19-21: Daffodil Marine Festival & Parade. Tacoma, WA.

Bernice@comcast.net

MAY 3: Halibut Fishing Season Opens. Ilwaco/Long Beach, WA.

www.funbeach.com

MAY 4: Opening Day of Boating Season.

Lake Union/Lake Washington, Seattle, WA. Seattle Yacht Club is once again hosting their 93rd annual Opening Day parade on Saturday, May 4, 2013. Admiral Tyler Ellison, Admiralette Gina Purdy, and Vice Admiral Michael Carrosino are leading the colorful celebration. This year's theme "Hawaiian Magic" holds a very special Aloha for many in the Northwest.

The traditional Seattle Yacht Club boat parade can trace its roots to a Fourth of July celebration on Seattle's waterfront in 1895. Shortly after the Lake Washington Ship Canal was completed in 1920, linking Seattle's inland lakes with Puget Sound, the parade moved to the fresh waters of the



ship canal. Each year the Seattle Yacht Club celebrates its Opening Day of boating season through the Montlake Cut.

For more info on Opening Day, see this month's "Sea Stories" section.

MAY 8: Rose Festival Fleetweek. Portland, Or. 503-227-2681.

MAY 11-12: Olympia Wooden Boat Festival. Percival Landing Boardwalk, Olympia, WA.

www.classicyacht.com

MAY 18: South Sound Women's Boating Seminar. 8:00a.m. to 5:00p.m. at the Olympia Yacht Clubhouse, Olympia, WA. Sponsored by the South Sound Sailing Society.

An exceptional learning opportunity for women boaters both experienced and novice.

This year's presenters and topics include:

*Alison Mazon – understanding your boat's electrical systems.

*Lynne Reister – using VHF radio properly.

*Judy Grable – reading the weather.

*Ace Spragg – how tides and currents affect trip planning.

*Mary Campbell – electronic aids for safe navigation.

Do you wish you could ask someone how to make cruising easier for Fido or Fluffy? *Table Topics*, new this year, is an open-forum discussion led by women with experience in cruising with pets, living aboard, single-handing and other topics of interest.

Also new this year is the *Hands-on Fair*. Reminiscent of exhibitions at the County Fair, each station presents an in-

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Oakland, CA

April 11 - 14

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Coming April - June Attractions

depth demonstration of a useful skill. Participants may visit each station or repeat stations at their own pace.

Great gear, one-on-one tutoring on your own boat, beautiful items by local artists and MORE will be raffled to fund scholarships for the "Girls at the Helm" program hosted by the *Adventuress*. Last year's scholarship recipients will be on hand to share their adventures, made possible by the generosity of 2012 seminar participants.

What could be better after such an exciting day than sharing dinner with your new friends and learning buddies? A barbecue on the Clubhouse deck overlooking beautiful Budd Inlet rounds out the day.

Registration is \$35, and includes lunch, dinner and a chance to win valuable door prizes.

For more details or to register online: www.ssssclub.com/wbs.htm

MAY 18: Northwest Bass Challenge. Lake Roosevelt, WA. 509-499-8797.

MAY 18: Penn Cove Water Festival, Coupeville, WA. 360-678-5434.

MAY 18-19: Bremerton Boat Show, Bremerton, WA. 360-479-6060.
info@BremertonBoatShow.com

MAY 19: Surf Perch Derby. Long Beach, WA. 1-800-451-2542.

MAY 19: Viking Fest. Poulsbo, WA. 360-779-9898.

May 25-26: Kitsap Harbor Festival. Bremerton, WA. 360-377-3401.
info@kitsapharborfestival.org

MAY 31-JUNE 2nd: 23rd Annual Northwest Wauquiez Owners Association Rendezvous. Point Hudson Marina, Port Townsend, WA. All Wauquiez owners are invited to attend (with or without your boat).

Do not contact the marina for Rendezvous slip registration, rather contact the Rendezvous director (name below) and you will be emailed the registration form. The only instance in which you will need to contact the marina would be to cancel the reservation. You will pay for your slip on arrival. Unlike last year, the absolute final day to submit your slip reservation and make any slip assignment changes is April 12, 2013. The marina WILL NOT hold slips for us after that day nor will they allow changes in slip assignments, so get your slip reservation information in prior to that date.

If you are interested and have not attended before, email Phil Smith at: nwwoa13@gmail.com

MAY 31: Edmonds Waterfront Festival. Edmonds, WA.
www.edmondswaterfrontfestival.com

JUNE 1-2: Maritime Gig Festival. Gig Harbor, WA. 253-851-6865.

JUNE 14-16: Bell Street Pier Rendezvous and Seattle Waterfront Classic Weekend. Seattle waterfront. Hosted by the Port of Seattle and the Classic Yacht Association, This event at Pier 66 represents the largest gathering of pre-war wooden yachts on the West Coast. admission is free and open to the public. Over fifty Classic Yacht Association wood vessels will be on display. Visitors are welcome to tour the docks from 10 - 4 on Saturday (15th) and Sunday (16th). Many vessels will be open for boarding with owner permission and guests are asked to wear soft-soled shoes. The Classic Yacht Association was formed in 1970, dedicated to the promotion, preservation, restoration and maintenance of fine old power driven pleasure craft. Nearly 300 vessels are currently registered nationwide, with many located in the greater Puget Sound area. For more information just go to: www.classicyacht.org

JUNE 22: 13th Annual Worldwide Summer Sailstice Celebration. Worldwide. Tall ships to small ships—sailors around the world are invited to celebrate the 13th annual Summer Sailstice on the weekend of June 22, 2013. Traditionally held the weekend closest to the summer solstice, this global celebration of sailing invites everyone to sail together regardless of where they are or what they sail.

In 2013 the drama of the America's Cup will bring unprecedented attention to sailing. But what about the rest of the sailing world? With Summer Sailstice being

held just two weeks ahead of the Louis Vuitton series, Summer Sailstice gives the global sailing universe a chance to showcase that sailing has to offer.

A newly designed Summer Sailstice website boasts improved tools for participants to promote their local events. In 2013 Summer Sailstice continues its partnership with Sailors for the Sea, an organization that helps connect sailors to ocean conservation and raise funds to support SFS environmental programs.

Register for free on the event website, declare your participation, invite others to join the Summer Sailstice event. Entrants have a chance to win prizes donated from sailing companies.

Prizes - Footloose Sailing Charters is offering a fabulous BVI Caribbean sailing vacation. Also offered will be more than 400 prizes from sailing companies such as Hobie, Offshore Sailing, West Marine, Boat U.S., Bluewater Sailing, WoodenBoat and many more marine suppliers.

Participating is easy, just sign up at the website below and hit the waves!

www.summersailstice.com

EDUCATION

BSPS 2013 Spring Boating Classes and Seminars. The Bellevue Sail & Power Squadron offers the following boating classes, Eastside, taught by experienced, certified instructors. ABC 3rd Edition, which qualifies you for the Washington Boaters Card, is now being offered along with their on-the-water training program. ABC All-Day Course.

Seminars: One day 2-hour classes taught by experienced, certified instructors. Register on-line at:

www.bellevuepowersquadron.org/

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Coming April - June Attractions

Education

APRIL 10: Basic Coastal Navigation. Wednesday, 10 April, 6-8 p.m., at Bellevue West Marine.

APRIL 11: Skipper Saver, 5 wk. "Seminar" begins Thursday, 11 April, 6-8 p.m. at Lake Hills Elem. First 2 weeks at Lake Hills, then 3 wks. at private residence.

APRIL 17: Using GPS. Wednesday 17 April, 6-8 p.m. at Bellevue West Marine

Advanced Grade Classes and Electives are now open to non-members. These are 8-week classes, from 7-9 p.m.

APRIL 1: Marine Communications Systems. Begins Monday, 1 April, at Lake Hills Elementary.

APRIL 23: Cruise Planning Class. Begins Tuesday, 23 April, at Lake Hills Elementary.

For registration and more information, go to:

www.bellevuepowersquadron.org/Education

NW Boater Training. Since all boaters must follow the same nautical rules, regulations and courtesies of the sea, boat handling and seamanship courses provide essential information for every type of boater: inboard, outboard, sail, the fisher or hunter operating an outboard boat, and all watercraft types, such as kayaks, canoes and jet skis. Enroll in the America's Boating Course for a hands-on opportunity on the water and qualify for the

Washington Boater Education Card. These courses are presented by the local Sail and Power Squadrons affiliated with United States Power Squadrons (USPS). For the latest scheduled classes and seminars visit: www.nwboatertraining.com

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. Jim West, JN at 425-778-0823 or: phnx789@msn.com or

USCG Auxiliary Offers "About Boating Safely" Classes. In 2012, all persons 40



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.

For dates of classes:

www.aux-northwest.com

www.d13cgaux.-com/sites

U.S. Maritime Academy's Captain's License Classes. Coast Guard approved training in lieu of Coast Guard examinations. They spe-

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35' Chaparral 350	94,900	40' Kettnerberg	27,500
34' Californian	49,900	37' Tartan	SOLD
31' Maxum 3100 SE	69,900	36' Catalina	94,500
		35' Catalina 355	SOLD
		34' Catalina	SOLD
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		30' S-2 CC	PENDING
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March 25th - May 16th: USMA Captain's License. Monday, Wednesday & Thursday, 6 p.m. to 9:30 p.m. Seattle: The Center for Wooden Boats.

MAY 18: USMA 1-Day License Renewal Class, The center for Wooden Boats, Seattle. 10 a.m. - 5 p.m. (lunch break). A one day class which enables you to renew your license without sea service forms.

Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or:

www.usmaritime.us

San Juan Sailing & Yachting has over 28 years of experience in providing sailing and power education to sailors and yachters alike. Here is a sampling of courses and options offered April through October:

American Sailing Association 101/103/104: Available as a week-long Learn-n-Cruise course (Saturday through Friday) or as three separate weekends (Saturday through Sunday). Both are popular ways to achieve your goal of becoming a Bareboat Charter Certified Skipper. All the courses

take place in the best classroom possible, the beautiful San Juan Islands. You will get hands-on experience aboard a 30'-40' yacht along with 3-4 other students and highly skilled, patient, USCG licensed and ASA certified instructors. Tuition is \$1,395 for the week-long (7 day, 6 night) Learn-n-Cruise course, and includes all meals except for one meal ashore. Weekend prices vary—you have the choice to do all three, just a couple, or even just get your feet wet with the Basic Sailing course! The Weekend Package discount for all three weekend courses is \$950 (over a \$250 savings versus taking each course separately). For further details call 1-800-677-7245 or:

www.sanjuansailing.com

Advanced Training: If you already have your ASA 104 (or comparable experience), then now is the time for the next step! You can advance to ASA 106/Advanced Coastal Cruising (including an option for ASA 105/Coastal Navigation) in our week-long Learn-n-Cruise format. This offshore preparatory course is intense, challenging and rewarding and is offered locally, as well in Desolation Sound or en route to Alaska! If your dreams include catamarans, then the ASA 114/Catamaran Cruising course will give you the training to take on a twin screw catamaran. This course is available as a weekend course (\$495) or as a fully provisioned week-long Learn-n-Cruise course cruising and learning in the

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Coming April - June Attractions

San Juan Islands (\$1,495), with an option for ASA 105/Coastal Navigation. Details: call 1-800-677-7245 or;

www.san-juansailing.com

"For Women Only" Courses: Both weekend and week-long classes are offered in an all women environment. Developed to give women the confidence needed to skipper a vessel, or become a more confident crew member. All Women Weekend is a weekend to get away, enjoy sailing and relax with a fully provisioned weekend (which includes a 5-course meal at a quaint Friday Harbor restaurant). This fantastic week-

end away is \$425 and is led by ASA certified, female instructors. Join the flotilla of fun, practice your sailing (or try out for the first time) and even bring your friends along with you. A more focused, learning option is available in the All Women Learn-n-Cruise. This week-long course will give you hands-on experience aboard a 30-40' yacht with the opportunity to achieve your ASA Bareboat Charter Certification. The tuition for this course is \$1,395 and is all inclusive, with the exception of one meal ashore and your ASA certification/textbooks. For more info, call 1-800-677-7245 or:

www.sanjuan-sailing.com

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

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

www.sanjuanyachting.com

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

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

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

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

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

Introduction to Power Cruising. Twin Engine, Single Engine & Ladies Only - Our popular 3 day /2 nights Power Cruising courses are offered on 32' - 36' twin or single engine power boats and provide on the water training. No previous experience required. Cost \$750/per person.

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

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

Learn to Sail in the San Juan Islands - Friday Harbor Marine is an ASA Sailing School and an RPA Powerboating School, located on the waterfront in Friday Harbor. They have some great classes for sailing enthusiasts, including a 3-hour "Introduction to Sailing for the Absolute Beginner"; "ASA-101 Basic Keelboat"; "ASA-103 Basic Coastal Cruising"; "ASA-104 Bareboat Chartering"; and "ASA-105 Coastal Navigation Standard". For powerboaters, they offer the Recreational Powerboaters Association classes, "Close Quarters Powerboat Handling" and "Coastal Navigation". They offer a very flexible schedule, and can customize classes for your convenience - they can even teach the



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2006 Navigator 48 \$399,000

Low Hours, 370 Hp Volvo D-6s, 10 kW Northern Lights, 3 kW Prosigne, Raymarine E series, Quantum Hydronic Heat, Spectra Water Maker, 11' Apex, Brower Davit, GE Washer/Dryer, Cockpit Enclosure, One Owner, Clean!



SOLD!

2009 Selene 47 \$779,000

Next Generation Deep hull Design, Cummins QSB 5.9 (330 Hp) Main, Northstar 1260 AH House Bank, Raymarine E Series Navigation, HRO 400 Gpd Watermaker, Grunert Deep Freeze, Flybridge Dinette Option, 11 Hp B&S Thrusters, Fuel Efficient! 3 GPH@ 8 Kts.



2007 Selene 47 \$749,000

Factory Hull/Stern Extension, BEI Articulating Rudder, Cust. Rigid SS Bimini Frame, Garmin & PC Nav., 8kW N. Lights, Mastervolt 3kW Inverter, Hurricane Heat, Spectra Watermaker, 2 Radars, Boston Whaler w/30hp Mercury, One Owner.



2006 Selene 47 \$689,000

Wesmar Active Stabilizers, Raymarine Nav., 2-Radars, Sea-Tel TV, 8kW Northern Lights, 3kW Outback Inverter, Hurricane Heat, Village Watermaker, Awl-Grip Hull Paint, Bull Frog Tender w/30hp Honda. Alaska Ready!



2004 Selene 43 \$539,000

Low Hours, PC & Garmin Navigation, Simrad AP, Kabola heat, 8kW N. Lights, 3kW Magnum Inverter, Spendide Washer/Dryer, Grunert Deep Freeze, Avon RIB w/9.9hp Honda. Mexico Vet!



2001 SELENE 43 \$449,000

Ready for Adventure! Wesmar Stabilizers, SidePower B & S Thrusters, Westerbeke 8kW Genset, Trace 2500 watt Inverter, Webasto Hydronic Heat, Grunert Deep Freeze, Raymarine Pathfinder Radar, Simrad Auto Pilot w/Remote, Furuno Fish Finder, Interphase Sonar, 9'6" AB Rigid Inflatable w/Honda 15hp, Scotty Electric Down Riggers and Much More!



2004 Norstar 36 \$339,000

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2006 AeroHead 30 \$199,000

Aluminum Sport Fisher's Dream! 1 Owner, Low Hrs, Volvo D-6 370 Hp, Iso Transformer, Inverter, Simrad AP, Radar, HP PC, Nobeltec, Wallace Heat, Frig, Hot Water, 3 Air-Ride Chairs, Downriggers, 15hp Honda, Live Well, Huge Fish Boxes, Shorelander Trailer. Clean!



2012 Ranger Tug 29 \$219,000

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Coming April - June Attractions

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APRIL 6-7: Diesel Engine Workshop. Saturday and Sunday, April 6 and 7, 8:30 a.m. to 5 p.m., at the Northwest Maritime Center, 431 Water St., Port Townsend. The workshop covers diesel engine troubleshooting and maintenance. Participants will learn to troubleshoot problems in the fuel, lubrication, electrical, cooling, exhaust and drive systems of diesel engines. They will also receive instruction in proper maintenance

techniques to prevent the most common problems. A three-cylinder Volvo Penta engine will be used as a demonstration model. The fee is \$150. Space is limited, so pre-registration is advised. To register or for more information, contact WSG Continuing Education Coordinator Sarah Fisken, (206) 543-1225 or Matt Lyons, Jefferson Education Center, (360) 379-4034. sfisken@uw.edu

APRIL 27: Marine Weather Workshop. Saturday, April 27, 9-11:30 a.m., at the Northwest Maritime Center. The workshop

will cover storm structure and avoidance, wave development and growth, other Northwest marine hazards, and where to get weather data and additional weather training. The fee is \$25, and pre-registration is advised.

To register or for more information on either workshop, contact WSG Continuing Education Coordinator Sarah Fisken, (206) 543-1225 or Matt Lyons, Jefferson Education Center, (360) 379-4034. sfisken@uw.edu

MAY 8: Sea safety and survival workshop. Washington Sea Grant and the Port of Bellingham are co-sponsoring a sea safety and survival course in Bellingham for commercial fishermen and charter boat operators.

This Coast Guard-approved workshop meets the training requirements of the Commercial Fishing Safety Act to conduct drills. Course work combines lecture and hands-on activities with safety and survival equipment required for commercial fish-

ing vessels. Participants will learn about emergency procedures and will be trained to develop appropriate emergency drills for their own vessels. 8 a.m. – 5 p.m. Squalicum Boathouse, Squalicum Harbor, Bellingham

The workshop is free for commercial fishermen. Space is limited, so pre-registration is required. To register or for more information, contact WSG Continuing Education Coordinator Sarah Fisken at 206-543-1225 or sfisken@uw.edu

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 6: Corinthian YC Tacoma Spring Single Hand.

<http://www.cyct.com/Race/CYCT%20Racebook2012.pdf>

APRIL 7: Corinthian YC Edmonds Frostbite. Contact Fleet Captain Ken Orlob at: skorlob@centurytel.net

APRIL 12-14: AYC Tulip Cup. AYC Race Committee chairman Andy Schwenk at Northwest Rigging, 360-770-7035.

APRIL 13-14: Corinthian YC Seattle PSSR Small Boat. CYC Seattle, Call the CYC Seattle at 206-789-1919 or email: Office@CYCSeattle.org

APRIL 13: Sloop Tavern YC Blakely Rock Benefit. This year's beneficiary is Sail Sand Point. Race Committee Chair: John Phillips at 206-383-4881. cleo.na.mar@gmail.com www.styc.org

APRIL 13: West Sound Rich Passage Ramble. wscyachtclub@yahoo.com

APRIL 20-21: Corinthian YC Seattle PSSR Large Boat. CYC Seattle, or call 206-789-1919. Office@CYCSeattle.org

APRIL 20-21: Meydenbauer YC Spring Sail. Doug Penny, Sail Regatta Chairman at: Sail-Regatta@mbycwa.org

APRIL 21: Corinthian YC Edmonds Frostbite. Fleet Captain Ken Orlob at: skorlob@centurytel.net

APRIL 27: Corinthian YC Seattle Lake Spring Regatta. CYC Seattle, Call the CYC Seattle at 206-789-1919 or email: Office@CYCSeattle.org

APRIL 27-28: Seattle YC Protection Island. www.seattleyachtclub.org

APRIL 27-28: Three Tree Point Spring Regatta. ttypcracing@gmail.com

APRIL 27: West Sound YC Single Handed. wscyachtclub@yahoo.com

MAY 4-5: Sloop Tavern YC Race to the Straits. Race Committee Chair: John Phillips at 206-383-4881. cleo.na.mar@gmail.com www.styc.org/



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An Amicable Divorce

A year and a half ago the Building 11 LLC sued the City of Seattle for \$4 million over contract issues regarding said building at Seattle's Warren G. Magnuson Park's north end. At the time I likened it to filing for divorce. Well, the decree has come through and everybody is going away "happy."

That's their story, and they'll be sticking to it. Written into the settlement is a mandate that the LLC and City will cooperate on a public statement that "emphasize that, while the parties have jointly decided to terminate the lease, this is a successful and mutually beneficial outcome."

No matter what they say in public, divorce is never fun. In fact the lawsuit was pretty ugly. In the order on a motion to dismiss, one of sev-



Photo above - The famed Building 11 as mentioned in this article with the entrance into Sail Sand Point headquarters.

eral motions filed, Judge Thomas Zilly summarized, "If the parties had spent the same amount of time and effort developing their legal arguments as they do mischaracterizing the opposing arguments, the job of this Court would be much easier." And that is just the legal end of things.

On the human side of things, several people were sitting on pins and needles for months as accusations flew back and forth. The community boating center Sail Sand Point was sitting at the epicenter of it all, and was accused by the LLC of waging a campaign to undermine the original contract. A long witness list was drawn up and included several friends of mine that have dedicated a great deal of their lives to promoting boating.

Sail Sand Point Executive Director Morgan Collins was on that list. "It was really scary," he said. "They didn't really tell us what it was we were supposed to testify about. I cancelled my vacation because it was around the time I might have

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been called." But neither Collins nor anyone else on that list was ever called as a witness. The two sides settled out of court.

And from almost everyone's standpoint it was as good an outcome as could be expected. Here's the bottom line: The city paid the LLC a total of \$7,250,000. The LLC did some work on the buildings before the lawsuit, and will do additional work valued at approximately \$2.7 million before leaving the building, its problems and its potential, to the city.

"The LLC did a good job getting us to the point we're at," said Acting Deputy Superintendent Eric Friedli. "The settlement speaks for itself."

The LLC's prior work included the design, permitting, traffic flow alignment, ADA access, new main entry door, a second story window, most hazardous material removed, new water service for the restrooms, new electrical service to the building and some new exterior light fixtures

Work to be done includes replacing more doors and window, repainting the garage and loading dock doors, inspecting the roof and installing a new fire protection mainline. A number of other interior jobs will be done, including a seismic retrofit and new fire and life safety system to meet code. There will be a new passenger elevator service to second floor and building space will be ten-



Photo above - The jammed sailboat storage area opposite of Building 11.

ant-ready, i.e., ready for tenant-specific construction.

The city is happy they got something for their money and now has a building that can be finished off and rented in the near future. They're happy that they'll be able to

collect rent moving forward. They're less than happy, and certainly should be less than happy, about the way they've spent our (the taxpayers') money. It doesn't seem to me like the city got all that much for more than seven million

dollars.

The original idea was for these building renovations to not cost the taxpayer anything! I'm trying to get a handle on how much money was misspent. Perhaps it was all of the \$4 million specified in the lawsuit.

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I'm afraid, however, that figure may never be known because it seems nobody involved really wants it made public.

The LLC should be happy to have been paid well for doing a fair amount of work in the middle of a recession. They should be happy they've extricated themselves from what may have been an ongoing headache of dealing with the Seattle/Magnuson political scene. They'll be pretty disappointed that they couldn't cash in during the decades ahead. It's safe to say they were pretty optimistic at one point when it looked like Virginia Mason was going to rent out a large part of Building 11 as a pediatric clinic.

Nobody has adequately explained in what world it made sense to put a medical clinic in a waterfront facility donated for the express purpose of providing recreation.

One can't really blame the LLC for trying to profit any more than one can blame a cat for grabbing a yummy looking bird.

It's not uncommon for the "Politicos" (elected folk) to make decisions that any reasonably awake bureaucrat knows would never fly.

As a boater I'm OK with the outcome. My major concern was that Sail Sand Point, a primary access point to boating in the city, would be compromised. It looks

like it will be there for the foreseeable future instead of languishing in the courts. As a taxpayer, I'm non-plused. If \$7.5 million, plus all the legal fees associated with this mess, were available, why couldn't that have been spent in the first place? Why couldn't the city just take ownership of the project from the start? This city and this country have a proud history of managing parks and public facilities.

I guess because, as in a lot of marriages, what seemed like a hot idea at the time doesn't seem so good when you really get to know each other. Divorce; Expensive? Yes. Worth it? Absolutely!

Sail Sand Point

Custody of the kid named Sail Sand Point goes to the city, in as much as the independent 501(c) 3 is a tenant of the city. And that makes sense. The programs it runs, for both kids and adults benefit the public. The costs are nominal, and there are scholarships available for the asking. The city can have a vibrant boating program without having to do much except cash rent checks.

The dry storage area provides moorage for dragon boats, kayaks, stand-up paddleboards "and anything else you can come up with."

The only thing it does not welcome is motorized boats. And I would argue that a lot of the folk who kayak, sail or row will end up becoming committed power boaters one day. And many power boaters out there would love to see their kids and grandkids get comfortable on the water with non-motorized boats as well.

Executive Director Collins, however, isn't jumping for joy about the settlement. "We're just trying to figure out what's going to happen next," he says. One thing that is sure to happen is some work around the Sail Sand Point facilities in Building 11. So far, only a little bit of asbestos removal was performed on the SSP end of the building, and there will certainly have to be more including a sprinkler system and seismic retrofitting and electrical work.

"We're moving forward with our season," Collins reports. "And we're planning on doing tenant improvements ourselves." It's still not clear what kind of building improvements will come to Sail Sand Point from the remaining \$2.5 million worth of LLC punch list items, and in all likelihood the staff and volunteers will be dressing up in Tyvek coveralls and using the paintbrushes themselves.

But the City appears to appreciate Sail Sand Point. "They're a great ten-

ant and a great partner," Friedli says. "Sail Sand Point and the City both have taken risks on each other, and it has worked out very well." While the City of Seattle seems to alternate between forgetting it has one of the world's great waterfront networks and trying to find someone else to manage it, Sail Sand Point is simply getting people on the water.

Over the winter SSP received a beautiful, well cared-for J-30 sailboat named *Slingshot*. In a departure for the non-profit, it is seeking moorage on salt water or Lake Union. "Because this boat is in such good shape and so capable, we want to be able to give people the chance to sail it or race on the Sound," explained Collins.

In mid March SSP also purchased 12 new Flying Junior sailing dinghies. The existing fleet was sold to a sailing center in California. These two-person boats are heavily used and very effective sail-trainers.

What Next

Building 11's future may be bright, but nobody's quite sure what that future will look like. "There's going to be a mix of tenants," Friedli explained. "Our goal is to have it recreationally-oriented. We'll also be looking for some higher-rent tenants."

Part of the bright future may



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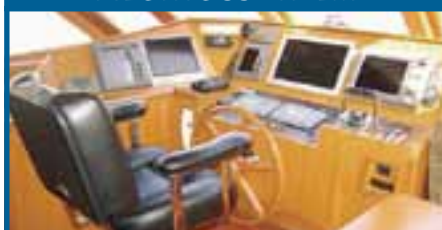
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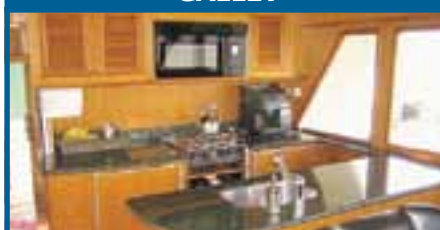
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Kurt Hoehne was Assistant Editor for Sailing Magazine from 1984-1988, and Marketing Manager for Northern Lights from 1992-2001. A highly respected writer, Kurt's articles have appeared in both national and regional marine publications. He currently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

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include Bright Horizons. Remember the franchise daycare company was penciled into the LLC's original plan? They're still in the wings. And the artists that were using Building 11 pre-lawsuit may have a place in the new building after all. A restaurant, also a part of the LLC's plan, has been mentioned along with a school. Almost certainly the site will appeal to some "higher-rent" types who wouldn't mind having a waterfront office even if they're subsidizing a community boating facility on the lower level.

I wonder if higher rent types will include some lawyers. If the medical industry can't move in, maybe the lawyers can. Those seem to be two of the most profitable industries these days.

There's an inescapable truth here. Building 11 will ultimately have much the same form and function that the LLC had planned for it in the first place. The difference is the city paid a premium, retains control and responsibility for the facility, and can reap any of the profits should there be any. Left-leaners will be relieved; after all it's supposed to be a public recreational space and that function really seems like it should fall into the public domain like ball fields and swimming pools. Right-leaners will take a look at the Leschi and Lakewood marinas and bury their heads in their hands fearing a similar fate for Building 11. But that's another story, and one we'll get to soon.

The Parks Department, Mayor's Office and City Council now own the problem and potential that is Magnuson north end. I hope they put it nearer the top of the agenda than the bottom and show that they truly value the city's greatest resource. According to Friedli, while Building 11 is at the top of the priority list, Buildings 18 and 2 of Magnuson are not far behind. And there's a \$240 million Parks maintenance backlog as well. Any additional shore side improvements (there have been some) will have to wait.

Hopefully, by the time you read this the city and Sail Sand Point will have reached a long term agreement "We're looking for an agreement that covers decades," said Morgan Collins. "That would really help us continue to move forward."

If you've never seen the Sail Sand

Point, it's worth a visit. Enter Magnuson Park at the old Sand Point main gate, take an immediate left and drive until you get to a big tarmac filled with boats. nwy



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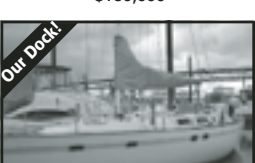
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All Fool's Day

**"Fools rush in where angels
fear to tread."**

Alexander Pope

Falling on the first of April, All Fool's Day is a day that for centuries has been associated with high spirits and merriment. Sailing and professional crew work with nothing but men, I witnessed my share of this sort of thing and, trust me, these boys didn't need a special day on the calendar to outdo themselves . . .

All that aside, traditionally, the first of January marks a new beginning, but for those of us in the boating world, Spring is actually our unique new beginning. A fresh start. And, I know you don't want

to hear this, but – Spring is the perfect time to clean your galley! From top to bottom. Overwhelming as that may seem, it really isn't so bad if you are organized. Make a list and take it one step at a time. It really can be quite fulfilling – a true sense of accomplishment!

Start off by mentally dividing the galley into "centers". Typical galley centers are baking/cooking, storage, and food preparation, but you may have a few more of your own to add or you may have to combine these to make fewer centers, depending on the size of your



galley. Tackle one center at a time. You can do this.

This is an activity that takes time, thought, and energy. Give yourself an attitude adjustment – harden your heart before you begin. An efficient, convenient galley must be pared to the bone. During the declutter process, resolve to dump delusions, sentiment, and indecision along with expired coupons, used zip-locs, and that bevy of twist-ties mixed in with the flatware.

You will need all your mental marbles for this activity, so begin with a clear and clean galley as well as the tools you will need to do the job properly. Clear the counters, empty the dishrack/dishwasher, and bring the galley to an ordinary state of tidy before you begin. Fill a dishpan with hot, soapy water for quick clean-up and replacement of dusty items.

Once you have established in which center you wish to start, pick a cupboard or drawer within that center. First of all, everything has to come out. Yes, everything. Open those cabinets/drawers and you will know it is time!

Together with clear counter space, you will need boxes and garbage bags. Label boxes Put Away/Galley, Put Away/Elsewhere, Give Away. I like to take it one cupboard, shelf, drawer at a time. It keeps me focused. Doing this step-by-step also provides a natural opportunity to break down a big job. Once I have everything out of the cupboard or drawer, I vacuum and then deep clean it. Then, go through each item that came out of that cupboard with a discerning eye. Do you really need that three year old can of Vienna sausage? Will your family even eat canned beans? Has the salt crystal-

lized or is the olive oil rancid? What you decide to keep must be carefully wiped down and put back in its proper place. If you have tackled the flatware drawer, this is when the warm, soapy water comes into play.

Next we attack the refrigerator/icebox, the stove, the microwave – inside and outside. No cheating. Remove racks and shelves and give everything a good scrubbing.

Wipe down all surfaces in the galley from countertops to walls to cabinets to floors. I like to use a chamois with a vinegar/water solution on any wood surfaces. Scrub the sinks and polish the faucets.

A spotless galley is important. If streamlined and sparkling clean, routine galley tasks will require less time and effort – especially underway when encountering unexpected weather.

You might take a minute when you find yourself face to face with the boxes and bags of items that will not be returned to your galley. Take a hard look at what is going – the implications could very well hit you in the face!

Now, whip up one of the following recipes. Take a sip and, go ahead – sneak an admiring look at a job well done. That really wasn't so bad, was it? It may not be glamour, but it's life!

Iced Mint Tea

3 T. mint tea leaves
2 T. fresh mint leaves
2 T. honey
6 lemon slices for garnish

Bring 2 quarts water to a full boil in large saucepan; add tea and mint leaves and remove pan from heat.

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Cover and let stand for 5 minutes. Add honey and stir until dissolved. Strain tea into a pitcher and let cool to room temperature, then refrigerate at least 2 hours. Serve over ice in chilled glasses garnished with lemon slices. I would recommend making this in advance to transport to the boat in a thermos.

Orange Blossom Cooler

- 1/3 c. frozen orange juice concentrate
- 1/4 c. sugar
- 1/2 c. milk
- 1/2 tsp. vanilla
- 5-6 ice cubes
- 4 mint sprigs

Combine all ingredients except mint sprigs in a blender; blend until smooth. Pour into 1-quart thermos for transport to the boat. Shake well prior to pouring into glasses; garnish each glass with mint sprig. Makes 4 dreamy, creamy servings.

Bocci Ball

- 1 1/2 oz. Amaretto
- 4-5 oz. orange juice
- orange slice for garnish

Build in a highball glass over ice. Garnish with orange slice.

Madras

- 1 1/2 oz. vodka
- 4 oz. orange juice
- 1 1/2 oz. cranberry juice cocktail
- orange slice for garnish

Build over ice in a highball glass, floating the cranberry juice on top. Garnish with orange slice.

Cape Cod

- 1 1/2 oz. vodka
- cranberry juice
- lime wedge for garnish

Combine vodka and cranberry juice in a highball glass with ice. Garnish with lime wedge.

Espresso Cocktail

- brown sugar for rimming
- 3/4 oz. Kahlua
- 3/4 oz. vodka
- 1 oz. espresso
- 1 oz. heavy cream

Prepare a martini glass with brown sugar rim. Shake all ingredients with ice and strain into the martini glass.

French 75

- 2 oz. gin
 - juice from 1/2 lemon
 - 1 tsp. powdered sugar
 - chilled champagne
 - strawberry for garnish
- In a special glass 1/3 full of



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.

crushed ice, stir together gin, lemon juice, and sugar. Gently add champagne and garnish with strawberry. This can also be made with gin, Collins mix, and champagne. Exquisite!

Champagne Cocktail

- 1 oz. cognac
- 1/2 oz. Grand Marnier
- 6 oz. chilled champagne
- 3 raspberries

Mix cognac and Grand Marnier in a goblet, fill with champagne, and garnish with raspberries.

Bloody Mary

- 1 1/2 oz. vodka
- 2 dashes Worcestershire sauce
- 4 dashes Tabasco sauce
- pinch of salt and pepper
- 1/4 oz. lemon juice
- 4 oz. tomato juice

Combine all ingredients in a mixing glass; roll back and forth to mix, then strain into a large goblet three-quarters filled with ice. Garnish with lemon wedge and maybe throw in a celery stalk!

Margarita

- 1 1/2 oz. tequila
- 1 oz. Cointreau
- 3/4 oz. lime juice

Salt rim of cocktail glass by rubbing a piece of lime on the outside rim of the glass, then dipping into a saucer of coarse salt. Combine ingredients in mixing glass with ice; shake well and strain into chilled/prepped cocktail glass.

Grasshopper

- 1 oz. green Crème de Menthe
- 1 oz. white Crème de Menthe
- 2 oz. heavy cream

Shake well with ice and strain into a martini glass. *nmv*

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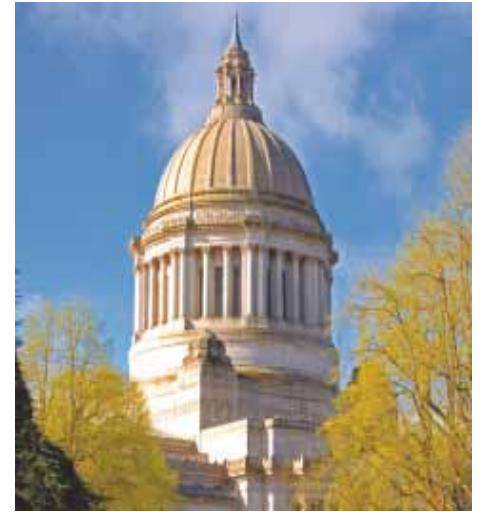
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Peter Schrappen On Watch

Politics and boating



Pearls of wisdom

You never know when you are going to get a pearl of wisdom. Just when you least expect it, pow, there it is. About eight years ago, a busboy told me at Buca di Beppo's, "If you don't toot your own horn, no one else will." There you have it.

All too often, the issues and regulations that come our way can make for a downtrodden tale. You would think we were in the funeral business sometimes. I'm as guilty as anyone (Did you read my column from last month? Pour me a glass of whiskey and put on the Tom Waits.) It's time for our community (or at least me) to keep our chin up. There's a lot of great stuff happening. Pour me a beer-arita and put on some Dave Calhoun. Let's get after it.

"If you don't toot your own horn, no one else will."

Day of Safety (May 18, 2013): Safe boating equals fun boating. It's hard to be at ease on the water if you aren't aware of the rules of the road. That's pretty straightforward.

By now you know that the recreational boating users and industry came together with other boating stakeholders (which is just a fancy word for state agencies) to pass mandatory boater-education safety. Having a seat at the table as

we did ensured that we had legislation that would work for us. As was mentioned by Gregg Reynolds at a recent NMTA Government Affairs meeting, "If you aren't at the table, you are on the menu." Exactly. Since that success, the group has morphed into the Washington Boating Alliance (more on that later). In the meantime, Elliott Bay Marina continues to take boating safety seriously, seriously enough to bring together boaters for a day of upgrading their equipment.

This will be their third year at having a day dedicated to boating safety. It started small in 2010 with the United States Coast Guard providing free safety inspections for their tenants. They have since hired Cintas Fire to do free certification/recharge fire extinguishers.

Washington State Parks Wear It! campaign has had a presence in the past, too. Elliott Bay's Harbor Master Brian Kaloper lays out it pretty well, "The idea behind the event is to piggyback off the Opening Day of Boating in the Northwest by hosting a free event that encourages people to get their vessels in safe operating condition for the coming season. It's important that boaters are up to date on the latest safety regulations and this event does that."

The event continues to grow each year. In 2010, the USCG Auxiliary did roughly 30 vessel inspections, last year's event was well over 50. Brian's vision is a day focused on promoting safe boating while having resources easily accessible to boaters.

Brian isn't just interested because of his tenants, "We want safe boats out there. It's for our boaters, heck for any boaters. This year we'll provide free guest moorage for any visiting vessel looking for an inspection and they're more than welcome to bring their fire extinguishers ashore to be certi-

Resources for boaters

No Discharge Zone:
www.ecy.wa.gov/programs/wq/nonpoint/CleanBoating/nodischargezone.html

Clean Boating Foundation:
www.cleanboatingfoundation.org

fied as well." From the Elliott Bay website: "We'll be accepting expired flares and have new flares for sale at a discounted rate, the USCG Aux will be providing free safety checks, Cintas will be onsite providing fire extinguisher certifications as well. Come join us for this wonderful annual event to get the season started!"

Make a day of it: May 18th, 9 a.m. – 3 p.m. at Elliott Bay Marina.

Port of Edmonds Tenant Workshop: Another leader in the Northwest boating world, Marla Kempf, put together a workshop that brought together industry leaders and Port of Edmonds tenants to discuss the Clean Boating Foundation, non-copper paint and non-zinc anodes.

Having attended that event on February 26, I can tell you that Marla is a great organizer. It was as if we were handing out free unicorns. Over fifty people crowded in for three hours of non-stop learning and sharing stories about the latest and great products on the market. My deputy Ben Lee and I laid out the vision of the Clean Boating Foundation ("voluntary, market-based approach to showcasing boating businesses and boaters doing right for the environment") as well as the timelines for the non-copper paint legislation (phase-out of copper begins in 2018).

Tony Bulpin of Sea Hawk Paint and Mark Lindeman of Pettit shared with the group why Smart Solutions and Eco Ultima, respectively, are viable alternatives today for boaters to make the switch. Then Jack Bennett of the Derema Group wowed the group on the cost-saving and high-performance of non-zinc anodes.

It was great exchange of information as well as a way for the family of Port of Edmonds to come

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together and strategize together on how to protect boatyards with tools that work immediately. As Ben Lee said, "There are significant actions that boaters can take today that will help save boatyards tomorrow. Switching to non-copper paint and non-zinc anodes are two steps that we are encouraging boaters to take as soon as possible. Why wait?"

If you'd like to help organize a similar event, contact me directly (peter@nmta.net) and we will make it happen.

Washington Boating Alliance: I can't get enough of this group. Regardless of the size of your vessel, you have an interest and voice on what issues will affect our way of life. There are a lot of groups out there doing great work, but if you are looking for a convener of the different groups out there that's the WBA.

This consensus-based group meets monthly for (at least) three hours. There's a logo but no website or budget or staff. Yes, those three-plus hours can get tedious, but that's a good thing. The discourse and dialogue facilitated at the WBA provide a sounding board for good (and bad) ideas. Whether the issues are as age-old as how to deal with derelict vessels (what I'd call "classic issues") or as straightforward and common sense-ical as the Marine Tourism Bill (I thought I'd slip that in there) or what you could call "up and comers" such as Department of Ecology's process to create a No Discharge Zone, all of these conversations start at the WBA.

You can think of this group as the first responders. Right now, as it relates to the No Discharge Zone, WBA is meeting periodically with DOE to ensure that all voices are being heard on this important issue facing Puget Sound boaters. As a community, change can affect us or we can affect change. Thank goodness, WBA is paying attention.

NW Marine Trade Association's Second Annual Auction to benefit the Clean Boating Foundation and Fish Northwest (April 19): Boaters and boating businesses are converging on the Shilshole Beach Club on April 19 to support two organizations doing great work on behalf of, well, boaters and boating businesses. Plus, there will be some serious wine getting consumed.

It's an evening when, for one night a year, we can celebrate great work getting done behind the scenes on our behalf. You like expanded crabbing seasons? You like robust funding for salmon hatcheries? You like having friends on the Fish and Wildlife Commission who make crucial decisions for recreational

anglers? You can thank Fish Northwest.

What about an organization that is 100% focused on protecting Puget Sound by working with boatyards and boaters in a completely voluntary fashion? How about an organization that boaters and boatyards trust to help them figure things out? That's the Clean Boating Foundation. Put them together and a bunch of people and some great auction items and you've got the makings for an event that is expected to net over \$30,000.

For more info on this event, drop me a line (peter@nmta.net)

As a boating system goes, we can't get out in front of the killjoys, rules and regulations unless we take

Our man in Olympia, Peter Schrapen 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.



a moment or two to point out of the accomplishments. Let's what's working and celebrate all sound the horn. nww



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Thank you Mother Nature and your continuing kindness to provide for Pacific Northwest salmon stocks.

Ahhhhhh, April, we made it! Daffodils, tulips and time to go fishing! April is a very important time of the year here in the Pacific Northwest, when the sun begins to heat up the spring days and the moss begins to evaporate off our backs. It's also an important time when the salmon seasons are set, based on strengths and weaknesses of returning chinook, coho and pink salmon. Buckle up for another big year.

Every year, dating back to the early 80's, since the implementation of the coastal 200-mile limit, the state, feds, and tribes gather to compose the Northwest salmon

COLUMBIA RIVER FALL CHINOOK
2012 Forecast/Actual Returns and 2013 Preseason Forecasts

Stock Group	2012		2013
	February Forecasts	Actual Returns	February Forecasts
Lower River Hatchery - LRH	127,000	84,800	88,000
Lower River Wild - LRW	16,200	13,900	14,200
Bonneville Pool Hatchery - BPH	63,800	56,800	38,000
Upriver Bright - URB	353,500	298,100	432,500
Snake River Wild - SRW*	15,100	16,700	31,600
Bonneville Upriver Bright - BUB	24,600	12,400	35,200
Pool Upriver Bright - PUB	66,200	46,300	70,000
Columbia River Total**	651,300	512,300	677,900

*Subset of URB **Select Area Brights (SAB) not included.

throughout the winter.

The first read of this year's crop began back in November, when areas such as Possession Bar, on the south end of Whidbey Island, Saratoga Passage and Admiralty Inlet opened for blackmouth fishing. The fishing and catching, when weather allowed, was red hot, a great sign of positive winter survival rates.

In December, the San Juan Island region opened for blackmouth fishing and the torrid catches continued well into January.

On the second weekend of February, the Roche Harbor Salmon Classic hosted their 10th annual salmon derby in the Islands. The tournament set a record of nearly 200 hatchery produced blackmouth entered into the event, smashing the old record of 140 chinook. Another data point of outstanding winter survival rates.

The following weekend, the Olympic Peninsula Salmon Derby held its annual tournament and they too witnessed record catches of over 350 fin-clipped hatchery chinook entered in their long-standing derby. Are you starting to get the picture? Many fish management experts, who follow these ongoing catches agree that we are not only looking at a good winter of salmon abundance, but these fish will evolve into this summer's king salmon population for Puget Sound. I am starting to twitch now!

Another important piece to the 2013 puzzle is the forecasted return of king and coho salmon back to the Columbia River. These stocks of salmon represent the backbone of our summer fishing picture as they migrate down the North American coast through British Columbia,

forecast. These forecasts are ultimately sculptured into sport fishing seasons for all Washington waters, through next March, 2014. The announcement for these seasons should occur by the end of the first week of April, and you'll find it on the Washington Department of Fish and Wildlife's website.

At this writing, the forecast, based on the available pieces to the salmon survival puzzle, appear to be strong again. This trend has been ongoing for the last four or five years, thanks largely to the kind hand of Mother Nature, who has been providing a healthy food chain in the Pacific ocean which salmon depend on for the greater part of their lives.

Here in Puget Sound, for example, our chinook salmon survival barometer reading throughout the winter is made through catches, or lack of catches of blackmouth, a term applied to immature chinook salmon pasturing in the Sound. Most of these fish choose to reside in north Puget Sound, the pristine waters of the San Juan Islands along with the Strait of Juan de Fuca



Photo right - The Admiral's niece, Jackie Humphrey from Snohomish, with a chrome 20-pounder. Limits of king salmon like this were common during last June's early opener for Chinook and if forecasts are correct, it should happen again this year.

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2013 Forecasts

- *LRH - Similar to the 5-year average (87,000) and 2012 actual return.
- *LRW - Equal to the 10-year average (14,200) and similar to the 2012 actual return.
- *BPH - About 40% of the 10-year average (89,200)
- *URB - Record high forecasted return. Highest actual return on record is 420,700 (in 1987).
- *BUB - Similar to the 10-year average (39,100).
- *PUB - Record high forecasted return. Highest actual return on record was 67,400 in 2003.
- *Total forecast of 677,900 Columbia River fall Chinook is greater than the 10-year average actual return (547,900) and would be the highest return since 2004.

February 13, 2013
Washington Department of Fish and Wildlife
U.S. v Oregon Technical Advisory Committee Sub-group

providing fisheries to Neah Bay, La Push, Westport, Ilwaco and ultimately into the Columbia River.

The chinook salmon forecast looks very good. Last year, a half million king salmon returned to the Columbia. This year, the forecast is at 677,900. Smart anglers are making reservations now at their ports of choice.

The coho salmon forecast is up to, as 632,000 coho returned last year and the 2013 forecast is at 716,000. This means that the coast should be smoking this summer as these good returns of kings and coho should produce a lot of smiles from anglers investing their fishing time from Neah Bay to Astoria.

Back in Puget Sound, 2013, an odd-numbered year, means pink salmon are coming home, as they do every two years. The forecast looks good settling in at 6.3 million. This forecast is better than 2011 but not as strong as the big return in 2009 of 10 million pink salmon. The runs, by river, which compose the 6.3 million total are equally distributed between the Skagit, Snohomish, Stillaguamish, Green, Puyallup and Nisqually Rivers.

Thank you Mother Nature and your continuing kindness to provide for Pacific Northwest salmon stocks. I've been in the sport salmon fishing business for nearly 40 years now with the bulk of that time working at the Washington Department of Fish and Wildlife. When I reflect back into the mid-late 70's, I recall pedal-to-the-metal salmon fishing seasons and catches. In fact, the all-time high, for Washington sport caught chinook and coho fisheries occurred back in those late 70's years. Today, even though the seasons are not as long as they were back then, the quality of fishing challenges that era.

On the eve of the annual sport salmon season announcement, my sources say the likelihood of an early opener for chinook salmon in June may happen again. This early summer fishing opportunity was incredible, particularly at Neah Bay and Westport. Zillions of Sooty Shearwaters covered the ocean waters in these areas, attempting to predate on the tons and tons of bait fish, just under the surface. And king salmon, terrorizing and inhaling the baitfish like a sumo hot dog eating contest

caused me to hyperventilate as my fishing rod tip slammed down into the water again and again, fishing in shallow water in front of the Quinault Casino just north of Westport. Oh baby, make it hap-

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



pen again!

In summary, I'm predicting another great year for sport salmon fishing in Washington. The pencil marks on my June through September calendar is beginning to look like Kyle Busch used it to do his 360

degree victory burnouts. Westport, Neah Bay, Mid-Channel Bank, Possession Bar, Hein Bank, the Columbia River and Grays Harbor, I'm trembling again! It's all just around the corner and I love this game! See you on the water. *nwy*



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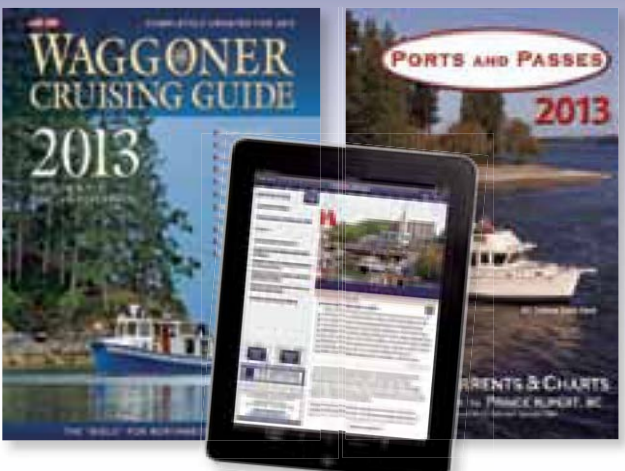
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In addition to our brokers in Bellingham, a reminder that Ken Bowles (206-554-1642) is in Seattle helping us represent the entire Puget Sound region!



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- *Northern Marine*
- *Northwest Yachts*
- *Selene*
- *DeFever*
- *American Tug*
- *Nordic Tug*
- *Coastal Craft*
- *Seahorse*
- *Custom and limited production yachts will be considered on a case-by-case basis.*



If you have been considering a late-model high-quality yacht, please contact one of our brokers to find out how to become a part of our growing family or Brian Pemberton in our Bellingham office to discuss financial details of placing a boat in the fleet.

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New Products

Doggie Life Jackets

It does amaze us how many people now take their dogs out on the water with them and I'd have to say that the dogs look like they're having a pretty good time.

What really brought this to the forefront was something we witnessed while fishing up in the Straits the other weekend. Sure dogs know instinctively how to swim and even in this cold water they can still swim longer and better than we can. The problem was that we were way out in the middle of the Straits and even though it was dead flat calm that's still a very long way to the beach.

What happened was that on another boat, a dog got attracted to one of the various water fowl that hang around on the Bank and decided to jump into the water to retrieve it, chase it, whatever. The dog was swimming just fine but when it came to getting the dog back into the boat that was far easier said than done. After getting at least two people very wet and turning the sky blue around the boat with some very salty language, they managed to wrestle the dog back aboard the boat albeit somewhat unceremoniously. The dog was clearly



none top happy about the way it was handled.

Well since April is National Pet Month, here is the solution that will make getting your pet back on

board a breeze even if you have to use the pot-puller.

The **Outward Hound Life Jacket** from Kyjen sports high visibility colors, multiple reflective strips, easy-grab handles, quick release buckles, and outstanding flotation with a special front float that will help to keep dog's head above water. There is also a durable and comfortable neoprene belly-band that will help retain body heat if the dog is in the water for a while.

The unique, multi-handle design is constructed to add strength and durability for pulling dogs out of the water. The handles are a one piece sewn strap that wraps around the belly and back of the dog adding strength to the handle. Plus the convenient top grab handles allow easy rescue by hand or boat hook.

The smaller sizes have a single handle while the medium, large and x-large life jackets feature dual handles for easy lifting and additional stability.

For more information or to order go to:

www.kyjen.com

Radial Rub Rail

A professional-looking rub rail installation needn't require multiple technicians or hours of work. Mate USA's patented **Radial Rub Rail** is fitted cold, with no pre-heating necessary, in just a few simple steps to save owners time and money.

The Radial Rub Rail installation begins with the application of a rigid duralene track, which is secured to the hull with screws or rivets. Because the track bends by hand in any direction, mounting requires no templates or special tools, even around sharp bends. The soft and supple PVC profile then snaps easily onto the track. Unlike every other rub rail on the market, Mate USA's product is pliable without being

heated.

With the seamless rub rail pre-cut to size, there's no waste and no gaps. Optionally, boat owners can install 316 polished stainless steel end caps for an elegant finishing touch on transoms and boat sides.

The profile's large outer surface provides maximum shock protection at all times. Black or white are standard color choices, with custom colors available through special order.

A Mate USA Radial Rub Rail kit with 46' of rub rail, seven bars of track, two end caps and one joint cap retails for \$182.78. Kits in 52' and 72' are also avail-

able. More about this patented product and its installation is at www.youtube.com/tessilmare.

Contact Mate USA, 3251 SW 13th Dr., Deerfield Beach, FL 33442; 954-463-5757.

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Camera on a Boat Hook

We've all had similar dilemmas, We think we might have hit something, the boat isn't quite getting up to speed, is there excessive growth on the bottom or maybe it's the transducer and what about those zinc's? Do you hire a diver to only find everything is in order? Perhaps this new product from Aquabotix can solve the dilemma.

We've always been a big fan of the Aquabotix products, especially the iPad controlled Hydroview, however the new AquaLens is so simple to use and can solve so many problems for the boater it really deserves a second look.

Designed to be mounted on the end of a standard boat hook or other guide pole, the AquaLens sends a live video feed back to a wrist-mounted LCD screen, allowing boaters to stay safe and dry while providing the valuable view they need to evaluate the well-being of their vessel.

Rugged and dependable, the AquaLens Pro is designed to take a beating in the field. With a waterproof and impact-resistant topside box featuring an embedded 3.5 inch LCD monitor and a rechargeable battery pack, the AquaLens Pro is designed to be withstanding of the most challenging conditions. Building on its predecessor's proven platform, the AquaLens Pro includes new features such as:

*Pressure resistance down to 300 feet deep; reachable via the 25 foot a Kevlar-reinforced video cable that



can be extended with optional 50 foot cables

*Upgraded top-side box centralizes the unit's rechargeable batteries, controls and other vital components in a buoyant, waterproof housing sealed with stainless steel inserts and water tight connectors

*High visibility lime green color face for enhanced visibility by the user as the unit delves underwater

*An optional add-on viewing station offers an embedded 7 inch LCD screen and video recording capabilities that make the Pro version ideal for record keeping or even getting up close footage of undersea life.

For more information go to: www.aquabotix.com.



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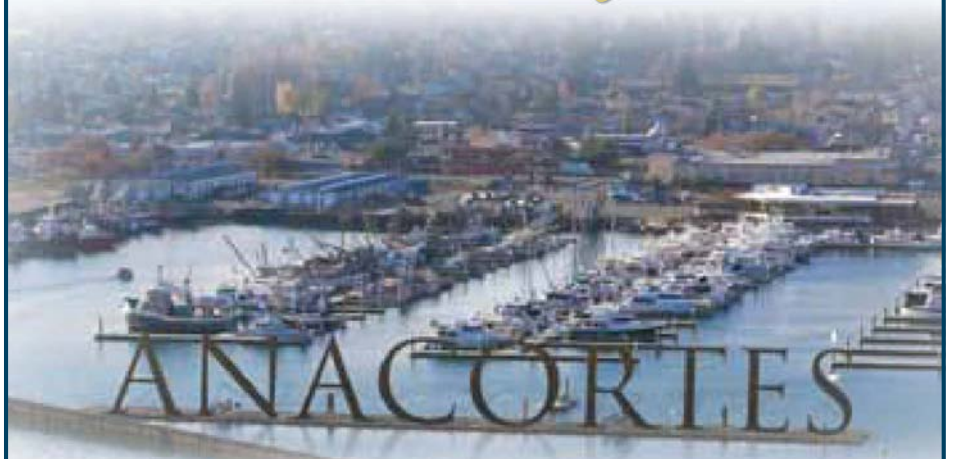
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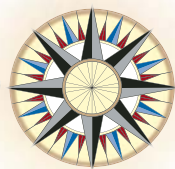
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New Products

Candle-driven Outdoor Lighting

We learned about this from our friends at Sure Marine at the Big Seattle Boat Show and it is a very cool new lighting product that will work on the boat, on the beach, and on the deck at home. What makes the JOI so remarkable is that it doesn't use batteries, solar or plug-in electricity to create its light. Instead, it uses a unique power source that is easy to use, economical and found in most every home: the common tea light candle.

JOI uses thermoelectric technology to transform the energy of a simple tea light into enough light to illuminate the outdoor living space. The average tea light candle will power the Thermologi JOI for about four hours.

To operate, the user opens the front glass door, inserts a tea light into the holder, lights the candle and closes the door. Within minutes JOI begins to convert the heat of the tea light candle into an incredible 70-plus lumens of light through the eight high-efficiency LED's. An astounding 18 times the light generated by a single

tea light candle!

With the product in its closed position, the LED's mounted in the "roof" of JOI's "house" design provide the perfect amount of light for ambiance on the tabletop. The lamp head or "roof" can also be extended on its telescoping arms to allow an entire table to be illuminated for dining and entertaining. Constructed of stainless steel, glass and aluminum, JOI has been built to withstand the harsh marine environment.

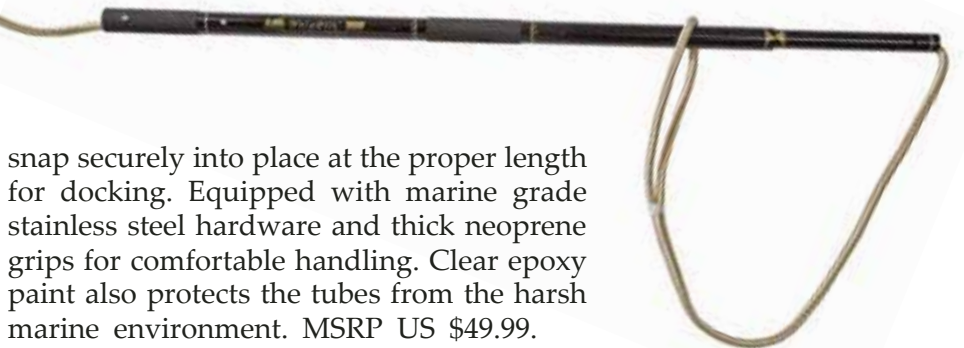


Available at Sure Marine, 5320 28th Ave NW, in Seattle, in Ballard on the way to Shilshole or you can call them at 206-784-9903.

ShipStik

The ShipStik™ makes it easy to quickly and safely dock a boat over a piling, to a cleat or mooring – without leaving the deck.

The unique, patent-pending design allows a rope to freely move through the entire length of the durable fiberglass ShipStik tubes, which telescope from 4 to 7 feet and



snap securely into place at the proper length for docking. Equipped with marine grade stainless steel hardware and thick neoprene grips for comfortable handling. Clear epoxy paint also protects the tubes from the harsh marine environment. MSRP US \$49.99.

An assortment of boat cleaning brushes can be attached to the ShipStik and are available as optional accessories. For more information: 1-203-417-8022; www.shipstik.com

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Saltwater Fly Fishing Gear

It's Spring and a boater's thoughts turn to . . . Cruising! And that's not all, more and more boaters are also taking along a kayak or an inflatable pontoon boat for exploring and fly fishing because as they've discovered, there is some very outstanding fly fishing to be had in saltwater especially as you get further and further off the beaten path. Fly fishing from a kayak or a pontoon craft in among the kelp beds or rocky promontories provides the angler with a near endless variety of fish as well as some very challenging fishing with the reward being an occasional big fish and not uncommonly a sporty coho or blackmouth.

However fly fishing won't be any fun unless you have the right equipment and luckily for you some of the best saltwater fly fishing gear is produced right here in the Pacific Northwest at the Redington facility on Bainbridge Island. While they offer a full range of gear, their saltwater gear is absolutely outstanding.

When it comes to a saltwater rod that you can still easily stow on a boat, it's tough to beat the Predator series which works for anglers looking for a stout, fast action fly rod that will deliver large flies in tough

conditions. It has the power for picking up line, fighting large fish, and steering them away from potentially tangling kelp or rock reefs.

The Predator has a high modulus carbon fiber weave in the butt section and at the ferrules for strength and durability. The reel seat is anodized aluminum, while the guides are oversized with a titanium oxide ring all of which means this rod is perfect for the harsh saltwater environment and designed for shooting line that extra distance when you need it.

There are three different sizes of fighting butts for various line weights which provides the best matching

for the size of the rod. The size 12 and 14 weights include a fore grip which you'll need when you head offshore to go after those summer albacore. Another very clever feature is the machined, hidden hook keepers at the reel seat. These rods come in four sections but don't worry; there are alignment dots for easy set up.

So now you've got the rod all you need is a reel to match and Redington makes the Delta series specifically for the saltwater challenge. The Delta features a large arbor design for easier and quicker retrieve as well as a new spool re-

lease mechanism and larger drag knob for grip.

The Delta series is made from durable machined 6061-T6 aluminum with the quick release spool. There is a one-way clutch bearing for smooth and immediate drag engagement with a cork and Teflon drag system. Just like the rod, the Delta series comes with a lifetime warranty and a nylon case. Be sure to buy the extra spools so can change quickly between floating and sinking lines. The larger Delta reels will hold 200-250 yards of 30 pound line which you will need when you hook up with that monster ling cod, salmon or tuna.

So what do you fish with up north? Go for any of the normal baitfish patterns imitating herring, anchovy or candlefish, like Glennie's Coronation. You can also troll from your boat or kayak with a tandem six-inch bucktail or work the rocks with the chartreuse and white Clouser minnow for salmon and rockfish.

You won't believe just how much fun you can have when you get hooked up using this gear. To find the dealer closest to you just go to www.redington.com.



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New Products

On The Water from Maui Jim

We've always been partial to Maui Jim sunglasses because not only are they a great product to wear on the water, they also do a great job supporting our sport. So when they announce new glasses you can bet we pay attention. This

year there are ten new styles in the On The Water Collection.

Another aspect of the Maui Jim line we really appreciate is their constant attention to upgrading and improving their product line. Each style in the company's On The

Water(OTW) Collection uses technologies that are designed to work with different face sizes and shapes to shield eyes when enjoying time on the water. Features of these glasses include bigger lenses; wide temples; a snug fit; anti-corrosive, spring hinge hardware; oleo phobic lens coatings to repel water and grease; scratch-resistant properties; a variety of lens materials for different water sports; four lens colors for various light conditions; and the option of prescription lenses in most styles.

Unique to all Maui Jim sunglasses



is PolarizedPlus2 lens technology that protects eyes on both sides of each lens. This technology reduces 99.9 percent of harmful glare from any flat, smooth, or shiny surface, which makes it possible to see below the surface of water, an invaluable feature for boaters and fishermen.

Additionally, Maui Jim sunglasses cut 100 percent of UVA and UVB rays. Each style in the OTW Collection has unique, bi-gradient mirror technology that adds protection from light through the top and bottom of each lens, basically, Maui Jim sunglasses squint for you to reduce eye fatigue.

Lens color is not a style feature. It is a functional feature. Maui Jim lenses come in four distortion-free colors to maximize performance in various light conditions. Maui Jim is the only company to use up to nine layers of advanced protection, including color-enhancing components such as rare earth elements, to white-balance its lenses, resulting in heightened definition and true color vibrancy without distortion or dinginess.

For more information, visit:
www.MauiJim.com

Oil Eating Microbes

The problem is well known and can be a huge problem for unsuspecting boaters; spilling a little oil into the bilge which then gets pumped out and creates that oily sheen on the water. Technically, and according to the law, this is an oil spill and you are responsible for the clean-up and all costs associated with the clean-up and may be subject to a fine as well. Not pretty.

This solution comes from Young Enterprises

on the East Coast who has developed a foam microbial bilge pad to eliminate oil and odors in the bilge. The foam polymer is resilient and absorbs 32 times its weight in oil. When the hydrocarbons such as oil,

gas, glycol, grease even animal waste appear they are absorbed into the foam activating the microbes. The microbes will then digest the hydrocarbons turning them into harmless carbon dioxide and water-soluble fatty acids that are food for fish and plant vegetation.

Each pad contains 180 billion archaea microbes and will treat a up to a 45-ft boat bilge area for about 3-4 months. The result is a clean bilge without messy absorbents or chemical dispersants.

For more information or to order go to:
www.young-enterprises.com



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Portable Solar Chargers

This is very cool and probably the best solution to not having enough places or outlets to charge all the phones, iPods, or iPads to which we've become so addicted.

SunVolt Solar Chargers use sunlight to quickly charge multiple mobile electronic devices. On a cloudless day, the SunVolt portable platform charges your devices as quickly as a wall-charger, making it an ideal emergency power source during power outages or in off-grid locations like the beach, sailboat, or shore side campground.

In just a few seconds, you can set up the SunVolt panel, plug in your devices, and start charging. A lightweight water-resistant carrying case with non-slip strips makes the system highly portable and a breeze to use. Available in the standard SunVolt and 50% more powerful SunVolt MAX models, the SunVolt Solar Charger means you'll never lose power again, even when you're away from an outlet for extended periods of time.



The standard SunVolt Solar Power Station can charge up to two devices on a sunny day. The SunVoltMAX Solar Power Station offers a larger solar panel and 50% more charging power. Both SunVolt and SunVoltMAX ship with standard USB charging ports (which will work with any USB charging cable).

Each SunVolt and SunVolt MAX comes with a lifetime warranty that covers any manufacturer defects.

For more information or to order go to:

www.gomadico.com/sunvolt.html

TREKR Travel Washcloth

Trekr was conceived while the inventors were preparing for a kayaking trip to Glacier Bay National Park in Alaska. They were going kayaking for a week and knew the weather was going to be damp. They looked everywhere for a washcloth that would dry quickly and keep clean. Cotton takes forever to dry, soils easily, and becomes smelly. Microfiber towels, while good for drying off, are not effective for cleaning because of their smooth texture.

Not finding anything satisfactory in the market place, the inventors designed their own and began testing it extensively. They later discovered one of the biggest benefits of their cloth is that it rinses clean every time you use it. As a consequence, you never need to wash Trekr.

Benefits:

*It doesn't matter if you're covered in mud, sweat, sunblock, or bug juice. Trekr will clean you and

rinse clean. Every time.

*Rapid drying prevents odors and bacteria. The material doesn't absorb water. It dries in minutes preventing bacteria and odors.

*The handy elastic loop doubles as its own compression strap. What does that mean? You just roll the cloth into a ball and stretch the elastic loop over it to keep it bundled.

*Lathers great and exfoliates your skin.

Trekr travel washclothes are available in two-packs for \$8. For more information contact Lunatec at: visitwww.lunatecgear.com



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New Boats

Beneteau Gran Turismo 44

One of the vessels at both the Seattle and Vancouver Boat Show that was well and truly turning heads was the new GT-44 from Beneteau. It barely made the Seattle Show, however, from the opening bell this remarkable craft almost had a line waiting to go up the ladder and into the new world of Beneteau Powerboats. Not that waiting in line was such a bad thing as it gave you the opportunity to check out Beneteau's new patented AirStep hull design.

This proprietary technology is quite a step up from previous attempts to duct airflow in from the upper part of the hull and exit it out



the bottom in effect to run the hull on a very thin cushion of air. The engineers at Beneteau have added hydro dynamically designed forward facing steps to control the flow and lift the hull. They have also added aft runners to further direct the airflow keeping it under the rear of the hull enforcing stability in turns with the overall effect of superbly responsive maneuverability.

Enough for you gearheads. Now we get to the part you and your guests will really appreciate and that's the very well designed and executed interior. The fully equipped king size galley features a 57.5 gallon fridge-freezer, microwave and ceramic cooking surface to provide all the convenience and modern comforts of home. Beside the galley below decks is the salon of the Gran Turismo 44, enhanced with a skylight and oversized portholes to increase natural light and scenic views. The owner and guest cabins include panoramic windows and each

has a bathroom en suite with a separate shower for maximum privacy and comfort.

On deck, the cockpit becomes a place where you can welcome family and friends with eight seats and an outdoor galley. Fully enjoy life at anchor with optional state-of-the-art cockpit grill, glass doors opening to port and starboard, and large 3'3" swim platform. Storage and launching of the tender are made easier with a garage which can house a 7'9" tender with engine.

This model has the Volvo-Penta Stern-Drive propulsion combined with the Air-Step® hull, enabling entirely safe cruising even at high speeds in rough seas. This combination provides comfort and stability from the moment you accelerate. Stern-Drive propulsion enables easy maneuvering of the boat in limited spaces and means that you can gain access to the toughest harbor berths, thanks to the joystick at the steering station.

All in all, as a new boat you will love the layout, excellent site lines from the helm, and especially the large, retractable sunroof over the interior helm station and its guest seating for two. The interior fit and finish is minimalist in styling while still being elegantly luxurious. Clearly Beneteau has a winner with this one, however, your best bet is to see it yourself.

Specifications: LOA - 44.25' (13.5m); Hull Length - 43.33' (13.2m); Beam - 12.91' (3.93m); Draft - 3.41' (1.04m); Displ Light - 19,616 lbs (8900kg); Fuel - 212 gals (800L); Max HP - 2x 370HP.

Pacific Northwest Dealer: Signature Yachts, 2471 Westlake Ave N., Suite 101, Seattle, 206-284-9004 or online at;

www.signature-yachts.com.



American Tug 485

As readers of *Northwest Yachting* know, for years we have really liked Northwest companies that produce a quality product. If they've been through the turbulent times of the marine industry and have survived while not compromising on the basic premise of producing a quality product and selling it for a fair price, they will continue to succeed.

Tomco Marine Group, the builders of the American Tugs are a perfect example. They were founded in the year 2000 and is still based out of La Conner, Washington, right on the Swinomish Slough. Tomco Marine Group was the brainchild of founder and director Tom Nelson and came about in conjunction with meetings with Lynn Senour, a well-known West Coast marine architect.

Tom and Lynn knew one another for many years, going back to building wooden boats on Lake Union in Seattle. As a young apprentice, Tom was given positions of increasing responsibilities as he proved himself on the shop floor and he eventually found himself president of a boat yard. A few years later, he founded his own company, Nelson Yacht Corporation, building 70-90 foot custom yachts and then moved to a position as president of Nordic Tugs before making the decision to develop Tomco Marine Group.

Mike Schoppert, current president of Tomco Marine Group, Inc., grew up in Alaska, and then moved to the Pacific Northwest to attend Western Washington University. Mike's expertise in fiberglass technology began at Uniflite Corporation where he learned lofting and tooling skills. He later worked at Chris-Craft and Tolly Craft then ending up at Oceanus, where he developed a tooling process and facility to produce the fiberglass components for Zodiac. Mike spent four years supervising the lamination department and later served as general manager of Nordic Tugs prior to joining Tomco Marine Group.

Just a little bit of Northwest boat building history here.

It's easy to understand how American Tug has survived the adverse business climate of the recent recession when you understand their four guiding principles:

1. Craft each trawler with top-quality methods and materials.
2. Create inviting, spacious and efficient interiors.
3. Utilize state-of-the-art technology to guarantee durability and efficient performance.
4. Maintain the highest standards in all areas of production to assure

each trawler meets or exceeds your expectations

The result is an end product in which consumers find American Tugs passion for maritime tradition infused with years of experience combined with modern construction techniques resulting in sturdy, yet nimble, trawlers that are perfect for both short- and long-term cruising.

The new AT 485 comes in at just under 50-feet (49'11 with anchor) so she can fit in one of those 50-foot slips and at this size is just about perfect for the long distance cruiser designed to be easily and efficiently handled by a crew of two.

As is usually the case with a successful vessel, happy customers inevitably start inquiring about a larger one so the team at American Tug began meeting with and listening to owners of American Tug 4352s, 3952s and 3652s in an effort to learn how they should build the next larger vessel in the very best way possible. "Our boat owners have tremendous amounts of experience and are very sharp, they love their American Tugs" said Mike Schoppert, President of Tomco Marine Group. Their input has helped perfect the space utilization and kept the focus on how the boats are really used.

The new American Tug 485 offers a large salon with opportunities for owners' choice of arrangement. The AT-485 will be available with a variety of salon layouts including either an "L-shaped or U-shaped" settee, a forward dinette, desk or bar area. The traditional pilothouse can have a companionway to the optional upper flybridge or "sky lounge seating area."

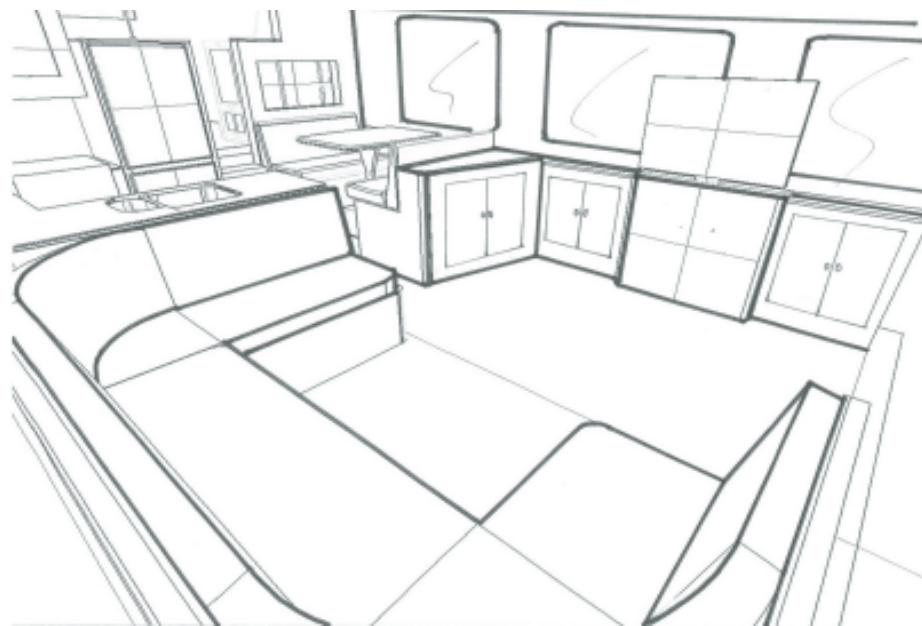
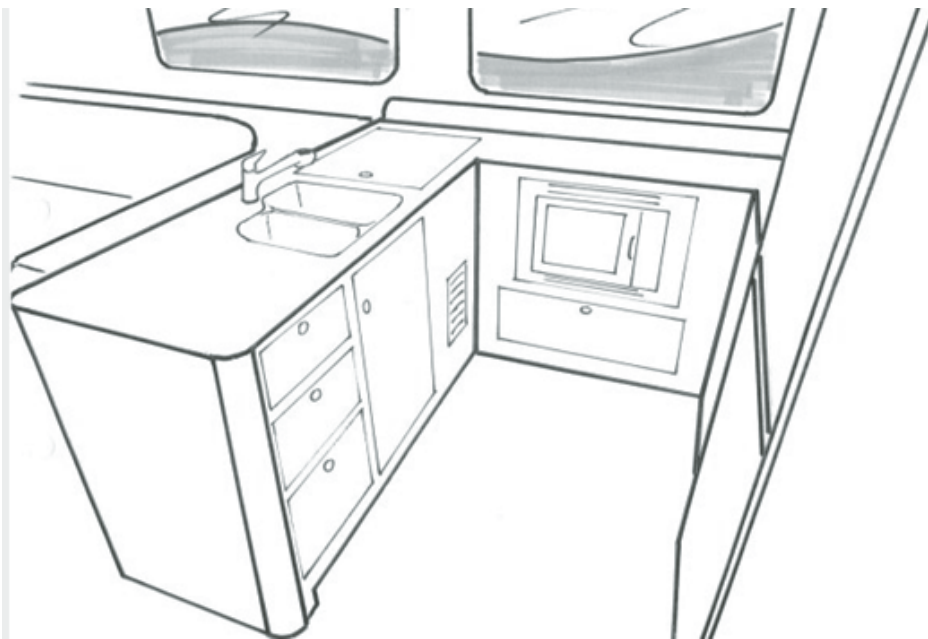
The large aft cockpit can be accessed via a single or optional french double-door. Twin swivel chairs

and a 40-inch hidden/rising LED television are standard equipment. "The owners need to be comfortable while on extended cruises, these boats will be covering a lot of miles" said Steve Scruggs, sales manager at Tomco Marine Group.

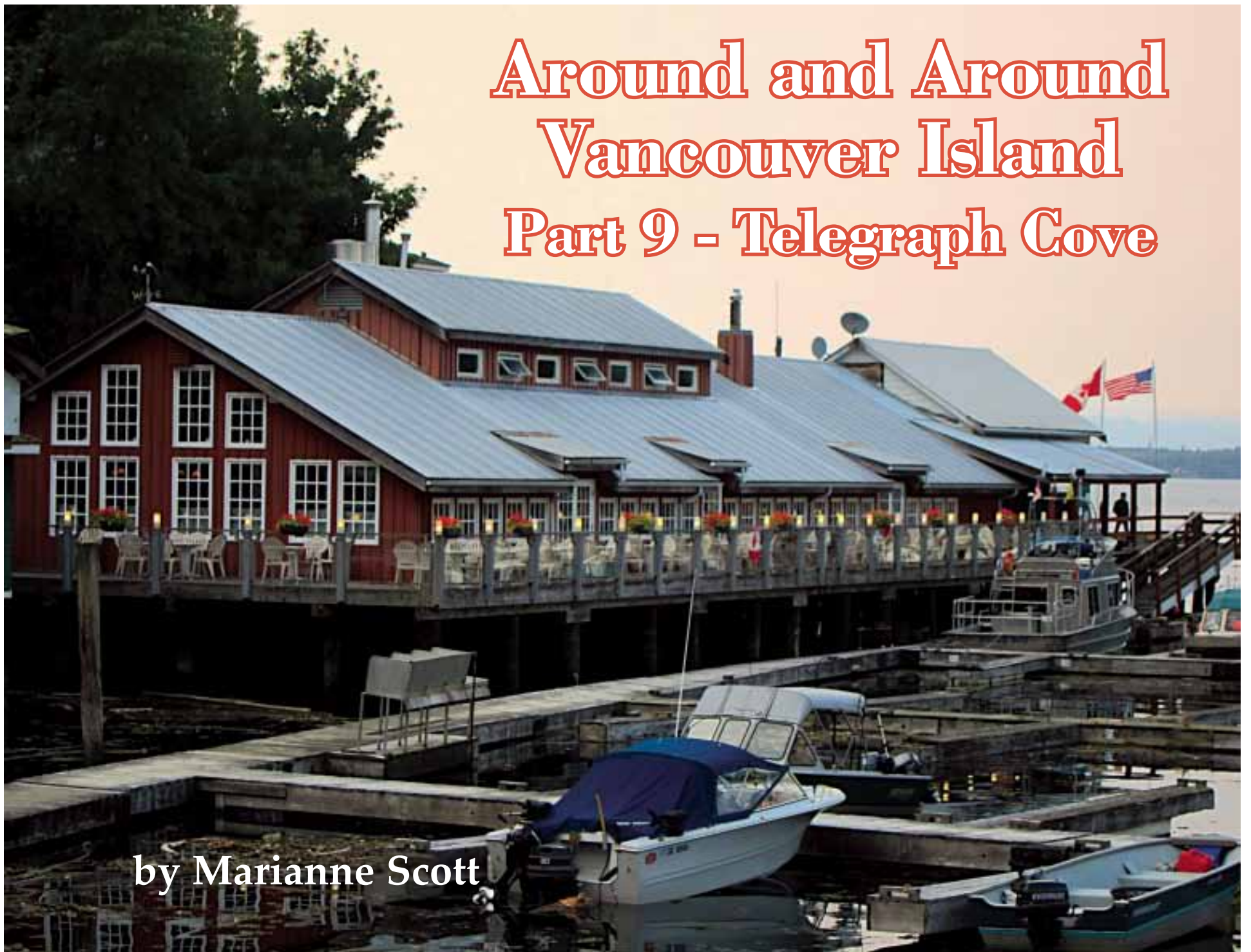
Using American Tugs time proven Lynn Senour semi-displacement hull form, the 485 will deliver excellent efficiency at speed and incredible stability provided by her hard chines and full keel. The long keel allows smooth tracking and

protects the running gear. **Specifications:** LOA - 48.96' (14.92m); LWL - 44' (13.41m); Beam - 15.83' (4.83m); Draft - 4.83' (1.47m); Displ (light load) - 34,000 lbs (15,422kgs); Power - Single Cummins QSC-550 8.3L Diesel; Range - 1,700 NM (3,150KM).

West Coast Factory Direct Sales: American Tugs, Steve Scruggs, 800 S. Pearle Jensen Way, LaConner, WA 360-466-2961; steve@americantugs.com



Around and Around Vancouver Island Part 9 - Telegraph Cove



by Marianne Scott

When you stroll along Telegraph Cove's boardwalk, you can imagine line-man Bobby Cullerne, the first Morse code operator striding along to his little shack ready to transmit messages and news throughout northern Vancouver Island. You can en-

The Scotts continue to circumnavigate Vancouver Island. After sailing up the west coast and rounding Cape Scott and the top of the island, they continue south to Telegraph Cove



visage a wife approaching a fishing vessel that's just arrived to haggle over the price of that night's freshly caught dinner. In your mind's eye, you watch various people don their aprons to work in the salmon saltery. And you can see some sturdy fallers travelling into the forest to harvest trees that will transmogrify into beams and floors and frames for many of the buildings on this part

Photo above - The old saltery is now the Killer Whale Cafe Photo ritght - The Whale Museum displays these skeletons of a blacktailed deer, black bear and cougar. Photo left - An old-fashioned fire pump hose stands alongside the boardwalk



of the Island.

These folks colonized the cove nearly a century ago. They weren't the first to arrive, of course. The Kwakwaka'wakw lived, fished and hunted around this protected harbor as much as nine thousand years ago and many of their descendants live in the area. It's called "tu'wasu" in the Kwak'wala language.

We'd arrived from Port McNeill, only about 15nm to the north of this tiny enclave. We'd been underway around Vancouver Island for more than six weeks, starting at Saturna Island's annual lamb bake, visiting Sooke and then Bamfield's splendid Music by the Sea Festival, proceeding up the Island's west coast exploring Barkley and Clayoquot Sounds, getting a strong dose of history in Nootka Sound and then sailing to Kyuquot and Quatsino. Our next stop was Hope Island's Bull Harbour and hence to Port McNeill.

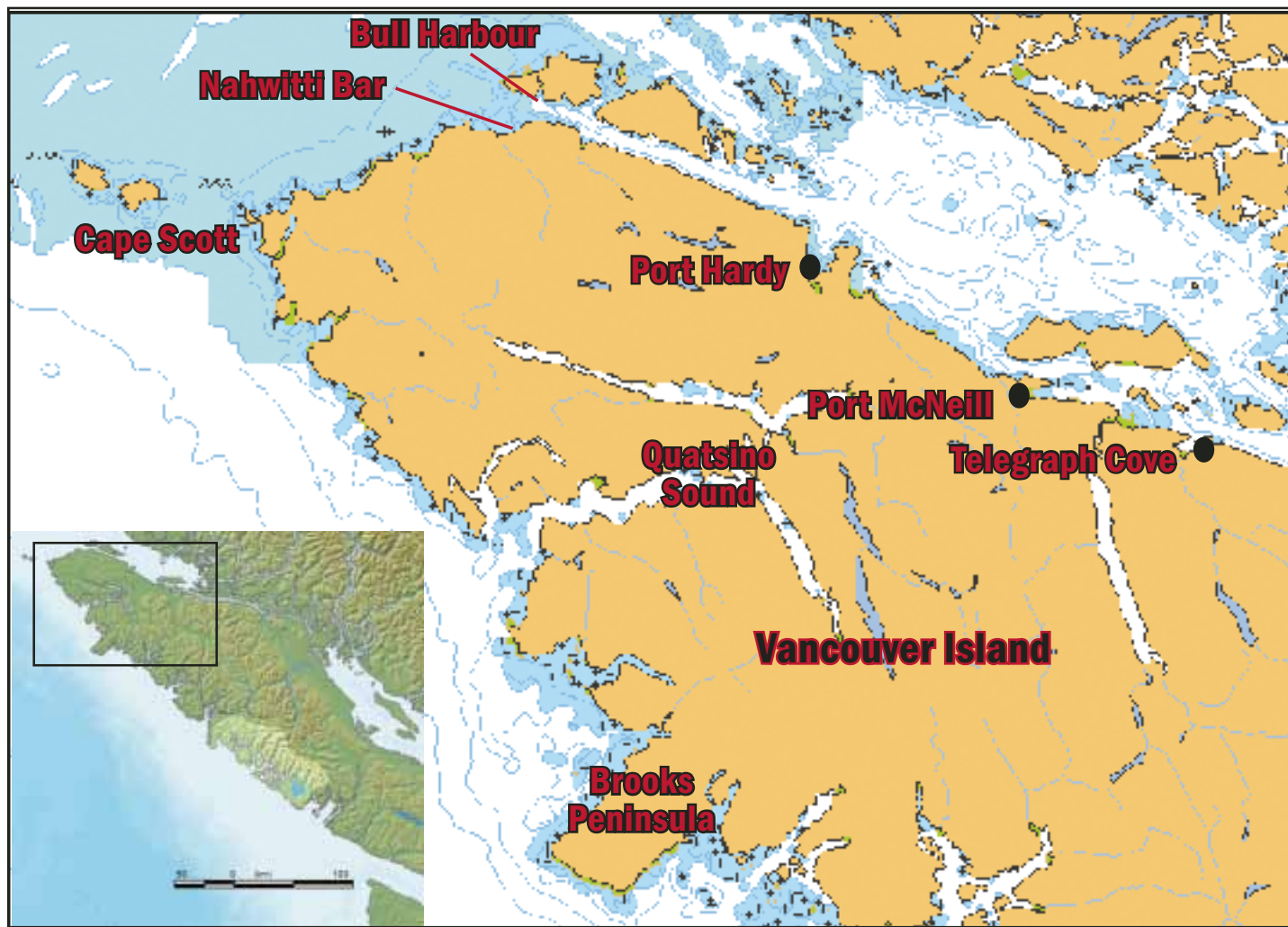
Despite the fact that every cruiser advises against circumnavigating Vancouver Island in a clockwise fashion because of the prevailing northwesterlies, we'd experienced few problems. In fact, the only time we were exposed to gale force winds was between Victoria and Sooke. After that, the wind gods had taken a holiday and we motored more than we sailed.

We had a special interest in Telegraph Cove, for its history and charming boardwalk and to see grandson Dylan Stephanian, a student at the University of British Columbia who had a summer job with the Canadian Coast Guard for a second year. He was stationed in Telegraph Cove and with his boss, Tom Kerr, and two other summer-only staff provided search and rescue services at the northern end of Vancouver Island. They operate a sturdy Zodiac Hurricane 733 with twin 150hp Evenrude Etec engines that can drive the boat up to 44-45 knots in flat water when they need to rescue someone.

Telegraph Cove and its History

We tied up in Telegraph Cove's small, fully loaded harbor and began to reconnoiter the place. We learned from one of the signs that "The ocean under the dock of Telegraph Cove is home to both native and migratory creatures. Huge octopus, some over 10 feet in diameter live within a fishing line of where you stand." They remained well hidden in the bottle-green waters.

Brenda McCorquodale has researched some of Telegraph Cove's early days with details about the first inhabitant, lineman Bobby Cullerne. "His job," she wrote in the *North Island Gazette*, "was to patrol and fix the [telegraph] line when it went down. When the line went down (literally) Cullerne had to walk the trail to find out where the trees had blown down and find a way to repair



the line." (I presume the telegraph line was as important to people at that time as cellphone towers are today.) Cullerne occupied the first house shack on the Cove and it still stands today, although it's been updated with additions.

Photo right - The author's grandson Dylan Stephanian (right) with his boss, Tom Kerr, are aboard ready to rescue a boat in trouble. Photo below - Telegraph Cove and its history welcomes boaters



An arched wooden gateway, festooned with rusty saw blades, through which we could see clapboard style buildings and vintage sawmill equipment, beckons visitors—"WELCOME TO HISTORIC TELEGRAPH COVE," the welded-metal letters read.

All the buildings around the boardwalk are perched on pilings and thus "walk on water." Every few yards a sign explains a piece of the village's history. It's a clever way to inform visitors of what happened over the decades. Many industrial and mechanical artifacts complement the stories. A large yellow banner celebrating the arrival of the first Europeans in 1912 commemorates a century of industry. It's easy to see why artists come here to paint the scene.

The hamlet began in 1912 when the superintendent of telegraphs was searching for a station for the telegraph line running north from Campbell River. Lacking creative flair, he named the one-building location after the communication device of the day. The cables were strung from tree to tree, ended in Port Hardy and eventually included the Cape Scott settlement.

That first telegraph line was replaced with a more reliable one when Canada declared war on Japan after the bombing of Pearl Harbor. This



Photo above - Whale researchers photograph orcas near Telegraph Cove (photo David Scott).

time, the line was attached to poles which cut down on the frequent breaks due to knocked-down trees and falling branches. Although there was little Japanese action against British Columbia, to detect and prevent any enemy sabotage, relay watchmen walked the line every day.

One sign—white letters on a green background—introduces visitors to local history and delivers a sad message. "THE ORIGINS OF 'TELEGRAPH COVE,'" the header reads.

Directly across the Cove is the site of the original Telegraph station for Northern Vancouver Island.

Originally built in 1911, government attendants would pound the brass to get their morse code signals through. The Telegraph signals were especially crucial during the 1918-19 influenza pandemic which swept through the Alert Bay area. Over 21 million people died world-wide and



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this remote area was particularly hard hit.

One family with four children lived at the end of Baronets Passage and had no contact with the outside world — no one knows how they became infected. When the wife first became sick, then the husband, they set out for Alert Bay. Suffering badly, they barely made it here to Telegraph Cove in their rowboat. The husband collapsed and died upon arrival; later that night the wife succumbed. The attendant from the Cove had the sad mission of rowing the six miles of wind, waves and tides to Alert Bay with the grim message.

The children are not mentioned further. Despite the deaths from flu, the village grew. Transmitting Morse code was only the beginning of Telegraph Cove's industrial growth. In 1922, Alfred Marmaduke "Duke" Wastell, who managed a box factory in Alert Bay, obtained property here in payment for a bad debt. He began operating two businesses, the Broughton Lumber and Trading Company and the Telegraph Cove Mill. A salmon saltery also opened and, helped by Japanese and Chinese laborers, these two enterprises supported each other. The lumber was fashioned into boxes to ship salted chum salmon to home markets and to Japan.

During World War II, a new sign tells us, the mill was appropriated in the name of national defense. I don't know how this fit into the war effort, but apparently 65 airmen arrived "to staff and operate the mill." (It may have been the most people living there then — today the village's population is 20.) After the war ended, the mill returned to providing custom lumber for boats, buildings and docks, and remained the community's mainstay until its demise in 1978.

Another sign tells us more details of those days. A steam generator provided electricity to the locals. The steam engineer was responsible for operating the machine. It appears that when he was ready to retire for the night, he'd go to the generator and dim the lights, thereby informing residents they had five minutes to light up oil lamps. If they wanted to stay up, that was.

While strolling along the boardwalk, I note the signage also includes humor. In the past, someone stuck a couple of oars in the crotch of a maple tree. They resided there long enough that the tree grew around them. Nevertheless, they came in handy in 2009, when a young cougar decided to walk the boardwalk and grab Buddy, a small dog sunning himself on the dock. An intrepid French couple saw the event and broke off an oar using it as a weapon. The dog survived although the cougar's powerful jaws blinded him. "Feel free to use [the

oar] again to fight off cougars," the sign concludes.

After wandering around the boardwalk, we joined Dylan and his teammates for dinner. During the summer, they share suites in Dockside 29, lodgings that occupy the space once taken by the sawmill. Like many young men today, all four are accomplished cooks and they provided us with delicious fresh-caught salmon. When there's no emergency and they await a call for help, they spend time improving their angling skills.

We also told them about the overheard "Holy Boat" story, the

Photo right - Entrance to the Whale Museum





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40' NAUTICAT '85	205,000
39' SWEDEN 390 '01	Reduced 219,500
38' NAUTICAT 38 MS '01	Reduced 298,500
38' NAUTICAT 38 MS '84	Reduced 159,500
38' LAGOON 380 '01	Reduced 299,000
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sportfisher unable to turn on and read a GPS who'd called a mayday (see *Northwest Yachting*, March, 2013 issue). We thought the event outrageous as the three crew aboard this sportfisher believed they needed no preparation to fish in Queen Charlotte Sound and that boating was like driving their pick-up truck down the I-5. "Oh," responded the somewhat blasé Coast Guard veterans, "that happens all the time. It's

nothing out of the ordinary."

The next day, we explored further. The old industries of commercial fishing, logging and sawmilling have disappeared, of course, and tourism and eco-tourism have taken their place. Telegraph Cove initiated the craze for whale watching—Stubbs Island Whale Watching, launched in 1980, was the first whale watching company in BC. Sportfishing is also much in de-

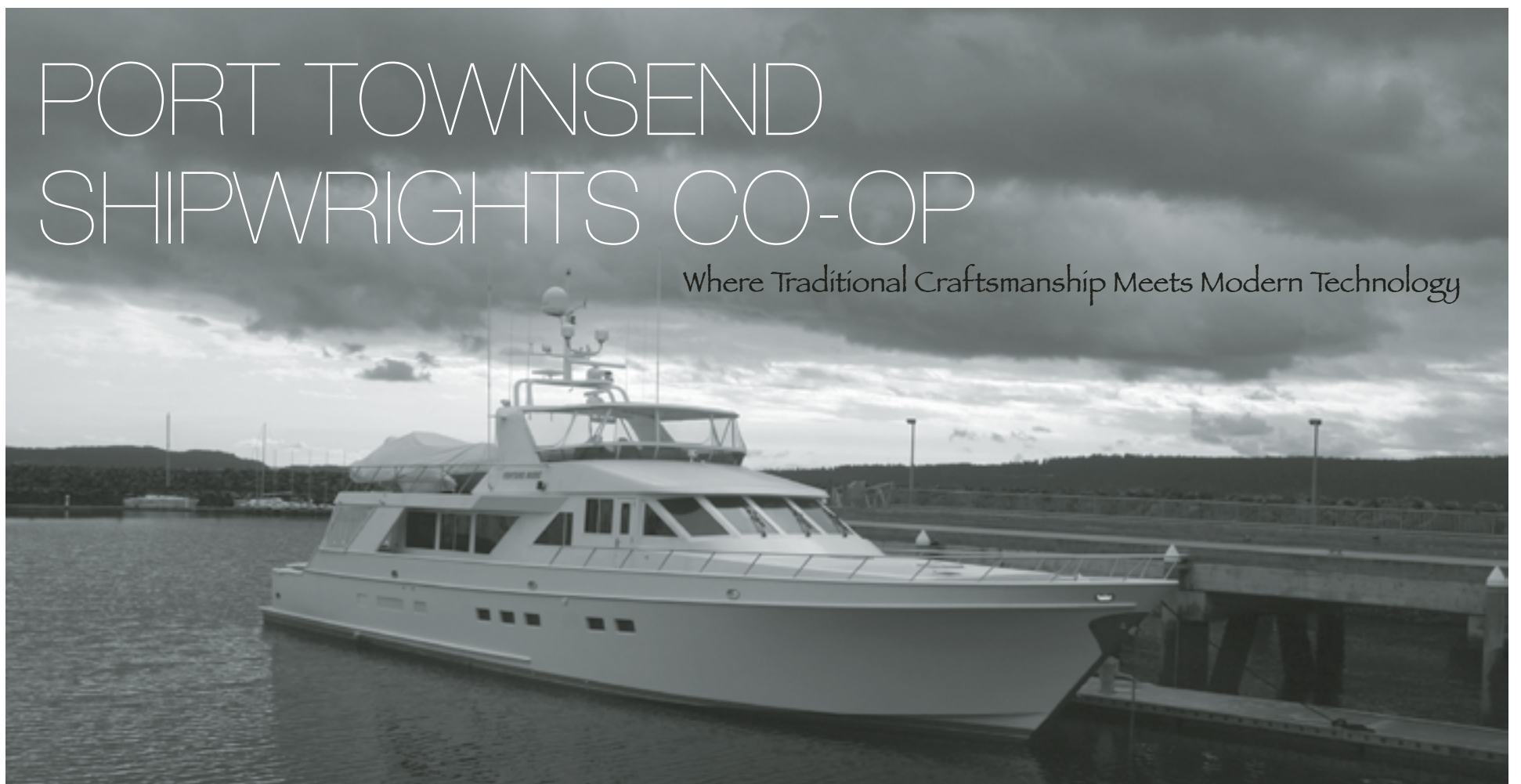


mand, as is kayaking. And, of course, we yachties are welcome.

We found out about the Seahorse Café & Gallery, open from June to the end of September, an open-air place where you can quaff an espresso and eat from an informal

menu—burritos, crepes, burgers and smoothies. The gallery sells local artisan pottery, jewelry and other art. The Killer Whale Café, which offers Greek-type food, as well as the Old Saltery Pub are both located in the renovated old saltery where once

Photo left - A vintage Dodge graces the boardwalk. Photo above - The author with grandson Dylan Stephanian (photo David Scott).



MV Venture More. Photo by Chris Chase

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workers gutted, beheaded and salted the abundant salmon.

On the way there, I read another sign that portrays past life in isolated places. The Bunkhouse, which became home to many different workers, was heated only with an oil drum. "The outhouse," the sign explains, "was a plank over the water over the edge of the boardwalk. Cold draughts coming in from the Cove kept visits short and to a minimum. Finally, infrequent showers were taken next to the steamboiler in the sawmill." But help was on the way. In 1942, the company built a new bunkhouse. It had a flush toilet, furnace and a shower. The employees thought it a virtual palace.

The Whale Interpretive Centre

The by donation Whale Interpretive Centre is housed in the old freight shed once owned by the Telegraph Cove Mills and the Broughton Lumber and Trading Co., as it says on a salt-eaten sign above the door.

The modest, but fascinating museum is volunteer driven. Founded in 2002 by the late Dr. Michael Bigg of the Department of Fisheries and Oceans and by Dr. Louise Goulet of BC Parks, the goal of the Interpretive Centre is to find ways of reconciling the competing interests of



Photo above - We tied up in Telegraph Cove, a bit dwarfed by the surrounding powerboats.

resource management and the orcas that live in the region.

The museum is full of bones—a 60-foot fin whale skeleton is suspended from the shed's ceiling. A sperm whale's pointy skull (it made

me think of a monster-size pelican) with its sharp teeth—each one can weigh up to 2.2 lbs.—is another impressive sight. The jawbones of a blue whale, the largest animal ever to inhabit the earth, are also on

display. Although intellectually you know these air-breathing mammals are enormous, it's still hard to imagine the size of these ocean citizens until you stand next to their bones.

The fin whale was killed in 1997,



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when the Celebrity cruiseship *Galaxy* showed up in Vancouver Harbour with the whale's carcass caught on its bulbous bow. The carcass was brought to Telegraph Cove, tied together and hung in the water so that sea creatures and microorganisms could complete the task of cleaning the flesh off the bones. The water bath also allowed the oil from the bones to leach out. Eventually, Salt Spring Island's Mike DeRoos, a skeleton articulator, put all the bones together so that they could be suspended from the museum's ceiling.

But whalebones are not the only ones displayed. You can view skeletons of a black-tailed deer, a black bear, a cougar, a sea lion, dolphin and otter. When you compare those to the bones of a harbor seal, it's remarkable how many similarities you see—parallels you'd not note when these differing animals are covered by flesh and fur. The Centre offers a kid's corner and holds a variety of educational programs for children. It's open daily 9-5 from May to September. You can find more information at:

www.killerwhalecentre.org/.

The Killer Whales of Johnstone Strait

After taking leave of Dylan and his team the next morning, we be-



Photo above - *Beyond the Stars* moored in Telegraph Cove.

gan our trek to the fjords that carve the Broughton Archipelago. But not before we were fortunate enough to

see a group of killer whales in Johnstone Strait. Suddenly, all kinds of other boats arrived, whale

watchers, powerboats, sailboats, tour boats. Some kept their distance; others were closer than the

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The Odeo Flare is not currently Coast Guard approved but neither is our anchor, I consider both very essential gear for the safety of this vessel because my wife told me so.

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

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



rules allow. All aboard were wildly photographing. I was fortunate to have my big lens so I could catch some of the black and white mammals, which can weigh up to 12,000 pounds.

A killer whale's scientific name is *Orcinus orca*. Orcas are called killers because some pods attack large marine mammals en masse, including seals, sea lions, walruses and even larger whales. Other pods prefer to dine on salmon. Killer whales are considered "apex predators"—no other animal hunts them. Among themselves, however, they live in a non-violent co-operative society. These sea creatures have highly developed brains—the second largest of any animal, nearly four times the mass of the human brain. That should give us pause.

Interestingly, while everyone commonly uses the term "killer whale," this marine mammal is actually a member of the oceanic dolphin family, although they are closely related to whales.

It's estimated that orcas have been around for about 11 million years, thus are relative newcomers in evolutionary time. They are known to be smart, very social and live in matrilineal family groups, with each having its own subtle set of behav-

ior patterns. They have a sophisticated method of communicating, with each pod having its own clicking, squeaking, whistling language—it's like people, with some speaking, say, Mandarin, with others communicating in French. I don't know if the different groups can communicate among themselves.

Four groups of orcas can be found in this region: the northern and southern residents, and the offshore and west coast transients. They are estimated to total 750 individual orcas. Studies show that female orcas have to mature to give birth, usually around age 15 after a pregnancy that can last up to 17 months. They stop reproducing at about age 40. The Vancouver Aquarium suggests that males live to a maximum of 55 years while females may reach 70-80 years of age. Average life expectancy is estimated at about 30 years for males and 50 years for females.

We hung around Johnstone Strait a long time watching the black-and-white orcas surface and dive and blow. One orca was accompanied by a baby, its dorsal fin looking a tiny triangle flag next to its mom's hefty one. A fitting end to a marvelous visit. *nwy*

Photo below - The Telegraph Cove General Store recalls bygone days but offers today's products



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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 Ninth 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 regulations;

*Moorage is limited to 72 hours unless otherwise posted.

*No overnight moorage in marked loading/unloading zones.

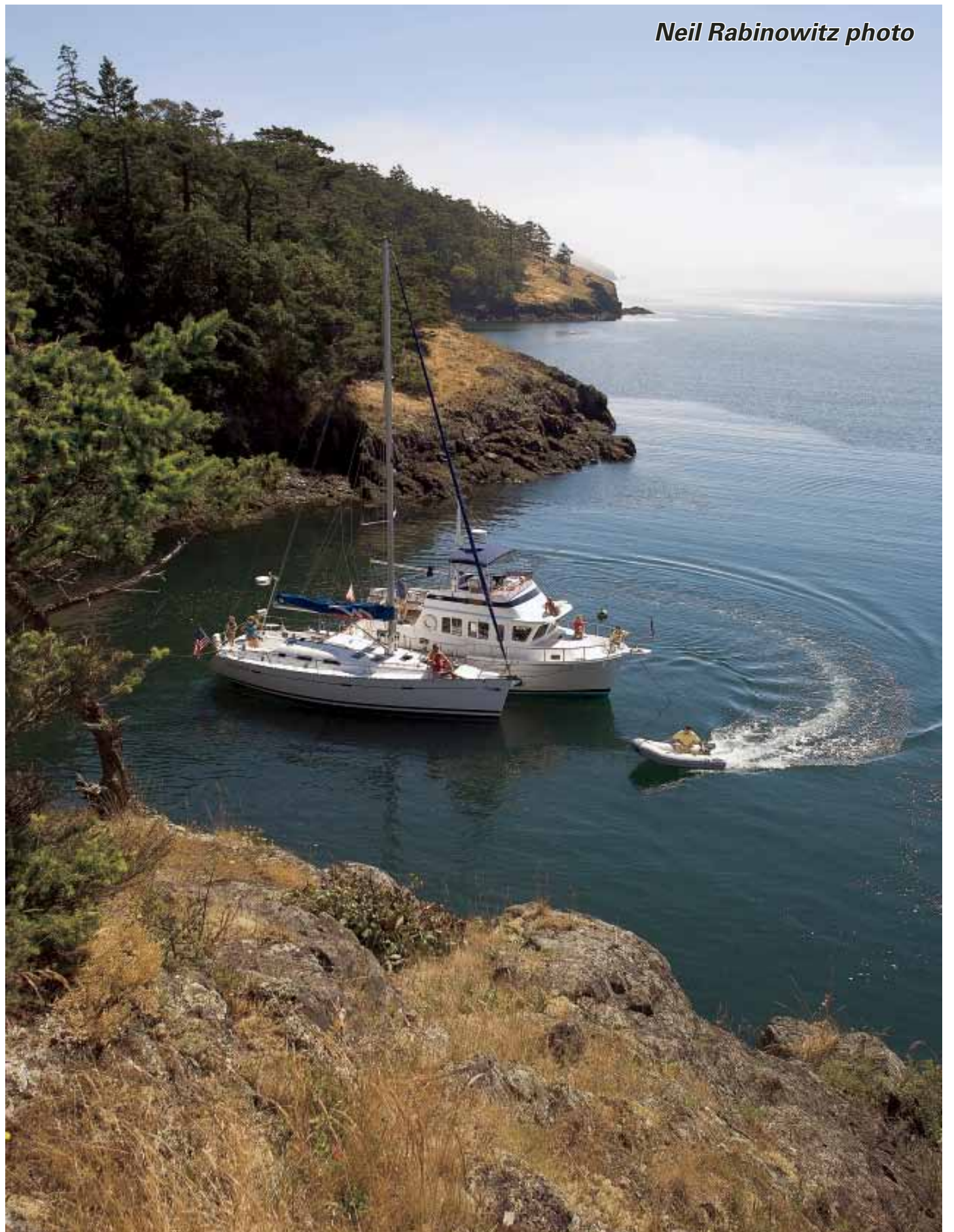
*All moorage on a first come/first served basis.

*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.



Neil Rabinowitz photo

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

PARKS

*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 your 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. NWY

Directory of Washington State Parks begins on page 70


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36 Integrity ES 2003
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39 Kroger 2000
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32 Halvorsen 2002
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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 (a State Parks volunteer lives in the island's sole cabin). Day use only no water, no fires allowed. Good clamming and fishing area.

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 (6), just west of Whitman Cove, southeast end of Case Inlet. New 500-foot dock (available only from May to late September). 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, 304 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 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.

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. 21 buoys on all sides of the island; 1,744 feet of mooring 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, barbeque pits, and a crabbing/fishing pier. The park has a 13-lane boat launch ramp with boarding floats, plus 700 feet of guest moorage, restroom, pumpout and portapotty dump; but not electricity, and no showers. An attendant is on duty summer and fall. PORT OF EVERETT 425-259-6001.

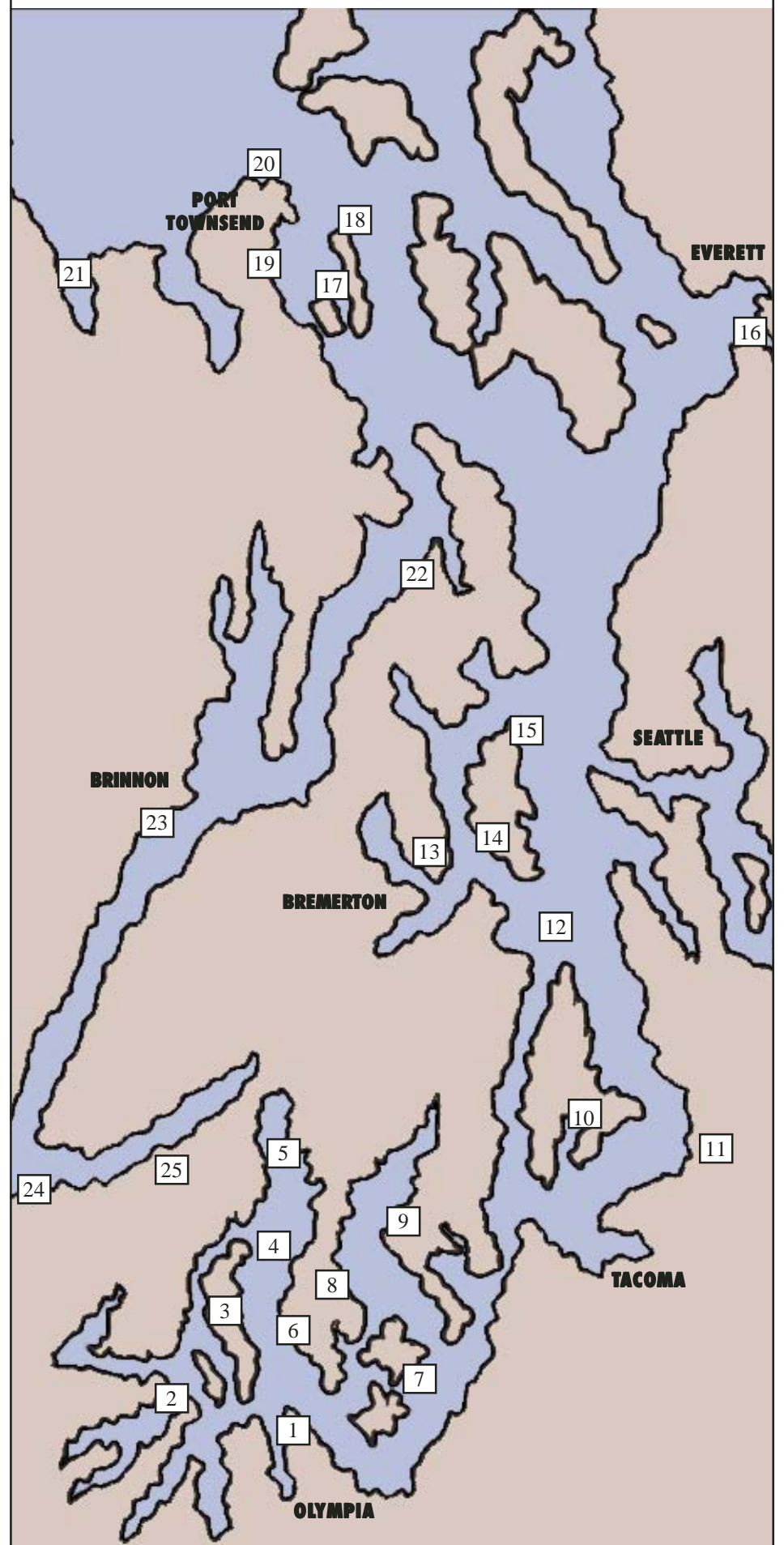
Mystery Bay State Park (17), on Marrowstone Island halfway down Kilisut Harbor. (Follow the channel markers carefully; there's only five feet of water at mean low water). 7 buoys, 683 feet of float moorage, protected anchorage. Year-round moorage fee. Pumpout and Porta-Potty dump, pit toilets, water 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). 7 buoys, 244 feet of float moorage, some anchoring space. Seasonal: floats are pulled from end of October until the end of April. 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 Townsend. 4 buoys. Restrooms, hiking and nature trails and self-guided historical tour

Puget Sound/Hood Canal



MARINE PARKS

- 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. 8 buoys, 128 feet of float space. Moorage 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.

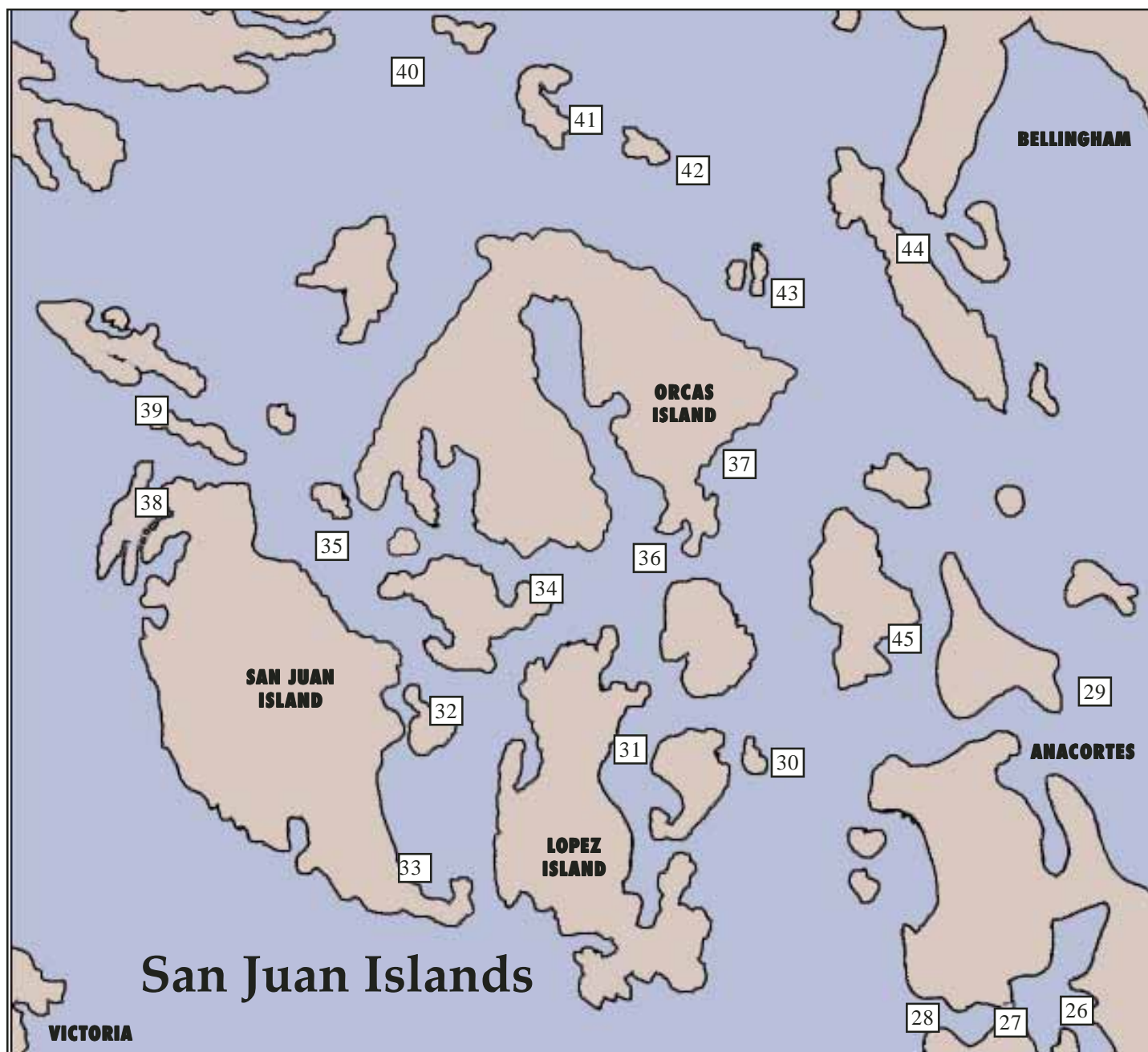
Sequim Bay State Park (21), on the western shore of Sequim Bay. 6 buoys, 424 feet of float moorage (dock area can be shallow at low tide). Restrooms, showers, hiking trails, sports areas, a railroad once ran through the park.

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. 218 feet of dock/float space. The dock and about 100 feet of beach comprise the entire park. 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 buoys. 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. 7 buoys, 192 feet of float moorage (be cautious at low tide). Restrooms, showers, pumpout and Porta-Potti dump, swimming beach, sports area, hiking trails. Full use in summer; onshore facilities are day use only in winter.



San Juans and Vicinity

Skagit and Hope Islands (26), between Fidalgo and Whidbey Islands at the transition of Skagit Bay into Deception Pass. 2 buoys at Skagit Island, 4 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 1,140 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. 5 buoys in the Bay, 128 feet of float moorage in the Cove and Bay; 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. 5 buoys, 80 feet of float moorage (on the west side, which is more sheltered). Pit

toilets. No water. Stay on marked trails.

Spencer Spit State Park (31), on the northeast end of Lopez Island. 16 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. 2 buoys (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). Pit toilets. 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 toilets. No water.

Jones Island State Park (35), a mile off the southwest tip of Orcas Island. 7 buoys and a 320-foot float. 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. 2 buoys and nice gravel bottom for anchoring. Pit toilets, easy trails to the top of the cliff. No water. Operated by DNR. (360) 856-3500.

Doe Island Marine State Park (37), off the southeast side of Orcas Island. Pit toilets, 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; 15 buoys and 572 feet of float space 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 anchorage 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. Just 1 buoy in the unnamed cove southwest of Reid Harbor; some anchorage in the harbor itself. Pit toilets, 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. 5 mooring buoys at Cypress Head and 4 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. Operated by DNR; (360) 856-3500. nww

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 thousands 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 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 Depression 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

event's parade and regatta were the first to be held in early May.

Opening Day Log Boom Information

The log boom is provided by the Seattle Yacht Club and the University of Washington. Moorage is free, and you use it at your own risk. 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.

Moorage is free, and the organizers of Opening Day are working hard to keep it that way. You can help:

1. If you choose, you can show support by making a donation when the UW cheerleaders come by in their boat.

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. 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 rope, tape or other devices. Please welcome your neighbors. You will meet some great boaters.

Please refer to map for the parade route, log boom location, and other information.

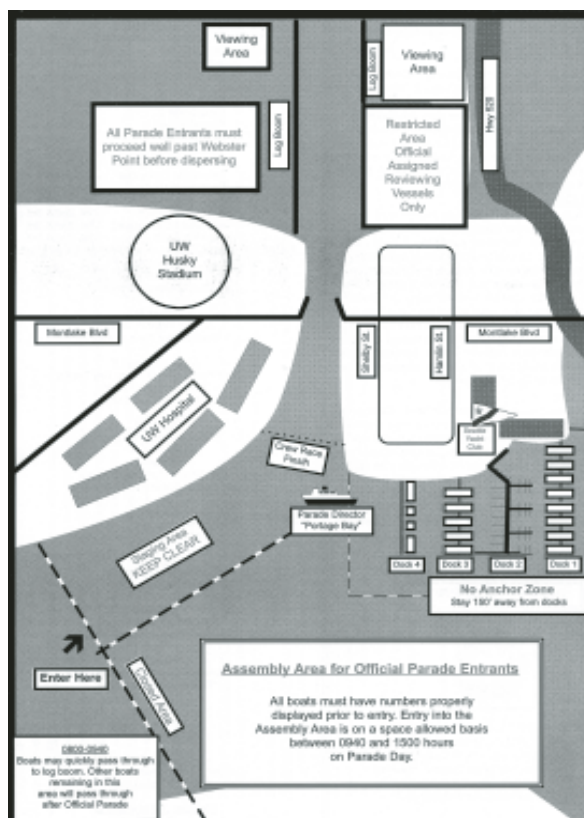


Photo above - 2013 Opening Day Trio (left to right): Admiral Tyler Ellison, Vice Admiral Michael Carrosino, Admiralette Gina Purdy.

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 tra-

Sea Stories

dition continues to this day: this year's theme is "Hawaiian Magic."

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).

The Seattle Yacht Club, like all of us, has seriously raised its environmental consciousness in the last few years and has put out a special request to all parade entrants to refrain from using balloons, plastic

streamers or the like, that could be harmful to the environment. Likewise for spectator boats: don't use overboard discharge heads, throw refuse into the water or into the land, do not release balloons into the air nor discard plastic material or other refuse into the water or on the land. Of course there's a law against this, so enough said.

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 r&rs 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

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 Commis-

sioning Ceremony on the SYC lawn, presided over by the Opening Day Officers (Admiral of the Day, Vice-Admiral of the Day, and Admirante of the Day) 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!

Seattle Yachts appointed as exclusive Eagle Trawlers dealer for the Pacific Northwest

Seattle Yachts at Shilshole Bay Marina has announced it has been appointed the exclusive dealer of Eagle Trawlers for the Pacific Northwest. They will carry all vessels in the Eagle line which currently ranges from 40' to 57'.

The Eagle line of modern state-of-the-art trawler yachts are built by Transpacific Marine LTD and the boats are sold in Asia, Australia, USA and Europe. The company was founded by Nancy and Ennals Ives in the 1950's after they travelled to Taiwan to have a 38' wooden sailboat built for them. The result was so successful that they ended up building boats for their sailing friends and hence the birth of Transpacific Marine Ltd.

The company expanded to build trawler style power boats and currently no longer builds sailboats. They have decided to concentrate on building the Eagle Pilot House Trawler Line which includes their very affordable, low profile 40' Raised Pilot-house model, along with 53' and 57' Raised Pilot-house models.

Located at Shilshole Bay Marina and serving the Northwest yachting community since 1983, Seattle Yachts is an established Seattle yacht brokerage specializing in fine cruis-

ing yachts, both sail and power, new and used. Seattle Yachts is the exclusive Pacific Northwest agent for Northwest Trawlers, and exclusive dealers for Tayana, and Catalina Sailing Yachts. Visit them at Shilshole Bay Marina or call them at 206-789-8044. You can also check them out on their website at:

www.seattleyachts.com



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Sea Stories

17th annual Anacortes Spring Boat Show runs April 5-7

With decks scrubbed, hulls polished and burgees flying, organizers of the 17th annual Anacortes Spring Boat Show once again extend an invitation to the free three-day event at beautiful Cap Sante Marina.

Mark your ship's log for April 5-7, when the public marina in historic downtown Anacortes will come alive from 10 a.m. to 5 p.m. with activity on approximately 100

floating boats ranging up to 75+ feet in length.

This is an extraordinary boat show featuring the personal touch-Anacortes - based yacht brokers, dealers and marine service professionals gathered for your convenience on expansive marina docks and under the big tent between Anthony's Restaurant and the Harbormaster's Office. Be sure to

visit the BIG tent where you'll find local marine service professionals and restaurant/caters to include a beer and wine garden!

Kick off the 2013 Boating Season with a day or two of boat tours, local excursions and rare face-to-face opportunities with marine professionals - all just over the bridges from Whidbey Island and the Skagit Valley, or a ferry ride from British Columbia.

"It has been our goal since the beginning," said Anacortes Boat Show official Galen Tyler, "to offer a first class boat show with a small town feel. There are no restrictions on access to boats or the big tent. Our guests are free to go aboard, walk through the boats in displays. On top of that, both parking and the boat show are free of charge."

Tyler, who has been in the marine trades for more than 30 years, expresses pride in the partnership

of businesses responsible for hosting this annual show: sail and power brokers, bare boat charters, and marine service providers with merchandise and expertise ranging from rigging to repair. Also on each day's schedule are demonstrations and opportunities to view small-scale models displaying boat construction materials and methods.

"There will be experienced professionals every where at this show," said Tyler, "with answers to any marine question you might have. Those in the marine business here in Anacortes are boating people. They use boats, live on boats—they're boat savvy - and they're eager to help."

Show organizers also emphasize the financial benefits of this show, noting that the difference in sales tax between Skagit and many urban counties is "substantial."

Cap Sante Marina makes a great



Ken Davenport photo



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Sea Stories

venue for the boat show, boasting a full range of amenities and boater friendly concrete docks, the most recent replaced last year at a cost of \$5.4 million. Tenants include Anthony's Restaurant, located just off a lighted esplanade that links the downtown with Tommy Thompson Trail and a former train trestle across Fidalgo Bay. Downtown Anacortes shops and services are just a short walk from the marina, and local business people are known for their warm reception to boating guests.

"This is a community event, that's for sure," said Tyler. "We appreciate the support of the Port of

Anacortes and the Chamber of Commerce. As far as we're concerned, our boat show is just as exciting as any community festival, and we welcome everyone, boat owners and dreamers alike."

As noted, the Anacortes Boat Show is free. Tyler noted that another element of the weekend – a Saturday VIP Night in the big tent – is free but requires a ticket due to limited space.

"This will be a great evening social featuring heavy hors d'oeuvres and adult beverages," said Tyler. "Ask one of our local brokers for a ticket, free as a token of thanks to

customers from our Marine Trades group."

Local organizers and Chamber of Commerce partners encourage guests to make their boat show visit part of a Northwest weekend adventure.

"This is a great community," said

Tyler. "There's plenty to do here, and there's great dining and places to stay. I always encourage people to enjoy the ambience of Anacortes, a community that's been steeped in the world of boats since its beginning."

For more information contact: www.anacortesboatshow.com

Steve Percer joins Friday Harbor Yachts

Bish Wheeler, Managing Broker for Friday Harbor Yachts, is pleased to announce that legendary island mariner and waterfront bon-vivant, Steve Percer, has joined the brokerage.

Steve will be primarily responsible for serving boaters at Roche Harbor Marina, and will also provide assistance in the corporate headquarters on the waterfront in Friday Harbor.

Steve has a long history in the marine community of San Juan Is-

land. He was co-owner, with Warren Everson, of Northwest Yachts and Charters from 1991 until 1998, and subsequently has owned and managed Passages Marine.

Steve has been a member of the San Juan Island Yacht Club since 1995, and has served in all of the club's services positions, including Commodore. Steve is also active in the US Power Squadron chapter, and the Friday Harbor Sailing Club.

Steve has sailed or motored every liter of the Salish Sea, usually

accompanied by a motley crew of family, friends and dogs. When you are at Roche, look for Steve on the waterfront, helping somebody do something on their boat, or telling some usually plausible story, often about a topic of local maritime history.

Feel free to give Steve a call at 360-378-4047 to welcome him to this esteemed establishment.



Daffodil Marine Parade set for April 21

The Tacoma Yacht Club has announced the 61st annual Daffodil Marine Parade.

A time honored tradition that kicks off the Spring boating season in the Puget Sound region, the Daffodil Marine Parade takes place along Tacoma's beautiful waterfront



on April 21, 2013. The parade begins at 11:30 a.m. at the Tacoma Yacht Club with the best viewing along the Thea Foss waterway at noon.

Visit Tacoma Yacht Club's Facebook page to take part in the voting for the People's Choice award on the day of the event. This is a coveted award by the boats participating in the parade! Come enjoy the "Magic of the Music!"

For more information call the Tacoma Yacht Club at 253-752-3555 or go to the club's website:

www.tacomayachtclub.org



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Sea Stories

Allures Yachting names Swiftsure Yachts their US distributor

Swiftsure Yachts has announced that they have been named US distributor for Allures Yachting. The Allures line of shallow draft alumi-

num blue water cruisers is a natural complement to Swiftsure's focus on high quality yachts.

Allures has made their mark in



the European market building innovative cruising yachts with alu-

minum hulls, composite decks and a centerboard/twin rudder arrange-

Diesel Engine, Marine Weather Workshops on tap in Port Townsend

Washington Sea Grant (WSG), the Jefferson Education Center, the Northwest Maritime Center and Washington State University Jefferson County Extension are co-sponsoring two workshops in Port Townsend this April for commercial fishermen and recreational boaters.

The first workshop covers diesel

engine troubleshooting and maintenance. Participants will learn to troubleshoot problems in the fuel, lubrication, electrical, cooling, exhaust and drive systems of diesel engines. They will also receive instruction in proper maintenance techniques to prevent the most common problems. A three-cylinder Volvo Penta engine will be used as a

demonstration model.

That workshop is scheduled for Saturday and Sunday, April 6 and 7, 8:30 a.m. to 5 p.m., at the Northwest Maritime Center, 431 Water St., Port Townsend. The fee is \$150. Space is limited, so pre-registration is advised.

The marine weather workshop will cover storm structure and avoidance, wave development and growth, other

Northwest marine hazards, and where to get weather data and additional weather training.

It's scheduled for Saturday, April 27, 9-11:30 a.m., at the Northwest Maritime Center. The fee is \$25, and pre-registration is advised.

To register or for more information, contact WSG Continuing Education Coordinator Sarah Fiskens, (206) 543-1225 or Matt Lyons, Jefferson Education Center, (360) 379-4034. Email: sfiskens@uw.edu

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ment for shallow draft capability.

Cruising sailors have long regarded unpainted aluminum as the ultimate construction material for serious cruising vessels for its strength and low maintenance characteristics. In incorporating a composite superstructure, Allures pairs the desirable qualities of the aluminum hull with the advantages of a lighter weight, better insulated and easier to maintain deck that can be built to any shape without manufacturing constraints.

"I am extremely impressed with the Allures product" says Swiftsure partner Ryan Helling who visited the Allures Yachting facility in Cherbourg, France in January. "The entire operation is top-notch. The quality of the aluminum hulls is phenomenal and they are very well configured for long term cruising.

"Perhaps the most impressive aspect of the operation is the level of detail the yard goes to in preparing for the build – each boat is completely drawn in 3D, complete with options. This is a valuable resource for the build team and the owners who are provided with detailed schematics. I believe Allures has some fresh ideas and is committed to doing it right."

The Allures range currently includes three models, the 45, 51 and new 39.9. Eight hulls are already on order for the 39.9. Contact Swiftsure

Yachts for further information and pricing and look for an Allures 45 to be displayed at the US Sailboat Show in Annapolis in October. For more information:

visit www.swiftsureyachts.com

Marine Servicenter expands boatyard in Anacortes

Marine Servicenter's boat sales and repair facility, located at the Anacortes Marina continues to expand to better serve their growing customer base.

Since 1977, Marine Servicenter has provided a variety of unique services to their customers, and this expansion will allow them to offer even more. They are introducing a 3,500 sq. ft. retail chandlery, 2,500 sq ft. sail repair loft, 10,000 sq ft. indoor service bay, 2,000 sq ft. indoor environmentally controlled sand blast/paint booth, 40,000 sq. ft. secure brokerage dry storage facility, and expanded new boat & brokerage sales department.

The additional facility is on 28th and T Ave. in Anacortes, just 600' feet from their current facility space. They will also be adding outboard motors and dinghy sales along with

retail boat parts and electronics in the new chandlery facility.

Stop by and watch the progress going on inside of the building – it's going to be a fun place to shop, look at boats, ask questions, and get your winter boat projects done!

Their grand opening will be April 6th, the same weekend as the Anacortes Boat Show. There will be food, music and giveaways so stop by and check out all the new toys at this new facility or go online to: www.marinesc.com.



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Sea Stories

June 14-16 - Bell Street Pier Rendezvous and Seattle Waterfront Classic Weekend

This event at Pier 66 represents the largest gathering of pre-war wooden yachts on the West Coast. Hosted by the Port of Seattle and the Classic Yacht Association, admission is free and open to the public.

Over fifty Classic Yacht Association wood vessels will be on display. Visitors are welcome to tour the docks from 10 - 4 on Saturday 6/15 and Sunday 6/16. Many vessels

will be open for boarding with owner permission and guests are asked to wear soft-soled shoes.

The Classic Yacht Association was formed in 1970, dedicated to the promotion, preservation, restoration and maintenance of fine old power driven pleasure craft. Nearly 300 vessels are currently registered nationwide, with many located in the greater Puget Sound area. www.classicyacht.org



Kanberra unfurls new air purifying spray at Sail Pacific 2013

Kanberra Spray, a brand new product that puts the power of Tea Tree Oil (TTO) in a convenient spray to clean air and surfaces, will be unfurled at Strictly Sail Pacific 2013, Booth 428, at Jack London Square in Oakland, CA, April 11 - 14. Following the success of the highly popular Kanberra Gel® all natural air purifier in a jar, new Kanberra Spray® does not mask odors; it removes them by attacking airborne bacteria that cause odors.

Available in 2-ounce and 8-ounce sizes, Kanberra Spray® features a



proprietary formula that takes the antiseptic and antifungal properties of TTO airborne to clean air and surfaces with no chemicals. The spray is easy to use and safe around kids and pets. The spray will be on display at Strictly Sail Pacific along with Kanberra Gel, available in a variety of sizes. The gel provides 24/7 protection and is effective for 90 to 120 days.

For more information call toll free 1-800-683-0021 or visit: www.kanberragel.com


Jon Henderson joins North Sails

North Sails Seattle welcomes Jon Henderson to the North service team. With over a decade of sail making experience, miles of cruising under his belt, and an incredibly varied racing resume, Jon brings a wealth of knowledge with him to North's full service loft. Look for Jon on the water or stop by sometime soon and help welcome Jon to North Sails Seattle or just give him a call at 206-632-5753.






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Marine Servicenter appointed the West Coast and Western Canada Dealer for the new line of Blue Jacket Yachts

Marine Servicenter Inc. has been named the exclusive dealer for Blue Jacket Yachts in the Pacific Northwest and Western Canada. Blue Jacket VP Bill Bolin announced the appointment in late March declaring a three-month search for the right dealer was over. "The Blue Jacket is an exciting new product line and requires a dealership with an enthusiastic and knowledgeable staff, strong service support, and a reputation for going above and beyond. Marine Servicenter delivers

on all counts and will make a great partner in the introduction of this new yacht to the region."

Dan Krier, VP of Yacht Sales, echoed Bill's sentiments. "The new Blue Jacket line offers us a terrific opportunity to expand our top-notch offerings to the Pacific Northwest and Western Canada sailor. We are excited to receive our first Blue Jacket 40 that will arrive in late May and be ready for viewing and sea trials shortly thereafter."

The Blue Jacket line is being de-

signed by Tim Jackett (ex-President and Chief Designer at Tartan and C&C) in collaboration with Bob Johnson (CEO and Chief Designer at Island Packet). With 15 Boat of the Year designs between them, the new Blue Jacket line embodies the creativity and broad-based experience these noted designers have displayed over the past 30 plus years, melding the performance prowess of Jackett with the cruising focus

Sea Stories

and manufacturing acumen of Johnson and Island Packet. With Island Packet's international acclaim for exemplary product quality, value and its long history of award-winning customer satisfaction, the Blue Jacket represents a bold and important new entry into the performance cruising sailboat market. For more information contact Marine Servicenter at 206-323-2405 or: info@marinesc.com

West Marine seeks applicants for \$30,000 in Marine Conservation Grants

In support of its ongoing efforts to improve and conserve the marine environment, West Marine is seeking applications for Marine Conservation Grants. There will be five to ten grants awarded in amounts ranging from \$500 - \$5000 per recipient.

The closing date for entries is May 1, 2013 and the winners will be announced on World Oceans Day, June 8, 2013.

The 2013 grants are focused on projects that enhance fish populations including: (1) engaging anglers in data collection, (2) enhancing marine habitats, and (3) educating anglers about barotrauma. The grants are awarded through a formal application process in which interested organizations must submit their proposal directly to West

Marine. All applications will be reviewed by the Marine Conservation Action Team (MCAT).

Preference will be given to organizations that have neighboring West Marine stores and engage Associates and Customers in conservation and data collection efforts.

Those applying must show sound financial policies and management and scientific substantiation.

Since 1994, West Marine has donated nearly \$5 million to non-profit organizations that support youth boating, boating safety and the marine environment.

For more information about the Marine Conservation Grants program, please visit:

www.westmarine.com/bluefuture.

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	1982 Baltic 42DP "Fury"	\$169,500
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	2005 SeaCraft 23 Center Console	\$39,500
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	2007 Ranger Tugs R-25 "C Ranger"	\$110,000
	Low hour R25 in nice shape. Trailer. Call to see in Anacortes.	
	2011 Ranger Tugs R-27 "Chubasco"	SOLD!
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	1996 Camano Troll 31 "Navigator"	SOLD!
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	1998 Nordic Tug 32 "Sea Benz"	\$169,500
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	2001 American Tug 34 "Morning Rose"	\$234,500
	Cummins 370, Red hull with neutral interior. Super nice.	
	2007 American Tug 34 "Zummerzet"	\$319,500
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	2007 American Tug 34 "Ashika"	\$329,500
	Cummins QSB-380, Navy hull, Avon, Ready to cruise.	
	2008 American Tug 34 "Forever Friday"	\$319,900
	Now "Factory Certified Pre-Owned" Surveyed and ready.	
	2008 American Tug 34 "Chill Seaker"	\$329,500
	Now "Factory Certified Pre-Owned" with warranty.	
	2008 American Tug 34 "Cracker Jack"	\$339,500
	Whisper grey hull, sliding doors & long railings, watermaker.	
	2007 Eagle Pilothouse 40 "Merrymac"	\$292,500
	Cummins QSB-355, Flybridge & bimini, Thruster	
	2008 American Tug 41 "Jade Princess"	SOLD!
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	1976 Grand Banks 42 "Bizigarri"	\$133,333
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Sea Stories

Sailing for the Cure at the Leukemia Cup Regatta, June 8

The Leukemia & Lymphoma Society's Leukemia Cup Regatta is a thrilling series of sailing events that combines the joy of boating with the important task of raising money to cure cancer.

The Sailing for Cancer Cures program invites novices to complimentary lessons from the Seattle Sailing Club. Participants must com-

mit to fundraising \$1,000 in order to receive access to the American Sailing Association's 101 basic Keelboat course, a session designed for beginners that include 15 hours combined classroom and on-water instruction. Upon completion, students receive internationally recognized certification from the American Sailing Association.

Students become eligible to sail with their instructor and classmates in the Leukemia Cup Regatta on June 8, 2013, and attend the post Leukemia Cup party.

Sailing for Cancer Cures participants also receive free fundraising materials, fundraising support, prizes and incentives.

Lessons begin in May 2013; and occur over a chosen weekend that can be determined upon registration. Registration forms for Sailing for Cancer Cures sailing lessons go to:

www.leukemicup.org/wa/localchaptersfcc

The Leukemia Cup Regatta takes place on June 8, 2013 on Elliott Bay. The Sailing for Cancer Cures Program and Leukemia Cup Regatta support The Leukemia & Lymphoma Society's mission: to cure leukemia, lymphoma, Hodgkin's disease and myeloma, and improve

the quality of life of patients and their families.

Lessons take place at Seattle Sailing Club located at 7001 Seaview Avenue NW, No. 130, Seattle, Wash. 98117 while the Leukemia Cup Regatta will take place as it always does at Elliott Bay Marina, 2601 West Marina Place, in Seattle.

The Washington/Alaska Chapter www.lls.org/wa is one of 56 local chapters across the U.S., with an additional five chapters in Canada. Located in Seattle since 1984, the Washington/Alaska Chapter is close to the treatment facilities where patients and families come for lifesaving therapies. Major annual fundraising campaigns include Team In Training®, Light The Night® Walk, School & Youth ProgramsSM, the Scott Firefighter Stairclimb, Big Climb, Man and Woman of the Year Awards, The Leukemia Cup Regatta and The Winter Pineapple Classic.

What's Up, Dock?

Friday Harbor Waterfront View By Cap'n Crabby

I'll tell you what's up . . . docks. Rising water levels have Friday Harbor wharf fingers floating higher than some piers. You have to walk **up** the ramps to get out to your boat. Local scientists at the University of Washington Labs - Friday Harbor say this phenomenon can be primarily attributed to water, specifically, lots of liquid locally.

While some water change skeptics may disagree with that, I think

the evidence is compelling. We do seem to have more water than usual, and not just rising up from the ocean below, but also pouring down from the sky above. It feels like a Biblical squeeze play, like Sodden and Gomariners. Verily, my rain gauge runneth over, as does my dinghy, my fire pit, my gutters, and my septic drain field. Verily, and Sadily, the only cup that doesn't runneth overeth is my Chalice of Inebriathia, which seems to be held

in the grip of an evaporative depression system.

Published weather data doesn't indicate the true depth of the problem, as standard rain gauges only measure cute little raindrops which gently fall from the sky - Oh the angels are crying!! In Friday Harbor, the prevailing precipitation is of a horizontal inclination, and is most accurately measured by standing under an umbrella, and collecting the rain in your collar, coat pockets, and socks. More like - Oh, the angels' horses have found some flat rocks!!

Locals who have talked with the Physicians at the Island Medical Clinic report an alarming spike in cases of Water-Boreding, in which

Islanders are driven into a catatonic state by the sound of water dripping.

Man's next-best-friends suffer too. Cats just seem to disappear. I have seen them climbing up the mooring lines onto the WSF ferries, as cats deserting a sinking island. Many dogs just lie in the puddles, snoring bubbles and growing mildew. The little Chorus Frogs get disoriented and just wander off. On the roadways, floating flocks of waterlogged waterfowl are run down by rain-blinded motorists.

I sit sipping by the window, and watch the salmon migrate across my deck, as my Chalice slowly evaporates.

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Running the Risk of Running Aground

by Carolyn and Bob Mehaffy

Entering the channel from Río Chagres, Panamá, into the Caribbean Sea, we observed off to our starboard the waves exploding on the cliffs below Fort Lorenzo and the submerged reef just beyond. We considered turning around then and returning to the placid, protected waters of the quiet Chagres River. But because our two guests, Thom and Alan, had tickets to fly back to the States in two days, we increased the rpms on the diesel to power through the stretch of water where the outflow of the Chagres meets the swells coming across the Caribbean.

Beyond the protection of the cliffs, the motion on *Carricklee* changed as the boat climbed up and then slid down the other side of the waves. Beyond these waves, however, we focused on the more ominous dangers ahead. To starboard some 200 yards before us lay the coral reef with waves breaking over it. Ahead to port, huge swells crashed foaming white onto the sand bar that lurked beneath the water. We had to transit the perilous narrow sec-

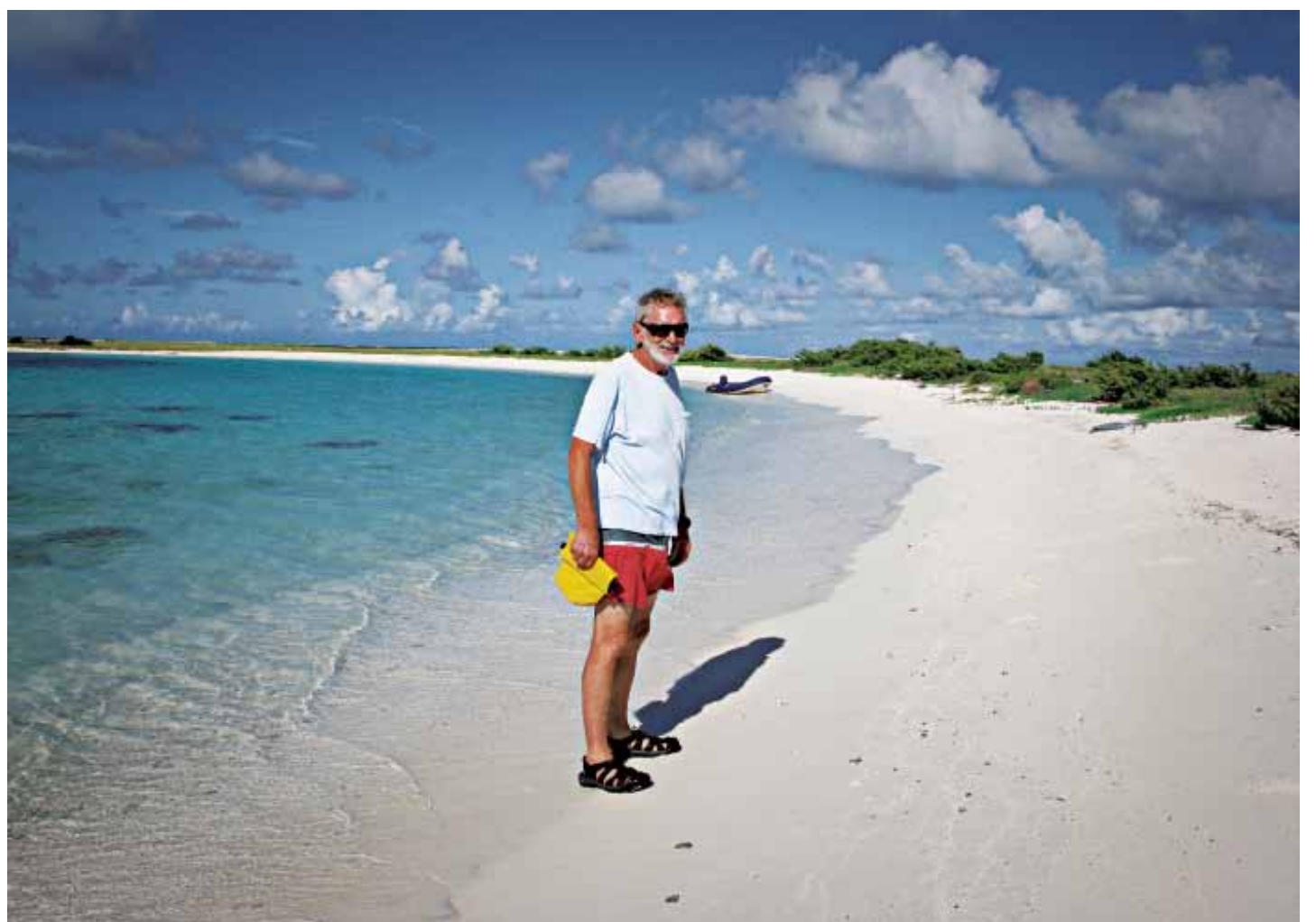
**Boldness be my friend!
Arm me, audacity.**

- *Cymbeline*, William Shakespeare

tion of the channel between the starboard reef and the sandbar to get into the Caribbean Sea.

With Carol at the helm, Thom on the bow, and Alan on the port side deck, I stood on the companionway bridge deck with binoculars, all of us intently focused on these immi-

Photo above - *Carricklee*, the authors' *Hardin 45* ketch, at anchor in the *Islas de las Aves*, Venezuela. Photo below - Bob walks on one of the luscious white-sand beaches in the *Islas de las Aves*, Venezuela.





Bob watches closely as the crew at the Manzanilla Marina Club, in Cartagena, Colombia, launch Carricklee.

nent dangers. The current pushed our heavy Hardin 45 ketch to starboard, where the reef awaited, and the wind and waves pushed the boat to port, where the sand bar threatened. We had our hands full.

As we neared the reef, Thom's signals from the bow indicated our present heading would take us dangerously close to the keel-eating coral. We altered course slightly to port. But, as we passed the reef, the 15-knot wind and waves hitting against the starboard bow seemed ever stronger, pushing the boat toward the sand bar to port. In the meantime Thom, still at the bow, was now excitedly signaling to turn to starboard while Alan on the side deck was also warning of the sand bar. Carol waited for my confirmation of the course change.

After I was sure we were clear of the coral reef, I told Carol to begin the turn toward the open water of the Caribbean and safety. But as Carol turned to quarter the swells, with the boat rising and falling as it met the seas and wind, the depth sounder showed we were in dangerously shallow water each time we were in the bottom of the troughs between swells.

As she normally does from the helm when we're navigating treacherous waters, she was calling out continuous readings from the depth sounder. At one point, with her voice rising, she called out a reading of 3.6 feet below the keel. A moment later, at the bottom of a trough, we felt the boat shudder, the keel obviously contacting the sand.

Abruptly, a few seconds later, we were in the Caribbean, the coral reef and the sand bar behind us. The seas flattened and the winds decreased steadily as we motored farther and farther away from the coast. Life aboard was good once again.

When we were no longer in danger, we considered exactly how grave the situation had been, recognizing that we probably shouldn't have attempted to navigate between

the reef and the sandbar in those conditions. Clearly, our bold decision to continue through the channel and out to sea had involved a calculated risk—calculated because we had a compelling reason to return to Colón and because we had safely transited this channel only a few days earlier—but a risk we had chosen to take.

A variety of other situations with the potential for going aground have arisen during our last 42 years of cruising, 16 of those years full time. While going aground is traumatic, and in some cases having serious consequences, most instances of going aground amount to little more than an inconvenience. Typically, though, our responses when we touch bottom or go aground determine whether the situation becomes serious or merely a minor inconvenience.

After all these years of cruising, we think we've probably either

bounced along the bottom or gone aground in virtually every country we've visited, some the result of our having taken calculated risks, most the result of the everyday decisions cruising sailors make. Although we've had quite a few scratches on our hull from contacts with the reefs and rocks over these many years, we've never feared we were in great danger of destroying our boat.

We like to think we've skillfully avoided most potential groundings, though at times our success may have been more a matter of luck than good planning. Strangely enough, some of those potential groundings, when the keel of *Carricklee* has stirred up sand or mud but the forward motion hasn't been deterred, have occurred while a pilot or pilot boat has been leading us through a shallow, narrow channel.

Crews on all visiting boats entering Bahía de Caráquez, in Ecuador,

for instance, must have a trained local pilot aboard because the sand bar intrudes into the channel in different ways and places after each storm passes through. Yet, despite having this required pilot aboard *Carricklee* as we entered the bay, we felt the boat touch bottom twice when we were crossing the bar, our feeling reinforced by the plumes of cloudy sand boiling up astern of our boat.

In this case, because we were not in charge of how we transited the bar and had no current knowledge of the placement of this bar, we could have done nothing to have avoided this contact with the bottom. Perhaps if we'd been instructed to move only a few feet to one side or the other; on the other hand, we might have made the situation worse. In the water later that day to examine the hull, we reassured ourselves the full keel on our heavy ketch was undamaged.

Photos below (top) - José and the youngest of his seven sons helped out when Carricklee, the authors' Hardin 45 ketch, ran aground on a reef offshore of Isla Tintipán, Colombia; (bottom) - Frank photographs the sand bar appearing in the moorage at the Costa Rica Yacht Club at low tide.



We had a similar experience without a pilot when we were entering Ferro Bay, on Isla de Vieques, one of the Spanish Virgin Islands across the channel from Puerto Rico. We knew from the charts the entrance was shallow and narrow, but, as is common in this part of the world, we had no helpful channel markers.

When the depth sounder dropped precipitously, we were unsure in which direction to turn to find the center of the channel. We moved ahead as slowly as possible. Nevertheless, in only a few moments we were aground, though not yet *hard* aground. We backed off the soft mud and, clearly with more luck than skill, made the correct decision to move to port a few yards and proceed on into the anchorage area.

The most recent example of a potential grounding of our boat occurred when we were following the pilot boat through the long channel into the Costa Rica Yacht Club in Puntarenas. Within 100 yards of the mooring area, we slowed to barely more than idle speed ahead, knowing the water depths around the moorings are at best barely enough for our boat's 6-foot draft.

Shortly thereafter, our boat slowed even more, and muddy water boiled up in our wake. We were dragging the keel through the soft mud on the bottom of the bay. However, because we knew the tide was on the flood and we knew this harbor from the two or three times we'd previously visited it, we were fairly certain we could safely increase the throttle to power the boat the last short distance to the pilot boat awaiting us at a mooring with 7 feet of water.

Such a passing threat of ground-



This reef in the Islas de las Aves, where we had scratched Carricklee's hull the night before, was still perilously close the following morning.

ing is not an uncommon occurrence wherever our cruising destinations are up inside estuaries or rivers. Nevertheless, we recognize the risks in powering through the mud. In this particular circumstance, the greatest risk seemed to be that of hitting a good-sized rock or anchor buried in the mud that could damage or ground the boat.

In other circumstances an inconvenience in using this technique can result if the crew misjudges the state of the tide. In one instance in Richardson Bay, inside San Francisco Bay, we were attempting to cross some shallow water to get to the dock of a favorite restaurant in Sausalito. We discovered a high spot in the mud bottom of the bay and attempted to drive the boat through the mud, assuming the in-

coming tide would soon lift us enough to float the boat.

Clearly, we had not paid sufficient attention to the tide tables to know we were coming into this shallow water near low slack and thus should have been going much more slowly. As a result of our carelessness, we had an almost two-hour wait for the incoming tide.

Another risk of trying to free a boat aground with the engine is the potential for getting into mud so soft and deep the engine water intake sucks mud, rocks, and other debris into the engine cooling system. We experienced such an outcome when we anchored in Kaunakakai Harbor on the Island of Moloka'i. We had wanted to anchor as far away as we could from the dock where the tugs brought in

the large barges throughout the day and night. As we moved away from the dock toward the muddy shore, *Carricklee* stopped abruptly. We couldn't power forward toward the ever-shallowing water and so could only back up to get into the deep water behind us.

Doing so in this bay caused enough prop turbulence to pick up debris off the bottom, this mud, sea grass, small rocks and pieces of coral then sucked into the engine intake. Once we had anchored the boat in a suitable part of the bay, we had to remove the sea water strainer and clean out the debris before we started the engine again.

The previous examples of going aground in soft mud or sand didn't pose much danger to the boat, but, when the bottom with which the boat comes into contact is hard, the danger is immediate. Last year, after launching *Carricklee* at the Manzanillo Marina Club boatyard in Cartagena, Colombia, we ran hard aground on an uncharted rock in the channel 250 yards from the dock.

While making up lines and storing fenders, we were moving forward at idle speed at the time of the grounding and were fairly confident we hadn't done any damage to the hull. As a precaution, though, we immediately checked below decks for any water intrusion that would signal damage to the hull. As soon as we knew the hull was intact, we futilely tried to back off using reverse. All we had achieved was to have pivoted the stern on the well-anchored bow.

We prepared to launch the dinghy so we could carry out a stern hook and kedge *Carricklee* off the rock. Before we had time to get the dinghy into the water, however, we saw two of the MMC yard crew heading out in a small launch to pull us off. After only a few minutes the two men realized their small launch could not move our heavy ketch. They sped back to the boatyard, returned in a larger launch with a much stronger engine, and made short work of getting us off.

We had not become unduly concerned about the survival of our boat because we had been going dead-slow when we ran aground. Additionally, we were in an estuary with a primarily soft-mud bottom, and we had virtually no weather and tide concerns. Had we not been close to the boatyard to be seen by our friends, we could have had the stern anchor deployed within 30 minutes and almost certainly could have pulled *Carricklee* off the rock with the combination of engine power in reverse gear and maximum pull on the stern hook with the large sheet winches.

Going aground on a hard bottom is generally more dangerous. In Alaska a few years ago, while we were sailing northward in Frederick Sound, heavy winds and rough seas

These piles of salt are excellent landmarks near the southeast point of Isla Bonaire, one of the Netherlands Antilles.



encouraged us to find immediate shelter for the night. We spotted two large fishing trawlers nearby and followed them into a small bay, unnamed on the chart, which appeared to offer good protection. A number of other fishing boats had ducked into this bay before we arrived, leaving few good anchorage spots.

After circling the small bay, we eventually dropped the anchor in 50 feet of water on a somewhat indifferent bottom. Eventually, though, we were comfortable enough with the set of the anchor to go down for a nap, thoroughly exhausted by the stress of dealing with the heavy weather for over two hours.

In less than an hour, Carol, who is a light sleeper that every little change in sound awakens, heard a gentle tapping and scraping beneath our bunk. We were immediately up in the cockpit, and believed we had undoubtedly dragged our anchor over the hard gravelly bottom.

As Carol started the diesel and motored ahead at idle, I went to the foredeck to pull in some of the 250 feet of chain I had let out when we had anchored. As we followed the chain toward the anchor, we realized we probably had not dragged at all. Rather, our position had changed because of a wind shift. We had to move the boat quickly nonetheless: the vulnerable rudder was the part of the boat scraping across the rocky bottom. In this case, the only course of action was to hoist the anchor and find a more suitable location.

If we'd not been aboard, our boat could have sustained some serious damage, even if we'd not been pushed up on the shore. As a consequence of these kinds of experiences, we always remain aboard for awhile after setting the anchor. Particularly in an anchorage that is unfamiliar or has recognizably unstable holding, we remain aboard for at least an hour to test the security and safety of the anchor set.

In this instance our decision to escape the heavy winds and seas in the Sound by anchoring in this small bay seemed, and still seems, less risky than staying outside. The error was in our misjudging how far the boat could swing on the 250 feet of anchor chain we let out, unaccustomed as we were then to anchoring in 50 feet of water. (After our three-month cruise in Southeast Alaska, with its many deep anchorages, we had become well accustomed to anchorages of 50-plus feet of depth.)

Perhaps our most sobering experience of barely escaping going aground on a hard surface came at the end of our passage from one of the Dutch Antilles, Isla Bonaire, to Islas del Aves, the Venezuelan islands due east. Before departing, we had known we might not get into the most proximate Aves anchorage before dark. Though this anchorage is only 35 miles from the

Bonaire anchorage, it is an upwind passage. However, we decided the possibility merited an attempt. The alternate plan would have been an overnight passage—not a plan we embraced because for the past week easterly winds had been blowing with authority during the late afternoons and nights.

At first light, as we motorsailed from the Bonaire anchorage toward Lacre Punt, the south point of the island, we thought our gamble might pay off, given the light winds and flat seas. Minutes before we rounded Lacre, however, the sun popped up over the eastern horizon, revealing short, steep 3-foot seas rolling past the point from the east-northeast, those seas and the wind coming close to the direction we would be sailing.

We knew then the passage was not going to be easy, but we also knew we might get to the Aves if we motorsailed all the way and if the winds didn't build. The weather report the evening before had encouraged us: light and variable east winds during the morning hours and, in the afternoon and evening hours, northeast winds of 10-15 knots.

After we rounded Lacre Punt and were in the open Caribbean, with 10-knot east winds, we sheeted in the main and large genoa headsails tightly. However, these winds were coming directly from the Aves, forcing us to fall off our desired course almost 45 degrees. A quick estimate made clear that our arrival before dark was anything but assured. Off we went nevertheless, making an average of about 4 knots with our bow pointed several degrees from the desired course.

By early afternoon, still on a port tack, we had covered 30 miles and were still almost 18 miles due south of the Aves. Our calculations indicated we might yet get into an anchorage by dark if we came about on a starboard tack, even though the winds were now blowing 10-12 knots from the east-northeast. Our speed picked up a little after we had trimmed the sails, but our arrival before dark was still very much in question.

When we spotted the Aves rising above the horizon 10 miles away, we considered our options. The first was obviously to spend the night at sea, either tacking back and forth or heaving to, neither of which sounded appealing in the large, confused seas.

The second option was to study the guide book for the Aves and choose an anchorage we might be able to get into safely in the low light of approaching night. Though indeed risky, the latter option, we decided, was worth trying. One anchorage seemed to fit that category, and, even though we have a general rule never to enter an anchorage in the Tropics when the sun is close to setting, we decided to give it a try, planning to retreat to the safety of the open Caribbean if the anchorage



Carol watches intently as we motor up the shallow channel to the Costa Rica Yacht Club. - photo by Frank Nugent

seemed too dangerous.

And indeed we were in the protected water of the Aves as the sun was minutes away from disappearing below the horizon. Using radar, paper charts, electronic charts, and the guide book, we made our way slowly the last mile to the recommended anchorage area, passing reefs and small islands along the way.

As we turned to port toward the anchoring spot shown on the sketch in the guidebook, the sun dropped

The authors' Hardin 45 ketch, Carricklee, sits virtually motionless in Salsipuedes, a lagoon on Isla Tintipán, Colombia.



beneath the horizon, darkness rapidly approached, and we could no longer see the reefs around us. The depth sounder showed nearly 50 feet of water, so we cautiously moved forward at idle speed. When the depth abruptly went from 50 to 12 feet, Carol quickly shifted into reverse and backed down to stop our forward motion.

As our forward motion slowed, the 12-knot wind then on our starboard beam pushed *Carricklee* toward the reef we'd identified on the electronic chart. Just as the forward motion stopped, we heard the harsh scraping of coral against the port side of the hull. Fortunately, when in reverse our boat backs to starboard, so we continued slowly to back off, steeling ourselves for the worst. The teeth-gritting scrape lasted only a few moments before we were clear of the reef.

We then pointed the bow into the wind and returned to 50-foot depths, where we dropped the anchor and backed down to set it—this latter requiring three attempts before the anchor held on the rocky bottom. When the boat came to rest in a safe 24 feet of water, we busily began checking for water intrusion.

A short time later, after concluding the hull had sustained no serious damage but still shaking, we sat in the cockpit to study our position and to discuss the incident. We had clearly made two noteworthy mistakes. Despite the miserable sea conditions we were trying to escape, we shouldn't have broken our rule and entered an unfamiliar anchorage so close to darkness. Though the winds had reached 18

knots, with, of course the accompanying seas outside the protected water of the anchorage, we would have been safer had we either sailed back and forth in the lee of the island or hove-to.

The second mistake we had made was in accepting the absolute accuracy of the sketch in the cruising guide. As we sat in the cockpit that night and looked at the sketch, we could easily see that the reef with which our hull had tangled was not where it was shown to be. Fortunately, we had been going dead slow when we encountered the uncharted reef and averted more serious damage, even a grounding.

The next morning, after a reasonably good night's sleep—not entirely confident of the anchor set, we slept in the cockpit—we stepped out on deck to survey our situation more closely. Our first objective was to examine the anchor chain and snubber. With the wind still blowing in excess of 12 knots, the anchor chain was fairly taut; in the clear water, the only reef we saw off the bow was 100 feet to port. Astern, however, we found a disturbing surprise: The reef we had scraped up against the evening before was only 15 feet from our rudder. Checking the depth sounder, we ascertained the anchor had probably dragged a few feet during the night. We took in forty of the 200 feet of anchor chain to pull the boat away from the reef.

The next task was to get into the water to check the hull for damage from the reef encounter the evening before. We had no trouble seeing the point of impact on the port side of the hull a little more than a foot



Bob considers his options on leaving Isla Tintipán (with the island village of Islote in the background).

below the waterline. The three scrapes were approximately 8 feet long and almost an inch wide at the extreme. Although the gouges exposed the gel coat under the many coats of bottom paint, none appeared to have penetrated into the glass matting of the heavy hull. We then examined the reef for damage, but, aside from two small arms of broken coral, we could see no damage. We concluded our in-the-water examination with a long, enjoyable snorkel, marveling at the luxuriant coral reef and the wide array of fish.

A similar reef-threatening experience had occurred a few months earlier when we had been exploring Isla de Tintipán, Colombia. We had decided to move to the interior lagoon on the north side of the island to escape the uncomfortable rolls of the south anchorage. The risky decision in this case was accepting the

advice of a Colombian friend in Cartagena who had had years of experience going through the reef at Tintipán. Because we had no chart our friend could mark to identify the route through the reef fringing the entire island, we could only follow his recommendations. This kind of local knowledge is usually quite reliable.

After weighing anchor on the south of Tintipán and proceeding around the east end of the island, we set a course about a mile off the north shore. When the depths dropped to 10 feet, Carol throttled back to idle ahead, and I went out on the bow to spot coral heads and point the way through the coral. All too soon we were in 7 feet of water and could not be sure which way to turn to deep water. Thinking I could see a possible route, I called for a turn to starboard. In moments, *Carricklee* was aground on a coral head. We attempted to back off, but the boat did not budge.

As we began readying the anchor to kedge the boat off the coral, we saw a man and boy speeding out from shore in a large launch. The man, a local fisherman, came alongside to explain that he and his son had watched us picking our way through the shallow water and then abruptly stop. He asked if he could help us get off and lead us the remainder of the way into the lagoon.

We readily accepted this kind offer. He carried our anchor out in his launch and then dove into the water to set it in the sand. A few minutes later we had pulled our heavy ketch free and were on our way again, following the fisherman and his son slowly the remainder of the way around the island and through the even more challenging reef to access the inner lagoon, Salsipuedes. We gave the fisherman a ten-dollar bill, a bargain for us, but, in exchange, he promised to bring us freshly caught fish the next morning.

Once we were secure in Salsipuedes, we dove down to examine the bottom of the boat but found

Boats moored at the Costa Rica Yacht Club. - photo by Frank Nugent



only a few scratches. Later we put the dinghy in the water and motored to a small nearby island in the lagoon, where we spoke with another Colombiano who owns the small island and has built a vacation home there. After we explained the problems we had had with the reefs around Tintipán, he smiled and suggested we ride out with him in his large power boat on the route he follows to pass safely through the reefs.

As we traveled through the reef-strewn waters, we were amazed at how simple he made navigating through the treacherous reefs surrounding Tintipán seem. His boat was never in less than 9 feet of water.

Our going aground at Tintipán was no doubt the result of misinterpreting the instructions from our local friend, this misinterpretation probably resulting from a combination of difficulties with language but perhaps even more from our not asking him to draw a rough sketch of the route. Although we generally find local knowledge to be extremely helpful, and in some instances essential, we clearly hadn't asked enough questions of our friend.

Another kind of misunderstanding resulted in our going aground several years ago in Mexico's Bahía de Magdalena. In this case our misinterpretation of what we saw rather than of what we were told caused the problem. After a somewhat difficult trip northward from Cabo San Lucas, we had decided we should not leave for the next leg of the northbound passage before taking on fuel. The only place to get fuel, the village of San Carlos, was across the bay from the entrance and up a largely uncharted channel, a channel winding around and between sandbars for over two miles. We thought we could handle the challenge, however, because, on the detailed chart of the bay, navigating this channel appeared to be rather simple.

Our trip went well for the first half of the passage. But at one point we looked ahead and realized one pair of buoys did not appear to be in the correct position. That is, the two buoys ahead were much closer together and farther to port than any of those we had previously passed, suggesting one or both were off station. As we slowed, wondering what to do, a large fishing *panga* with a friendly crew passed us and went to the starboard side of the two buoys concerning us. So we decided to follow the *panga* even though we knew it drew far less water than our full-keeled sailboat. That turned out to be a bad decision.

Though we had slowed to little more than idle speed, we were hard aground on the sand bar before we even came abreast of the buoy. Our situation was made even more perilous by our having chosen to attempt the passage during the latter part of the flood tide. Now we had

to scurry to get ourselves off before the tide began to ebb.

We quickly hoisted the main sail to force the boat to heel and carried a large anchor out in the dinghy. But the boat couldn't be budged until we had moved all the weight we could to the bow—spare anchors, emergency water containers, sails, and lines—in order to lift the keel off the sandbar. For 15 minutes we raced around rocking the boat from side to side until it finally slid off the bar. We were then able to continue on to get fuel at San Carlos, realizing how lucky we had been.

In retrospect we shouldn't have followed the *panga*, but, because the nautical chart which we were following appeared to show the channel exactly where the *panga* had gone, that had seemed the prudent course. Above all, however, if we did believe the channel might have been where the buoys indicated it was, we should certainly have been moving ahead dead slow.

In this instance, because of the muddy bottom, we probably didn't put our boat in great danger. However, if we hadn't been able to get it off the sandbar as quickly as we had, we would certainly have spent an uncomfortable night waiting for the tide to change.

Perhaps we have avoided badly damaging or completely destroying

Photo right - A boatload of people who live along the inner lagoon on Isla Tintipán are bound for Islote, the only village in the Islas de San Bernardo, Colombia. Photo below - Another gorgeous sunset in the tropics, this one at the Islas de las Aves, Venezuela.

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. or 1-800-736-4509.



our boat simply through luck. Perhaps, too, we have occasionally been too bold and audacious as we cruise in out-of-the-way locations for which charts and/or navigation aids are inaccurate or even unavailable.

But we know we would never

have visited so many unique sites over the last 42 years of cruising if we had not occasionally made decisions that other boaters might consider too bold, those decisions resulting in our either going aground or risking going aground. **NWY**



The Racing Sheet

Blakely Rock gets off with a good one

Dos wins first overall in first race of CYC's Seattle's Center Sound Series

Puget Sound, Wash. - The fickle wench that is Mother Nature was up to her tricks again in the week leading up to the first race in CYC's Seattle's Center Sound Series, the Blakely

Rock Light, held on Saturday, March 2. From Monday on, the forecast changed from ten knots to 15 to 25 knots to variable to five knots out of the south finalized by Sailflow calling

Photo right - The J-35 Tahlequah coming off the line in good shape until all that weight in the bow slowed them down. Isn't also illegal to have a bow person with that much gray hair? Photo below - The best looking new boat on the Sound, the Ker 46 New Haven, owned by John Kerrigan leads Division 3 winner Shoot The Moon skippered by Don Wills around Blakely Rock.



All photo's by Jan Anderson with many more available on her website at <http://janpix.smugmug.com/>

The Racing Sheet

for a 14 knot southerly switching to a northerly by 4 p.m. Saturday. A full spectrum of forecasts keeping both the meteorologists and the racers confused and prepared for anything.

Daybreak Saturday came with warm temperatures, skies that had sailors digging around for their sunglasses and solid capping breeze out of the south. Pulling out their small jibs and tightening up their rigs the 65 boats began arriving off of Shilshole for the 10 a.m. reverse starting sequence, Class 7 leading the way. Yet before the series could get underway the postponement flag slid up the mast on the RC boat as they attempted to square the line to the oscillating southerly breeze. A 10-minute delay and the 2013 CCS series began and Class 7 lined up at the starting line.

More Uff Da sailed in to the then favored pin end for a line up at about a minute thirty out and when they went to spin around to head back out and set up their approach *Hooligan* kept them pinned to weather near the starting pin until they realized it wasn't their start and got out of the way.

Now delayed, *More Uff Da* spun a quick circle and lined up again for the pin as the big Valiant 42 *Cariad* (actually in the start) came barging into the pin end of the line. A nervous moment for the little Moore 24 but as the gun approached *Cariad* spun around off the pin as *More Uff Da* closed that door, strapped in their sails and led the fleet south towards the breakwater. Timing becoming the name of the game for the Blakely Rock Light race.

Next up was Class 6, a 13 boat class of 117 to 138 raters, providing a crowded start line with the always fast J-29 *Slick* leading the way after things settled and boats tacked over to port for West Point.

Class 5 then began their approach, with boats rating from 87 to 114 and sizes ranging from 26' up to 37' - everyone's tactics were a bit different. The winds had clocked a bit to the left for Class 5 and *Corvo* won the start at the pin end with the small *Ogopogo* winning the boat end with *Dos* just to weather.

Off *Ogopogo's* transom was the Soverel 33 *Flim Flam* - with the bad air from the two little boats and the slight wind shift to the left they didn't look like they were going to make it around the RC boat - they pinched up to weather at the last minute . . . Nope, didn't make it. That fore and aft bulb they have on the end of their keel caught the

anchor line - rope just doesn't slide off bulbs like that.

Now stuck and fending off, *Flim Flam* worked to reduce their forward momentum and get the boat backing off the line while the RC threw up the postponement flag yet again. Not an easy task with the sails pulling in 16 knots of breeze but eventually, 20 minutes later eventually, *Flim Flam* was out of the way and the rest of the classes began rolling off the line.

This is when the timing thing really began to come into play. Max ebb was 10:30 a.m. and one would think that starting later would help you out. But as things turned out, that fickle wench had a firm grasp on the fleet and wasn't about to relinquish control to a little thing like tidal current.

The fleet worked up to West Point and each found their lane to head across to Bainbridge and then work up the shore in positive current and the standard westerly shift as they approach Blakely Rock. It's here that timing was everything.

The J-29 *Slick* was first around the mark followed closely by the Sierra 26 *Dos*, just as the wind backed off into the 6 knot range leaving everyone else to limp to the Rock with too little sail area. The J-29 and Sierra timed it perfectly.

After the starboard rounding, *Slick* headed off the sand spit on port pole and *Dos* jibed to starboard to reach back out into what was left



Photo above - The spinnaker of Division One Winner Jam acts a back drop for the new art work on Blakely Rock. Photo below - The Soverel 33 Flim Flam couldn't quite clear the Committee Boat and got hung up in their anchor line forcing a delay.

of the ebb, but they jibed too early. Looking to many like they were on a perfect line for that frequently visited North rock, Bam, Bump, Bam - they nailed it, but held it together and kept reaching off towards Magnolia with no overly apparent damage.

Next up on the itinerary for the North rock was *Hooligan*, about 10 minutes behind *Dos*. BAM, they hit it hard. Like *Dos* they had jibed over to starboard on the perfect line from the sand spit and really nailed

it. *Hooligan* rounded up and had their chute flying well off the stern as they sorted things out before continuing in the race, again, no overly apparent damage.

By this time, *Dos* had reached Magnolia and was back into the stronger breeze everyone wished they had. As the big boats began rounding the Rock, *Dos* had established a commanding lead and was seen reaching off on port pole from

Continued on next page



The Racing Sheet

Blakely Rock (cont.)

West Point all the way to the stronger southwesterly breeze coming off the north end of Bainbridge before jibing over to starboard for the long reach to the leeward mark near the tank farms.

Eventually the breeze began to build for the rest of the fleet and the Left Coast Dart *Ogopogo* went charging through the early starters followed by row after row of big, fast sailboats rolling down the Sound at 10 to 12 knots. *Bravo Zulu* had exited the rock well and was sailing along with faster boats but it was the beautiful new Kerr 46 *New Haven* and the Swan 45 *Freebyrd* that were having the downwind battle. With just 3 seconds separating them on their ratings *New Haven* had established the lead, sailing a westerly course, but the Swan was keeping it close by working down the middle of the Sound.

As the fleet looked ahead they saw this little 26' boat working its way to weather along the Highlands shore with a giant 70'er catching them from behind. *Dos* still had the lead but *Neptune's Car* was chasing them down on the final beat to the finish.

With the winds now in the 18 to 20 knot range out of the southeast, the compressed fleet began the upwind slog to the finish as the current went slack and everyone chased wind angles and current lanes inside and outside trying to find some advantage.

Bravo Zulu and *Sachem* duked it out to the finish with the Beneteau holding the lead but the old Peterson powered it on and finished less than a minute behind *Bravo Zulu* to correct over them. Forgotten in the background, the other old Peterson wasn't going to be left out and *Shoot the Moon* had a stellar upwind beat and was able to correct over both boats for the win in Class 3.

As the last boats rolled across the



Overall winner *Dos* smoking up the beach towards Blakely Rock.

finish line and boats and crews hit the docks, the skies threw an about face and mother nature dropped in the northwesterly as promised by sailflow - at 4 p.m., just like they said. How do they get that right but not much else? Timing, it was all about timing and *Dos* nailed it (along

with the North rock of course. . . .) taking home the gold in their class and the overall on the day by over a minute and half on the later starting Riptide 35 *Terremoto!*

Another Blakely Rock Light, a few more keels getting some work done - a beautiful day! - **Ben Braden**

The 79th running of BYC's Heavy Weather Navigation Contest

Bremerton, Wash. - Another classic weekend at Bremerton Yacht Club for the 79th Running of the BYC Heavy Weather Navigation Contest on Saturday, February 16. This is a three-day event from Friday through Sunday full of events to keep all attendees entertained and busy. It was classic in the sense that the weather for crews arriving Friday was as good as February weather can get with sunny skies, calm seas and temperatures in the 60's, just as planned by the contest committee each year to draw contestants to BYC.

On contest day Saturday, the wind arrived at a steady 10-15 mph, with gusts to near 25 to challenge the skippers and crews but seemed to taper off immediately after the last boat crossed the finish line. And Sunday morning after breakfast, the weather was again perfect for the run back home.

Most of the 38 contestants and their crews from boating organizations around Puget Sound arrived on Friday for this International Power Boat Association sanctioned event. The Bremerton YC hosts kicked the weekend off with a social hour gathering and dinner on Friday evening followed by some audience participation games.

Saturday morning dawned with unwelcome breezes and cooler tem-

peratures but, at least, no rain. The contestants submitted their time predictions at the clubhouse check-in table and met their assigned observers for the day's boat ride.

Contestants departed the BYC docks late Saturday morning heading for the start of the course, which stretched 19.6 nm with six control points starting at Annapolis Radar Target E. The course headed out Sinclair Inlet eastbound through Rich Passage, around a course loop on the north side of Blake Island and returned back through Rich against a 3 knot current. At Point White, the course turned north to the Illahee town dock and then turned south down to Pt Herron Light with the last leg of the contest being reduced to a 7.0 knot flatwater speed up Port Washington Narrows against a 2.5 knot ebbing current to the finish point just off BYC. A 7.0 flatwater speed against a 2.5 knot ebb for 2.0 miles through a narrow channel seems like a never ending crawl.

A further challenge to the contestants during the contest was the rising wind that produced occasional gusts to almost 25 mph. But, despite these conditions, all contestants finished the course in good shape, though somewhat salty.

Topping the list of 38 contestants by taking overall honors was Chuck Silvernail of BYC on *Solmar* with an



Photo above - Overall Winner Chuck Silvernail skipper of *Solmar* receiving his award from BYC Commodore Rob Bruins.

outstanding score of only 0.4986% error. Very closely behind in 2nd Place Overall from Meydenbauer Bay YC was John Murphey on *Sturdy Gal* with an error of 0.5100%. Rounding out the top three overall in 3rd Place was Fred Cole of Gig Harbor YC on *Mouse Trap* with a score of 0.7983% error.

Of the 38 contestants, these were the only with scores of less than 1.0% error. Taking the team trophy was

MBYC with a best four boat average score of only 1.4035% error by skippers John Murphey, Terynia Smith, Clint Chapin and Bill Herman. The Novice Trophy was captured by first-time contestant Corky Perry of BYC with a score of 3.4852%, besting a field of 7 other novices. - **Mike Henry, IPBA Secretary**

For more information, check-out the IPBA website at:

www.ipbalogracing.org

The Racing Sheet

STYC Blakely Rock Benefit Race set for April 13

Ballard, Wash. - The Sloop Tavern Yacht Club will be hosting the 33rd Annual Blakely Rock Benefit race in Shilshole Bay on April 13th, 2013. This year's event will feature the famous \$8 blintz breakfast before the race beginning at 7:30am and a new raffle format to the epic post-

race party with many great prizes, including an extended event area. Head to the Sloop Tavern after the race for a good cause!

One hundred percent of proceeds from this year's event will benefit Sail Sand Point, a nonprofit boating center on Lake Washington provid-

ing access to affordable, on-the-water recreation for youth and adults from all economic backgrounds. Among other important programs, SSP provides youth sailing camps, racing programs, open boating access, disabled sailing, outrigger canoeing, scholarships to those in

need, and most importantly, serves as an outreach program to all local youth.

Join your fellow sailors for another fun jaunt around Blakely Rock for a great cause helping to fund this important program dedicated to getting Seattle's future sailors on the water.

Sign up at www.styc.org

Woodies gather in Deer Harbor for Second Annual Yellow Island Wooden Boat Race

Deer Harbor, Wash. - Join the Wooden Boat Society of the San Juan Islands for the second annual Yellow Island Wooden Boat Race, to be held Saturday, May 18, 2013, with a start in Deer Harbor on Orcas Island.

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.

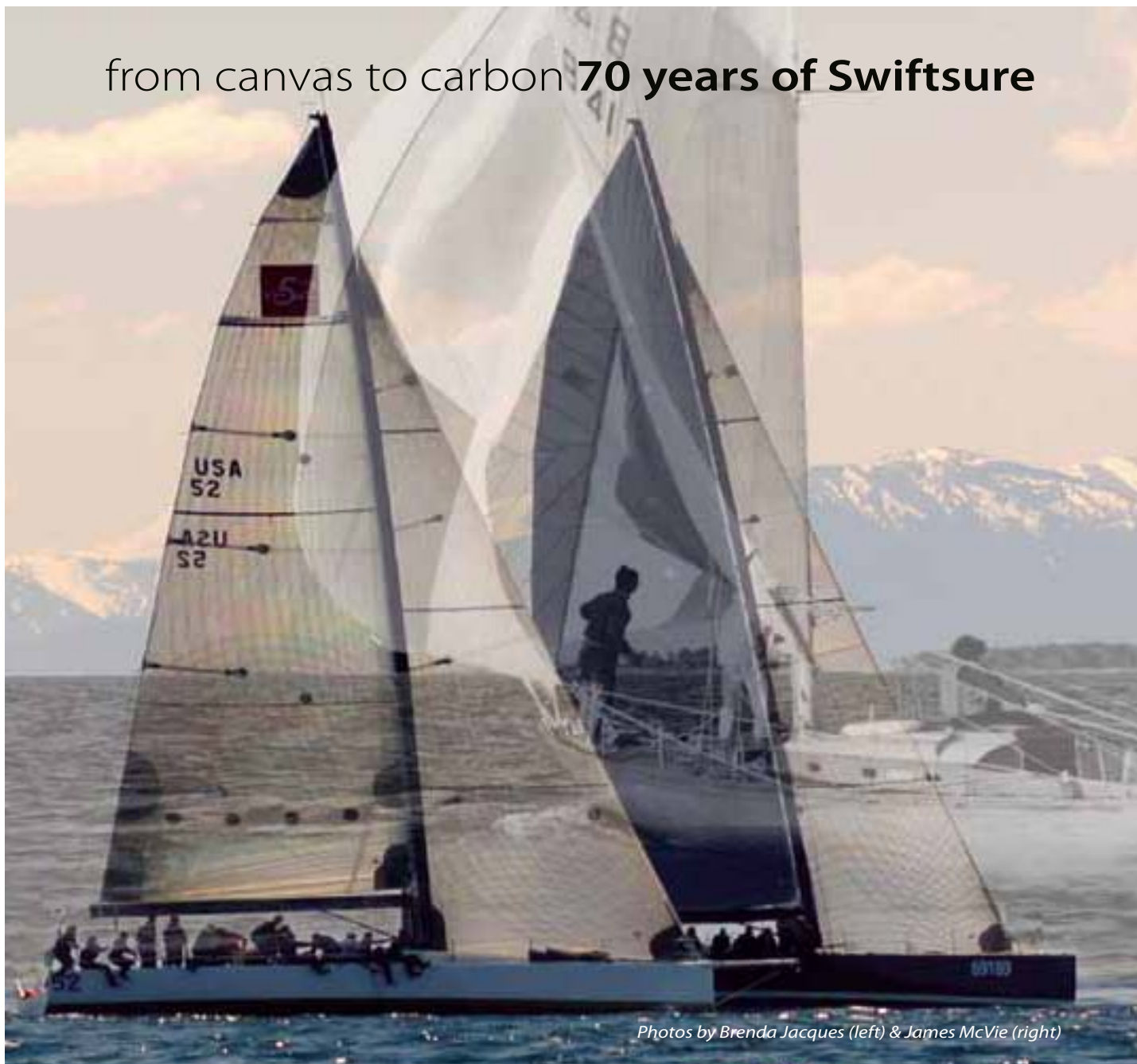
The race entry fee of \$15 per boat (and signed liability waiver) will be collected at the skipper's meeting, held at 9am at the Deer Harbor Boatworks. The entry fee includes one continental breakfast; additional breakfasts are available for crew and spectators at \$8, provided by the Wooden Boat Society. The race will start around noon, 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.

For more information about the race contact Ward Fay 360-298-2057. wardfay@rockisland.com

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Photos by Brenda Jacques (left) & James McVie (right)



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40' BRUCE ROBERTS DESIGNED CUTTER. Steel, Lewmar winches, new main and foresails, roller furling, water tank (110gal), fuel tanks (180gal), inflatable dinghy, 5hp outboard, 60hp Isuzu dsl engine. **\$39,500.** (503) 812-5877. **S246-7**



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.** **S242-6**



27' CATALINA 27, '76. Fin keel, 6' headroom, sleeps 5, 9.9hp Nissan, just serviced. Auto-helm, new sail cover, dinghy and four hp Johnson. Ice Harbor Marina, Pasco, WA. **Asking \$4,000.** (509) 629-2351, jesusisking1943@gmail.com. **S247-1**



35' GAFF-RIGGED PILOT CUTTER. Built 1952 in Brittany, France. Recent major restoration by professional shipwright: 40% new planking, 100% new deck beams, decking, new pilothouse & much more. **\$28,000.** (360) 774-2334. **S256-5**



37' C&C 37/40, '89. *Nina* is meticulously cared for by the original owner since new. Nine sails, anchor windlass, 1600hrs on 35hp Yanmar diesel, new Autohelm, Espar, dodger, bimini, and a beautiful interior that sleeps 7. Located RVYC Vancouver. Complete package - ready to cruise or race with countless extras! **\$233-10**



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 or rickh@unitedyacht.com). See photos and details at www.catalina470.com. **S250-8**



58' SCHOONER '25 SUVA, 1925 Stay-sail Schooner designed by Ted Geary. A gorgeous and sound classic yacht built almost entirely of Burmese Teak. LOD 58', Beam 14', Draft 6'6". With dual station steering she is comfortable, her rig is easily handled, and sails wonderfully. For specs please go to www.schoonerforsale.com. email is schoonersuva@gmail.com. cell **360.643.3840.** **\$139K** **S259-5**



35' ERICSON MK III '87. Motivated Seller. Cruiser/racer, hydronic heat, refrigeration, 2000W inverter, electric windlass, Autohelm 4000, Rathon C80 GPS, 2nd owner, 17 years freshwater, more info: kenwen@telus.net (604) 854-0203. **\$53,500.** Bellingham. **S236-4**



"Eolo"- SanDiego. Beautiful Custom 1947 Ironwood, David Philips Design 60' Pilothouse Cutter. Awesome Shape" Built to Race!. \$249K us/Of-fers Ken- **615-653-9272** <http://www.yachtworld.com/richardsandlynch> **S255-4**



33' HUNTER 2005 Exceptionally clean, well-maintained. Only 900-1000 hrs on upgraded 29HP Yanmar. In-mast furling. Windlass. Refrigerator, microwave, propane stove/oven. Modern and spacious salon for comfortable NW cruising. Bottom paint 3/2012. **\$89K.** Seattle (206)940-4019 **S264-6**

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1969 HERRESHOFF 28 Built by Bent Jespersen. Mahogany strip planked/oak frames. 18HP Yanmar Diesel, 0.25gal/hr. Full set of sails. Pristine condition, full exterior refinish Summer 2012. Sequim. Call (206)719-3058. **S258-5**



ALDEN SCHOONER 58' OD Alden schooner. New Kapur (stronger/stiffer than teak) double planked and epoxy glued hull planking, Purpleheart frames and Fir deck structure 2005. Rigged by KitAfrica. Professionally maintained. One knowledgeable Captain/owner last 45 years. **\$750,000.00**. Photos and recent survey available. capt-kent2@sbcglobal.net **S260-5**



34' GEMINI 105 MC CATAMARAN 2008 one owner, excellent condition, dinghy, generator, bow sprit with track and furler, solar panels **\$159,950.00** 206-601-1003 **P101-1**



40' COLD MOLDED JESPERSEN CUTTER Celeste II, Victoria BC, launched and documented 1986, cold molded cedar and mahogany. Rather well built, great offshore capability and motion. **\$160,000CAD**. For more information, photos and specs, please visit www.celeste2.com or call 250.592.0726 (Courtesy to brokers) **S261-6**



SHE'S A BEAUTY! C&C 41-The best of fast cruising and sailing. Great condition. Gear includes roller furling jibs, mains, spinakers, jibs, many others, Espar, custom teak. **\$99,500** 206-427-1754 call Bruce. **S262-5**



32' Gulf Pilothouse Mexico Vet - Refit with 2010 Beta 28hp engine, Rigging, Profurl, Sails, Icom SSB/Ham & VHF, Electronics, 200GPD Watermaker, Solar, Wind, Interior, Ports, Hatches, Windows & more. Excellent. **\$74,500/offer**. roddufour@hotmail.com, 360-317-4282. **S263-6**



CATALINA 36 MK 1 1989 Catalina 36 Mark 1 1989. White formica interior. Set up for cruising, Ardic forced air, Isotherm refrigerator, Freedom 2 KW inverter, 100 amp alternator, golf carts, electric windlass. Full bimini, 10 Ft Walker Bay RID and 2.5 hp 4 stroke Yamaha outboard. Asymmetric spinnaker with ATN snuffer. **\$44,000**. 425-283-2226 **S266-6**



32' CRUISING CATAMARAN - WOODS GYPSY 32XL Light Wave is for sale. She is a 32-foot stretched Richard Woods designed offshore catamaran that took us on a successful 12,000 mile cruise in 2006 to 2008 from Vancouver, BC, Canada to Mexico / Sea of Cortez across the Pacific to Hawaii and back to Vancouver. Well designed, constructed, maintained, equipped, and upgraded for trouble-free long-term cruising. Ready to cruise offshore right now. \$89,000. Full details at: <http://www.time-for-a-catamaran-adventure.com/catamaran-for-sale.html> Garrett Hennigan, 604-733-6632 gareththenigan@yahoo.com **S269-7**



35 EXPRESS YACHTING (GOMAN) Rare & high quality 1984 Express 35 of Ontario. W/3GM30F Yanmar (repowered 1997) 4 sails, furling, new windlass '06, heat, refer, propane, radar, A/P & more. Only asking 39,950 CAD. Full details & brochure @ www.pacificvistayachts.com or e-mail: hypro@telus.net **S267-7**



50' CUSTOM 1974 SAILING KETCH "TUWAMISH" A Pacific Northwest classic. Professionally finished, fair and graceful Samson ferro-cement hull and deck. Steel-framed plywood and teak cabin. Original owner. Spruce masts, stainless rigging, 1200 sq ft North sails. Bimini and hard-top dodger. 75 hp Isuzu diesel, 2800 hours. Masterfully appointed, insulated interior: 2 staterooms, separate tiled shower, Dickinson Adriatic, Adler-Barbour refrigerator. Recent survey. Ready for new adventures. \$85,000, cash offers only please. tuwamish@gmail.com **S268-7**



1971 YANKEE 30 MK I Sparkman & Stephens design. Fin/skeg. Sails great upwind/downwind. Robust construction. Owned since 1994. Consistent upgrades. Extensive equipment list. Beautiful cared for boat. Asking **\$19500** Info/photos: bonjs557@gmail.com **S272-8**



1973 ERICSON 39A \$49,000 Bruce King design with many upgrades: NEW engine 2008, NEW Force 10 propane stove 2012, NEW A.C. system and wiring 2013, NEW battery charger 2013 and more. buffgirl-boatworks@gmail.com **S271-8**



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C&C 27, 1973 New 16hp diesel engine, full complement of sails, Hood Sea furling system, selling because I bought another boat, moorage, Schooner Cove, **\$14000**, (780)963-9349 **S276-8**



MILLER 44' CENTER COCKPIT CUTTER No Issues Excellent condition. Well maintained, high quality, safe, stable with excellent sailing performance. As new engine. Clean and comfortable interior. Watermaker, diesel cabin heater, new dodger, massive ground tackle, Jason **360-303-5558** **S273-8**

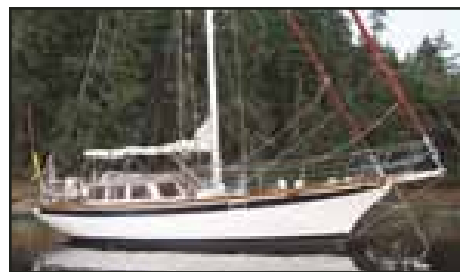


HAVEN 12.5 A beautiful boat. Built by Northwest School of Wooden Boatbuilding. Western red cedar hull, white oak ribs, vg fir spars, lead keel, mahogany transom and seats, etc. trailer. **22k obo** **S275-8**



RARE MOTORSAILER!

1980 LANCER 44 POWERSAILER Twin (yes two) Yanmar engines (200 hrs. each), Yanmar GenSet (100 hrs.). Nearly new gimbale stove w/oven, double door refrigerator, microwave, and head. Inverter, GPS, radar, autopilot VHF's, hailer, CB, other gadgets, oil change system, and dingy w/outboard and davits. Interior updated; exterior needs cosmetic attention. Highly maneuverable Northwest cruiser with sheet lines coming to inside helm. Capable of 18+ knots, cruise 10 to 12. \$170,000 invested -- not nearly worth that in today's market. **360-299-3415**. **P120-7**



35' PH Cutter, 1988 Beauty Excond 35' X 11' X 5'6" Dual furling, fiberglass hull Canadian-built Endurance; hydraulic steering, AP, Radar, Chart plotter, VHF, Dripless, Factory rebuilt 48hp Isuzu Deisel, 420 hrs; AGMs, Xantex, elec windlass, 35' CQR, 250' chain; fuel 60g, water 80g, Espar heat Beautiful interior. LPG gimbale stove, reefer; Health forces sale. **\$79,900** www.richardsepstein.com/boat/360-661-7370 **S276-9**

30' CAPE DORY 1984 \$40,000.00 Bristol cutter, Renowned for their quality and craftsmanship, 8 bronze ports, Blue water. equipment: new mylar genoa on roller furling, stay sail, lazy jacks, new dodger and canvas, new interior and exterior cushions, hand held GPS, low hours on deisal engine, auto pilot 4000, manual windless, knot depth and wind speed, hot and cold presser water. **1-310-528-4994** **S277-4**

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

PRICE REDUCED!



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**

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78' LONG RANGE CLASSIC FANTAIL MOTOR YACHT MV CREOLE. 1930 Custom Yacht Please visit at www.yachtminder.com. Possible opportunity for Captain/Mate team with significant charter experience and book of charters or operating company looking to expand. **P588-5**



32' FAIRLINE, '85. Repowered T/Volvos (gas) 5.0 litres. Professionally maintained. New 'fridge, new separate freezer. Hot water on demand. Espar furnace. Hard bottom inflatable w/8hp outboard on Sea-Wise davit. At Sidney. **Asking 35,500.** For more details: jackfred@shaw.ca. Phone (250) 477-5645. **P606-7**

SOLD!



34' SKOOKUM PH TRAWLER, '75. This strong, safe, comfortable NW cruiser has been our liveaboard home for twelve years. Veteran of many trips to Alaska (twice single-handed), she is a familiar sight from the Columbia River to Glacier Bay. Single 120hp Lehman, 7kt@1.9gph, 180gals diesel, 200gals water, propane stove, 12gal. WH(AC/engine), Vacu-flush w/30gal. holding tank. Radar, GPS, DS, Com-Nav AP, THREE new 8-D batteries w/smart charger, new VHF&antenna, two anchors. **\$40,000.** **P614-7**

SOLD!



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

PRICE REDUCED!



50' GRAND BANKS 1973 Wood. Professionally maintained. Hydraulic davit, Spectra watermaker, granite countertops. Fresh hull and cabin paint, newer exterior varnish, Cummins diesels. Novurania skiff w/50hp Yamaha 4-stroke. Updated electronics. Impeccable interior, washer/dryer. Covered Lake Union moorage. **\$180,000.** Email: grandbanks50@gmail.com for more details. **P107-6**

PRICE REDUCED!



38' - 41' PT EUROPA SEDAN, '86. Twin 240 turbo diesels, 4.5kW generator, 2 color NavNet C-Map, dual station, enclosed fly-bridge. New brightwork and bottom paint (9/11), new AGM batteries (8/10),. Low hours! Loaded! Immaculate! (541) 878-2838 or (541) 601-1118. **\$119,000.** **P736-4**



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 **\$165,000.** Sam Fry (360) 378-5864 or (360) 378-1632. **P748-10**



38' TROJAN EXPRESS BY BERTRAM, '84. Built to compete in the all important Express Cruiser Market, the 13'9" beam is open & is perfect for fishing & cruising. Powered by freshly rebuilt 454 engines, she cruises at 22 knots & with the optional floscan meters, you can watch & decide how much fuel to burn. Complete w/ Generator, Heat & Air, full galley, Island Berth, Stall Shower, dinghy. Details: www.irwinyachtsales.com. Kept in Covered Moorage most of its life. **\$29,875.** Matt, (206) 632-2900. **P766-11**

SOLD!



38' OCEAN ALEXANDER, '86. 2 state-rooms/2 heads, Twin SP135 Lehmans, 8kW genset, Avon RIB w/15 Merc on Sea-Wise davit. Lovely teak interior. Well equipped & maintained. Available in SE Alaska or Puget Sound area. **P849-10**



58' GARDEN DESIGN LRC, QUEST. Extremely heavy solid fiberglass, 240hp CAT power. Adjustable pitch Hundested prop, Dry exhaust, 62hp wing engine – "get home" prop, variable angle stern thruster, 2000 fuel, 3500+ mile range, 500 water, Furuno radar, spare prop and shaft, 15kW gen., hydraulic anchor winch, 300lb. anchor, washer/dryer. Separate walk-around engine room with work bench. Original owner! If interested, send your email address for copy of Passage-Maker magazine article. **\$429,000.** Interested in a Nordhavn? Look here first!! Contact: superquest@shaw.ca. **P767-5**

PRICE REDUCED!



47' SEA RANGER. ZigZag has just returned to Portland from an exceptional 8-year Alaska/Mexico/Alaska experience and is ready to leave on your adventure. She is seaworthy, comfortable and fully equipped for travel or live-aboard. ~~\$220,000~~ **\$169,000/obo.** (206) 979-0987. See specs and pictures at: <https://sites.google.com/site/viewboat/zigzag>. **P786-7**

SOLD!



27' ALBIN FAMILY CRUISER '87. Downeast pocket trawler can take you anywhere on the Inside Passage at 7-8 kts, 1 gph. Sleeps 4 in 2 cabins; Large V-berth forward, 2- twins or a side double in the stern cabin. New cushions. Galley. Offers privacy in a compact boat. New Lowrance HDS-8 chartplotter and Broadband HD radar. New Standard Horizon GX-2150 VHF/AIS. Yanmar 78hp turbo diesel with 2200 hours. Fuel: 90 gallons, Water: 40 gallons. Full canvas enclosure over the back cockpit. Many improvements. **P789-6**

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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**



17' GLASSPAR SEAFAIR SEDAN, '60. This classic Northwest Cruiser includes low hours, 90hp Honda w/controls, Vanson boat trailer, and marine band radio. **\$6,500.** Gary (541) 756-1019. **P842-9**



39' BAYLINER 3988 MY, '99. Excellent condition. Twin cummin 270, w/driple shafts, hydronic diesel heater, inverter, genset, electric fresh water toilets, hardtop, full canvas, 10.6 ABW/25Hr spwr, propane stove, new bottom paint, 1100hrs. **~~\$155,000~~ Now \$140,000!** Call (360) 481-1708. **P847-4**



PRICE REDUCED!

48' TOLLYCRAFT, '91. Experienced boaters know this to be one of the best cruising yachts in the Northwest. And, it is still a buyers market. Twin 300hp Cummins, low hours. Denny Barnes, United Yacht Sales, **425-221-6609** or John Rutter, owner **(425) 778-6502.** **P850-8**



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 **P852-4**



42' MARQUIS, '88. Designed by Bob Warman/Camano Marine, B.C. Many upgrades inside and out! Great live-aboard and perfectly outfitted for NW cruising. Sundance marina, Portland, OR. **REDUCED TO \$99,900.** Photos and info at www.sundanceyachts.com (503) 283-3216. **P853-4**



PRICE REDUCED!

48' WAHL TRAWLER, '72. C Buster has been professionally refit and converted to pleasure use in 1999 at Jenkins Marine. CAT 3306 6 cylinder 4-cycle diesel, 7.5 Onan diesel generator, Furuno/Loran/GPS FRS 1000. Immaculately maintained and ready to live aboard. **\$100,000** Located in Sidney, BC. **(250) 216-3955.** cbuster48@gmail.com. www.c-buster.com **P858-10**



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**



RARE 37' BERTRAM CRUISER. Solid fiberglass classic with reliable diesels. Well maintained by owner/mechanic. **Reduced to \$79,900.** Trades considered. For recent survey, pictures and contact information, please go to: www.bertram37.info or call (250) 758-7105. **P867-5**



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 or www.pacificmarine.org (Photos at www.pacificmarine.org). **Reduced to \$39,000.** **P869-11**



30' ISLAND GYPSY SEDAN, '82. Lehman diesel with low hours, new bottom paint and zincs. A fine liveaboard. (206) 225-3360, info@pacificmarine.org or www.pacificmarine.org **\$36,450.** **P870-11**



SOLD!

37' ROBERTS CUSTOM SEDAN, '85. Twin Detroit 8.2 diesels, built on a commercial hull, spacious main cabin, large cockpit, diesel furnace, Cold Plate freezer, autopilot, radar, plotter, genset, hyd. windlass, dinghy w/15hp, great condition. **\$79,000.** **P873-11**



PRICE REDUCED!

58' HATTERAS LRC '75. Classic vessel, great shape, professionally maintained, new watermaker, autopilot, TV, inflatable, 3 staterooms, 4 heads, stabilizers. Call or email for photos, specs: (509) 741-7175, (509) 884-8163, garj@jdsalaw.com. **\$399,000.** **P881-5**



32' BAYLINER 3288, '94. T/150hp Hino diesels (1000hrs), original owner, boathouse and freshwater kept since new, mint condition, radar, spotlight, remote windlass, 2 VHF. **\$69,750.** Located Kenne-wick, WA. Call (509) 430-1231. **P886-5**



54' GARDEN PH TRAWLER, '68. Double planked cedar hull, twin Cummins V-903, 12kW genset, spacious! (206) 225-3360, info@pacificmarine.org or www.pacificmarine.org. **\$119,500.** **P918-1**



SOLD!

32' BAYLINER 3270, '87. Many upgrades! Twin Hino 150 diesels, hardtop with Sunbrella/vinyl surround, radar, autopilot, GPS, AIS, transom door. Private king master berth, double V berth, VacuFlush head, AB 9.5' RIB (2005), 15hp Mercury OB (2000), heat pump, diesel furnace. Beautifully maintained in covered moorage, **\$49,900.** See www.pacificshutterfly.com for details. **P898-12**



37' BAYLINER 3788, '97. Super Clean smells great!! This model provides "livability" with thoughtful design. 800 hours! Anacortes. Best Day Yacht Sales, (360) 661-1682, www.bestdayyachts.com **\$99,910.** **P915-12**



37' BAYLINER 3788, '01. T/Cummins 330hp (1300hrs), 8kW Westerbeke, 300 gal., full canvas, 3 sources of heat. Well optioned and cared for boat. Located in Skagway, Alaska. **\$149,000** (907) 321 5326 jim.bowie57@gmail.com. **P926-1**



6 CYL. GARDNER DIESEL. Super live-aboard or cruise at 7.5 knots at 1.5 gal per hour. Sleeps 6, head, shower, oil stove, keel collar, stabilized, 500gal fuel, full electronics. \$20,000 spent to rebuild. **MUST SEE! Reduced to \$34,500.** See at Jerrells Cove, Harstine Island. Bob (360) 229-0399. **P929-7**



42' GRAND BANKS CLASSIC, '69. Excellent condition, kept under cover for 25 years, T/Lehman diesels, Northern Lights generator, Vacuflush heads, Webasto hydronic furnace, Grunert refrigeration system, 10' Avon dinghy, (360) 871-3363 or (206) 909-1250 **\$79,900.** 20' x 52' boat-house available separately. shirwood2@hotmail.com. **P945-8**

The deadline for Classified Ads is the 5th each month!

CLASSIFIED



SOLD

53' SYMBOL, '91. \$187,000. Excellent liveaboard, very clean, 1250 engine hours on 3208 CATs. Hull below waterline renewed to new hull finish with two coats of bottom paint. Two staterooms with queen island berths and separate showers and heads for each. Large well lit galley with dinette. Large enclosed aft deck. Professional interior design throughout with custom furniture. 7.5kW generator, 11' Boston Whaler with 15hp Evenrude. Furuno radar, chart plotter, auto pilot, and fish finder. **P947-2**



PRICE REDUCED

42 FT KROGEN PILOTHOUSE, 1985 3800 hrs, 135hp, fuel polishing, paravane stabilizers, webasto hydronic heat, heavy duty windlass, rocna anchor, upgraded electronics, new genset, bow thruster, new fuel tanks. **\$210,000. (360)682-6115. P965-9**



42' GRAND BANKS TRAWLER, '70. Beautiful interior condition, stored under cover for twenty years in fresh water, twin Lehman with 1650 hours. 7.5 genset Classic NW Trawler at a great price! (206) 225-3360, info@pacificmarine.org or www.pacificmarine.org **Reduced to \$79,500. P871-11**



62' SYMBOL RAISED PILOTHOUSE 2002 *PASSIONE* is nicely appointed with three spacious staterooms, two heads and a galley-up configuration. Twin 3406E CATs; Stabilized, Bow-Thruster; Inverter: Tender - **SERIOUS SELLER Offered @ 749,000. Chuck Hovey Yachts (619) 784-9002 P971-4**



32 FT ENNOS 1981 200 HP Volvo Diesel (300 hrs), refrigeration, 2500 Watt inverter, Webasto Diesel heat, hotwater, Briggs rigid tender/15 HP, SeaWise davit system, GPS, dual stations, holding tank. **\$49,900. John@johncorrie.com P972-4**



Bayliner 4788, '95 Completely pristine. Boathouse kept since new. Alaska Veteran w/1800 Hrs. on 310 Hinos. Meticulously maintained. Real teak interior w. newer coverings. Caribe RIB w. 20 HP Honda. \$169K. Available w. newer, fully compliant boathouse at POYC. Package **\$219K OBO. Call 253-312-7828 or 253-691-7568. P979-4**



FINAL LOW PRICE!

42' COOPER PROWLER, '89. 13'8" beam, T/250hp 8.2 GMC diesels. 8kW Onan gen. **LOADED!** VacuFlush toilet, all chain anchor, diesel furnace, Seawise davits. Very stable and economical. **\$99,800 obo. [H] (604) 431-9544. P950-4**



2007 R25 RANGER TUG. Includes trailer and Livingston dinghy. Beautifully maintained. Fully equipped factory features. Bow-stern thrusters, Garmin electronics. Current in zincs, bottom paint, wax, engine maintenance. Under 400 hours on Yanmar 110 diesel. **\$95,000. 206-409-8290 www.oursunshineboats.com. P960-9**



43' RIVIERA SPORT SEDAN, '97. T/CATs (600hp each), low hours, 12.5 Kohler gen., dual stations both w/ full electronics, 2 staterooms, 2 heads, air/heat, inverter, icemaker, lg. back deck w/sink & ref/freezer, new canvas, dinghy w/ 9.8hp Nissan, bristol condition. Tacoma Y/C Boathouse available. **\$297,500. Call (253) 279-5400. P841-4**



1985 TOLLY SEDAN This Tolly is in great condition. New electronics-bow thruster-electric stove-Wallas heat. Ice maker, 6.5 Gen, inverter, freezer, full canvas package. 454 Crusaders. 10' Zodiac w/18 hp motor. e-mail **\$75,000 fiver80464@mypacks.net P973-4**



2005 288 BAYLINER COMMAND BRIDGE Bravo III, 10.8 beam, 200 W. Magnum converter, Raymarine E80 dual radar navigation, depth sounder, VHF, Mathers control, 8hp Honda kicker, V-berth forward, enclosed head & shower. Excellent condition **\$47,900. (360) 661-7696. P976-4**



57' 1998 BAYLINER 5788 PILOT HOUSE **MOTORYACHT \$395,000** Elegant and timeless styling. Seller will look at all trades. (Seriously, what do you have?) Best Day! Yacht Sales John Hackstadt **360-661-1682 BUYING or SELLING your 1st choice yacht broker! P982-4**



LAKE UNION DREAMBOAT - 1928 In excellent mechanical and structural condition. 86hp Isuzu diesel (400 hrs). Garman nav. plotter. VHF radio. New wiring/fixtures throughout. Own part of PNW history! Details at **www.oursunshineboats.com. \$75,000 206-409-8290. P963-9**



2003 38' VAN DAMM Twin Yanmar 440hp Diesels, 3.8kw Gen, 300gal fuel, 400 mile range, Varnished Mahogany Exterior and Mahogany and Maple Interior, AC in Cabin and Helm. See more @ **www.bluestarcd.com \$450,000 (509)710-1031 Bret, or (208)664-8274 P969-4**



43' 2005 STERLING ATLANTIC All composite modern classic cruiser immaculately maintained by the owner/designer. For a buyer who's interested in comfortable and efficient cruising, while gathering admiration in every harbor. 1x220hp Cummins, 3.5nmpg @ 9kts! **http://www.siewertdesign.com/ilhabela Ph.843-853-6154 \$349,000. P977-4**



40' 1999 BAYLINER 4087 AFT CABIN **MOTORYACHT \$99,900** Low hours. Only 450 hours on the 270 Cummins. Best Day! Yacht Sales John Hackstadt **360-661-1682 BUYING or SELLING your 1st choice yacht broker! P983-4**



SOLD

26' NORDIC TUG, '95 Ready to cruise. Buffed, Waxed, CSC Bottom. Varnished inside and out. 100HP Yanmar, 1051 hours w/heat. Bow Thruster, Windlass, Dinghy. Full Canvas, Bimini. V-Berth. H/C Water w/Shower. Propane Stove, AC/DC Reefer/Freezer. Five Batteries, Inverter, Charger, VHF, Radar, Azimuth Compass, Plotter, GPS, Autopilot, Wi-Fi and more. **\$107,500 P966-4**



ROSBOROUGH 246 SEDAN 2005 Fiberglass, Honda Power, HSV, hardtop, Electric Windlass, GPS, Inverter, sounder, DVD, excellent condition. Extensive inventory. See **Rosboroughboats.com deromjue@comcast.net** for more information. **asking \$68,000 360-752-1747 P970-5**



22' SEASPORT SPORTSMAN. 5.7 Volvo stern drive. SS props. 250 hours. Like new condition. stove, fresh water heater/defroster. Funro GPS and radar. 2009 EZ Loader 7500# galvanized trailer hydraulic outboard bracket. **\$44,950.00 or best offer (509)828-2323 P978-4**



MAXUM 4600 SCB 2001 Turn Key Condition, Twin 450 Hp Cummins, Genset, Inverter, Heat, Air, Raymarine Electronics Package, Bridge Enclosure w/2 Seaview Windows & Wipers, Hydraulic Sea Wise Davit. **\$199,000 Contact ken@ssys.ca or Toll Free 1 877 286 2871 P984-4**

*Northwest Yachting
subscription - \$20*

*The deadline for
Classified Ads is the
5th each month!*

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22' SHAMROCK PREDATOR \$19,500 Fiberglass fish-killer! Inmar 351 Ford Engine, velvdrive transmission, 8hp honda kicker, large cuddy cabin, legal head. Raytheon Radar, color LORANCE chart plotter/fish finder. Ballard. Call **(206)719-3058 P989-5**



31' CAMANO TROLL '03 Volvo 200HP, bowthruster, 2 GPS Furuno plotters, radar, autopilot, dinghy, 8HP motor, seawise davits. Excellent condition, boathouse-kept, well-equipped. **250-655-4773 or vivianassoc@shaw.ca**. For pictures and complete inventory: www.vivianassoc.shawwebpace.ca. \$170,000. Boathouse also available in Sidney, BC. **P991-5**



1995 39' BAYLINER New diesel furnace, electric heat & galley, generator, new sanitation system, new bottom paint, zincs. Dual helm seats. Two staterooms & heads. Stainless risers. Dinghy & bimini. Reduced to **\$112,000. 206-892-0288, 206-310-0740. P104-6**



44' TOLLYCRAFT CPMY, '88 Twin 375 hp 3208 CATs. Always under cover, BRISTOL CONDITION. New full size fuel tanks. Enclosed fly bridge & sundeck w/Macrolon windows & Lucite doors; VacuFlush heads; hydronic diesel heating; 8Kw generator. \$175,000. See <http://44tollycraft4sale.blogspot.com/> & call **509-521-4796** or email nancykg3@gmail.com. **P996-6**



28' DELTA MARINE OFFSHORE SPORT Delta Marine built from Magnum Marine mold designed by Don Aronow. Deck design allows very comfortable sitting in cabin with loveseat, vanity, head, sleeps two. Twin Mercruiser 300HP TRS drives/borg-warner, Cleaver props, K-planes, new cockpit red/white, new interior fabrics. \$19,000 includes trailer with new wheels and tires but needs brakes. highpressure@gmail.com **P986-5**



2008 64' OCEAN ALEXANDER - "LANI KAI" Welcome aboard LANI KAI and welcome aboard your new home on the sea! This gorgeous late model 64' Ocean Alexander is superbly equipped and designed to take you to the destinations of your dreams. Whether you yearn to cruise to Alaska or explore the inlets of British Columbia, LANI KAI will take you there with style, grace and above all... in safety and comfort. Space to Live, Space to Play: Three generous staterooms, a gourmet galley and a large salon ensure there is plenty of space to entertain or just kick back and relax. When you're ready to play, you'll love the huge cockpit, perfect for fishing and water sports. Equipped for the Discerning Yachtsman: Twin 850hp Caterpillar C15 engines; Keypower bow and stern thrusters, Keypower hydraulic fin stabilizers, hardtop with Barrett enclosure, comprehensive entertainment, electronics and navigation packages, 13'5" AB Oceanus tender with 50hp Yamaha outboard, diesel heat, reverse cycle A/C, Northern Lights 12kW and 20kW generator sets, an Elbex camera system, extra freezer storage and so much more. Why wait any longer to fulfill your dreams? **Call: 206-352-0118 P995-5**



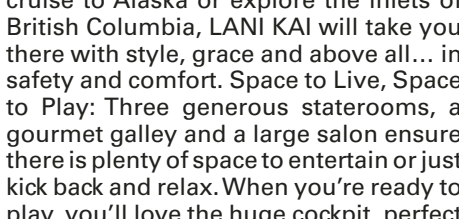
31' SEA RAY 310 SUNDANCER V-Drive - Fresh water moored since new! Simple handling w/ twin V-drive inboard Mercruisers. Upgraded cherry wood interior option **\$69,500. 1-877-222-2116** or online www.EmeraldPacificYachts.com **P100-6**



36' COBALT 360 2004 - Many options and upgrades! All service has been completed by the local Cobalt dealer since day one. Freshwater moored undercover! **\$119,500 1-877-222-2116** or online www.EmeraldPacificYachts.com **P998-6**



42' HATTERAS LONG RANGE CRUISER '76 Twin diesels provide 1.63 miles per gallon and over 1,200 mile cruising range. Constant upgrades including: Mathers single lever electronic engine controls, Hurricane hydronic heat, Lifeline AGMs provide 1,100 amp hours with 2,500 inverter, Fisher Panda silent 8KW generator, current electronics, 11' RIB. Complete specifications and photos: <https://sites.google.com/site/42hatteraslr/>.



44' GARDEN TRAWLER 1967 Bill Garden 44' Trawler, wood hull, twin Perkins, 8 KW gen., six berths in three cabins, enclosed flybridge, diesel heat. \$89,000. www.mvgreenstreet.com. **503-313-8818 P103-6**



CARVER AC/MY, '06. 310 Volvo diesels (83hrs), 2 E80s, Espar heat on bridge, AC/heat in salons, 9' Caribe on davit w/9.9hp Tahatsu. Also: 9' inflatable w/5hp Mercury. Zodiac Satchel life raft, life sling, 8kW Kohler dsl genset. **\$275,000. (360) 697-9850. P771-6**



1974 33' SILVERTON CONVERTIBLE 12' beam, twin Merc 454 MPI, 4kW generator, 10' Achilles w/15 HP Johnson, many extras. Excellent condition. Must See. **Asking \$28,750. Gig Harbor 253-857-7840. P988-5**



57' REALSHIPS 2002 TRAWLER YACHT Steel hull, USA built. 250 hrs. CAT 3206, 4000 mile range. 14kw generator. Bulbous bow, bow thruster, stabilizers, bilge keels. Three staterooms, all have heads/showers, marble/granite/cherrywood interior, washer/dryer. Like new. Puget Sound private moorage. Waterfront house and dock for rent or sale. Below survey **\$949,000. adioscharters@gmail.com. P992-5**



39' CALIFORNIAN 2000 - Twin Volvo 318 HP Diesels, cruise 14 knots, Bow Thruster, Northern Lights 5.5 KW Gen set, 3000Watt Inverter, Espar Hydronic Diesel heating thru out, Watermaker, Walker Bay dinghy /Honda 10 hp on Electric davit and newer flybridge canvas, Walk thru transom and large molded in swimstep, Electric windlass with remotes at both helms. Two separate private staterooms with walk around queen beds and memory foam mattress and both have Vacuflush heads and separate stall showers. The helm area with the "U" shaped seating beside it lends for great conversation while cruising. The View is Great Too! Raytheon E120 & E80 Color Radar/Chart plotters. Propane galley cooktop stove and microwave. Lot's of X-tras and spares, including Props! "Harmony" is clean, well maintained, SURVEYED, and turn key READY. San Juan Yachting. Bellingham Wa. **800-677-7245 \$165,000 P105-6**



WILLARD 40 WIDE BODY - repowered Total refit! NEW American Diesel N-140 (only 760 hours), custom articulating rudder by Bayview Engineering, Kabola HR300 continuous-duty furnace, heated enclosed cockpit, custom radar arch and ladder from flybridge to foredeck, NEWLY rebuilt Lighthouse 1501 windlass with Rocna anchor, NEW windows and frames, NEW galley appliances, NEW house battery bank, NEWLY installed Ample Power DC genset, Portland Pudgy Safety Dinghy. **\$179,000. Go to: www.northstar.talkspot.com** for details. **P108-7**



42' BILL GARDEN TROLLER built in 1966, 6 Cyl Volvo Penta, professionally built conversion done in 2006. **\$45,000.00 Willis (250)656-5154 M990-5**



36 GRAND BANKS CLASSIC 79 Fresh Water boat 2/120 Lehmans, Genset Auto Pilot, RedDot and espar Heat, Radar chart Plotter, Upgraded Electrics New pumps and thruhulls, Achilles tender and extras. Owner **503-699-8186 Scarfell@aol.com P993-5**



43' BAYLINER 4387 AFT CABIN MY 1992 - Double cabin layout with modern profile and upgraded fireplace, soft goods and carpet in 2012. **\$117,900 1-877-222-2116** or online www.EmeraldPacificYachts.com **P997-6**



65' 1940 CLASSIC MOTORYACHT - \$45,000 Gallant Lady, cruising the waters of the NW for over 70 years. Illness forces sale. Sleeps 20, full galley. In Tacoma. (360) 520-3643 or 360 736-8239. rjstewart45@gmail.com **P109-7**

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63' MOTORYACHT "Great Escape" is a beautiful, well-kept 63' motoryacht that has just undergone a major update. Her fully appointed interior is well suited for cruising or living aboard, featuring a full galley, 3 staterooms, huge bright salon, 2 heads w/ showers, washer/dryer, chest freezer, large wheelhouse, and stand-up engine room. Live-aboard moorage is potentially transferable. Will consider a partial trade for a 32' Bayliner. Priced well below invested value. **MAJOR PRICE REDUCTION \$119,000.** Cdn 250-216-3371 imsboss@telus.net P110-7



2008 NAVIGATOR 5100 Beautiful, one owner 3 Stateroom, Pilot House, with many upgrades, low hours, teak cap rails, teak deck. **\$545,000 253-225-9700** -- Fax: 253-225-9700 -- eMail: manfredschmiedl@mac.com P111-7



33' GREAT LAKESTRAWLER 1981 Built by Ontario Yachts, single Volvo diesel, Espar heat, upgraded electronics, 8.5' AB RIB, Rocna with all chain rode. Exceptionally clean, capable boat. **\$74,500, 360-279-1551 P112-7**



38' BAYLINER 3818 1987 Twin 175 hinos; 1450hrs, 8kw genset, flybridge hardtop, 2 VHS, 2 GPS, 3 sounders, stereo, TV, DVD, 300 gal stabilized fuel, excellent condition, in Campbell River BC **\$59,000.** Call Dan - 866 677 2735 P113-7



60' LIEN WHA 1993 Lowtime 8-93 Detroit, bow-thruster, new Sterling paint, 4 staterooms. 5 Vacuflush, 3 showers, 4000 Trace Inverter, 1000 gal/day watermaker. Many extras. 13' Nautilus/50 hp Honda **\$495,000 (206)842-5239. P114-7**



1981 CARVER MARINER Immaculately kept, twin 270 crusaders. Updated leather, granite, lighting, new Tecema head, large separate shower. Sleeps 6, heater, cruising and winter canvas. Xtra props, all electronics, much more. Call **425-257-9362 \$28,950 P115-7**



42' 2003 PRESIDENT CLASSIC TRAWLER Professionally maintained in La Paz (Baja) since new. Single 300hp Caterpillar with 831 hours. Full electronics w/AC. Health requires sale. **Reduced to \$195,000.** See www.yachtworld.com and enter search keywords: "42' 2003 President" or email rlamar@pobox.com. P116-7



45' BAYLINER PH 4588 '92 250 Hino Diesels 1850hrs. Boathouse kept. Electronic controls, VacuFlush heads, build-in oil change system. Canvas covers for almost everything. Boathouse available. **\$179,000. (206) 715- 3319 P119-7**



35 'MARINER / HELMNSMAN 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 714-271-2678 P123-7



30' SEARAY SUNDANCER, Mercruiser 7.4L, Hot Water System, Head/Shower, Microwave, Refrigerator, RedDot Heater, Dingy/5hp Nissan, Radar, VHF, Garman Chartplotter with Sonar, Custom Fit Camper and Mooring Canvas. **\$22,500 Mark (206) 459-1100 P121-7**



2000 3988 Bayliner 1 owner 2000 3988 Bayliner. 330 Cummins engines, 8kw gen set with oil and zincs changed every 100 hours. Hardtop with 1000lbs davit, added side compartments and fishfinder in cockpit, Vacuflush toilets, Interphase fwd. looking sonar with autopilot at both stations, hand held remote. Color chart plotter with radar overlay. Large anchor, 150' of chain, 200' of line. **\$149,500. 206-248-8916, 206-730-5140. P122-8**



60' PACEMAKER, '68. A magnificent flushdeck motoryacht, this is truly one of the best on the water today! new rebuilt starboard engine, new transmissions (4yrs ago) new washer/dryer, dishwasher, all house batteries. New paint last year, resurfaced decks on salon and flybridge. Hundreds of dollars spent on updates. you can't find a classic boat in this shape for this price! (604) 240-6638 or email doug.gartland@canaccord.com. P875-7



RARE 40" KENNY HILL TRI-CAB TRAWLER Vessel has just undergone a complete restoration. Re-powered main and generator. Entire boat re-commissioned in every detail. Range approximately 1,000 km. This immaculate piece looks and runs better than she did new in 1962. Located in Southern California. **\$120,000.** Web: flyfishalaskarivers.com Phone: 562-397-6330 P140-8



"SCYLLA" CARVER VOYAGER 2001 \$160,000.00 (NO TAX) 40ft LOA. Pristine vessel with many recent upgrades. New head, carpet, bimini, additional electronics. 1300 hrs on twin 220 Cummins diesels. Generator, dinghy, furnace, and lots of cruising gear. Sidney. john@alexanders.ca 250-686-9840 P135-8



55' GRAND BANKS EAST BAY 2008 Perfect Northwest Cruiser. Like New with less than 200 hours on Cat diesels, 2 beautiful double staterooms, Fully rigged for offshore cruising. Owner ready to deal! Asking **\$985,000.** OBO yachtdr@earthlink.net (949) 278-3418 P134-5



CLASSIC CHRIS CRAFT CONSTELLATION 1957 35' Classic Chris, excellent condition, boat house kept, 8'-6" rigid hull inflatable with 8 hp Yamaha (2004), hot water, shower, gas stove and BBQ, Chartplotter (2010) and many other extras. Located in Sidney B.C. **(250) 383-6666, jbl@warnerjames.bc.ca. Asking \$17,250. P131-8**



32 GRAND BANKS 1972 One of the last wood 32's built by Grand Banks. Includes 9 ft West Marine inflatable, 5 HP Tahatsu new in 2007, electronics, bimini, two anchors, electric windlass, radar and Furuno GPS. **(360) 791-5235 P130-8**



35' PERFORMANCE TRAWLER (PT) EUROPA FAST TRAWLER Covered, safe walk-around sidedecks and cockpit, sliding doors P&S + cockpit, Cat 3208TA 355 hp, 1975 hours, single engine efficiency at trawler speeds yet capable of planing, bow thruster, Webasto hydronic heat, Westerbeke in soundshield, pedestal queen master, excellent visibility from lower helm, Full cockpit enclosure, bridge cover, autopilot, propane stove / oven. All F/G decks. **\$ 89,500. 604 754-8042 P129-8**



42 UNIFLITE DC 1976 Rare 3 stateroom model, twin 6-71 Detroit, Twin Disc, Kohler 8kW genset. Zodiac, 4hp Yamaha, updated interior, ready to cruise. **\$79,000.** Full details see www.unifortytwo.ca 250-479-5192 P128-8



34' CATALINA ISLANDER WITH SEALASKA HT PERMIT Write off opportunity! 1994 Ray Hunt yacht design. Flybridge with new top. 2 Steering stations. Twin turbocharged Cummins 250 HP diesels at 1,500 hours, cruise speed 17 knots. Master stateroom-island queen bed; enclosed stateroom-double berth. Marine toilet/sink/shower. Galley with cabinets, 2 burner cook stove, sink, refrig and microwave. Main salon, U shaped dinette. Cockpit covered w aluminum canopy, cantelevered off the flybridge w fitted telescoping outriggers. 2 Scotty downriggers, 12 volt EZ-pot puller, commercial gear. Great turn-key boat for commercial/sport fishing + COMFORT. Survey 7/11 and photos available upon request. Asking **\$95,000.** Call TJ at **(907)738-1447 P127-8**



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. **\$110,000** Phone **360-302-1040. www.emeraldstarforsale.com P126-8**

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56' ED MONK F.B. CRUISER, 1948 Mahogany over yellow cedar deck to keel. Always well maintained and upgraded. Twin 6-71 diesels. Full electronics: Standard Horizon C-1000 chart plotter (Oly to Glacier Bay), Furuno 1942 MKII radar, Furuno FCU 585 finder/sounder, W.F. Autopilot, 3000 W Heart inverter, Espar diesel furnace, 12 kw Kohler generator, power dinghy davit. Queen after stateroom w/ mahogany lockers and bookshelves. Much More! Must see. Will consider cuddy trailer boat part trade. **\$93,000.** Call George. (360)789-9242. P125-8



CAMANO 31 TRAWLER TROLL 2001 950 hours, with dinghy, auto pilot, radar, VHF radio, two depth sounders, two GPS, Radar, Inverter, Stereo and Vac-flush toilet. Like new condition. Must see to appreciate. Friday Harbor, **360-378-2206. P124-8**



DREAM FOR SALE! Custom 46' aluminum pilothouse 2001 dream boat. Featured in the October 2001 Passagemaker magazine. The perfect Alaskan fishing, pleasure boat. Two staterooms, two heads, two Volvo TAMD 74's, and an unbelievable pilothouse. Twenty knot cruise. Will sell as boat separately, or as a Charter business. Call for info. (907) 747-0517 www.seabuggy.com/4sale.html. P139-8



2000 37' NORDIC TUG Cummings 330 diesel engine, 5kw Genset, 2500w inverter, bow thruster, Raymarine radar, chart plotter, propane stove, diesel htr, dinghy and davit. Clean and well maintained. **\$249,000** 425-330-2820 profelectric@yahoo.com P974-8



BOSTON WHALER OUTRAGE - twin 200HP 1998 26ft Boston Whaler with twin 200HP Optimax with approx. 420hrs, radar, twin chart plotters 2011, autopilot, windless, full canvas cover, marine head. **Asking \$27,995 obo.** Call 206-313-7960. P148-9



40' HERSHINE CLASSIC TRI CABIN Twin Ford Lehman 120 HP Diesels (approx 2,300 hrs), Generator 4KW Westerbeke 1000 hrs, (over \$80,000 spent in upgrades in last 28 months. New Shafts, Props, Cutlass Bearings, Couplers, Anchor Windlass, VHF Radio, Raymarine E 120 Chartplotter, GPS Fish Finder, Fuel Tanks), Bimini Top, Two State rooms, Two Heads - one with bath tub, Aft State room with Queen walk around bed, V Berth in forward state room, 110-12 Volt Refrigerator, freezer, Microwave, Propane Stove in Galley, Main salon has "L" settee with table, lower helm and radar. Trades considered - Great Live Aboard or Coastal Cruiser Was **\$124,000.00 (Slip \$410.00 per month)** Now **\$79,000.00 OBO All Offers Considered P150-9**



1980 34' TRAWLER. 17,000 lbs. Solid glass hull, deck. 100gal. water, 200 gal. diesel, 1.5 gph. Cruise 7kt. Electric windlass, propane stove & oven, reefer, head with new holding tank, macerator, toilette. New R/chart plotter, depth/fish sounder, auto-pilot, aft deck rack for kayaks. **\$55,000** 360-774-0915. P149-4



1995 54' MED SPORTFISHER - LIQUIDATION SALE 85 year old's illness forces liquidation. Mint, professionally maintained. Loaded. Priced 156k less than '95 Med. next door. Absolute Luxury. Time factor paramount. (photos/specs.) **805-223-5719 P147-9**



ISLAND GYPSY 44 1979 Immaculate! refit over 400k spent. Awlgrip paint. Volvo diesels with 1010 hrs. Reverse cycle heat and air. 7.5kw Onan. 10.5 Zodiac w/outboard and Nick Jackson remote davit. **\$189,000** wesleyrapp@aol.com 925-759-5808 P146-9



2007 34 MAINSHIP TRAWLER 38 X 14 ft, \$223,000 Modern economical trawler with livaboard comforts, dual helms. mid level galley, low hr Yanmar diesel. Please call or e-mail for details and photos. **60miles@comcast.net** 360-930-0901 P145-9



36 FT. 1985 UNIVERSAL EUROPATRAWLER Excellent condition, has been in same covered slip since new. Low maintenance fiberglass decks. Twin Perkins, professional electronics, Many upgrades. Pride of ownership boat, ready to go Price **\$89,000.** 253-952-2476 itm@itmmarine.com P144-9



40' PACEMAKER SPORTFISHER 1967 SPORTFISHER w/flybridge, twin diesel-repowered in 2006 only 240hrs, new 7.5kw genset, complete raytheon nav. system, new paint in 2010, under cover in lake union, boat is loaded, **\$30,000.00** Call bob @ 425-442-8500 P143-9



CLASSIC MONK 32 SEDAN CRUISER Grandy Built **\$11,500** 1948 Classic-Sound, Dependable, Well Equipped Economical Single 6-cylinder Diesel Recent work includes decks, cabin, ceiling. Orcas Island, WA - see Photos, detailed info <http://classicmonk32.shutterfly.com/> Don (360) 376-3838 P142-9



32' ISLAND GYPSY TRAWLER, 1981. 120 Lehman with 900 hours since major overhaul. Westmar Bow Thruster and Auto Pilot, 4.2 KW diesel generator, Webasto Diesel Furnace. Newer electronics, Furuno radar and depth sounders, Maptech Capt'n Voyager charting system. Full galley up with comfortable L shaped salon, V berth, full head with shower. Boston Whaler skiff and outboard. Boat moored in Juneau and has many upgrades and extras! **\$59,900** Call for details. 907-232-9595 P140-9



1953 52' CHRIS CRAFT CONQUEROR MOTOR YACHT "Riva" is a well known Northwest classic. Economical with twin 671 diesels. Burns 10-12 gph. Cruises 12 knots Many Details Visit Facebook username Chris.Craft.53 Email **52.chriscraft1953@gmail.com** 206-715-3565 \$165,000 P141-9

Boat Storage

WATERFRONT BOAT STORAGE AVAILABLE NOW All trailerable boats can be accommodated immediately! Foss Landing Marina & Boat Storage (253) 627-4344 BS-LBHC

Boat Equipment



THE GRABBER - MOORING RETRIEVER. The Grabber provides an easy way to tie up to any mooring buoy. **Pull ANY SIZE LINE** directly through mooring ring or shackle. **Two versions** available fit any pole. **Robust construction:** Stainless Steel, Aluminum, UHMW Visit - www.GoldenDoveMarine.com. (206) 842-7250. BE5-7

Boat Houses



85FT BOATHOUSE 85ft boathouse in good condition. Has had boat 72ft by 18'6" inside. New roof fitted including insulation, new floatation as well. Plenty of power, lighting, storage, work space and work benches etc. Located at Deception Pass Marina at Cornet Bay Washington. **Contact** rbishop@hotmail.com BH31-3

80'x28' BOATHOUSE Built by Marine Floats in 2007 in excellent condition. 50amp power, water on both sides, remote control curtain, 2' walkways on both sides, workbench, 10'x24' loft, can be relocated. **\$199,500.00.** BH31-2

BLAINE, WA BOATHOUSE 15.4ft beam, 16.8 high at entry. Will accommodate a 48' boat. Storage on both sides, cement decks, workbenches, fire sprinkler system. **Asking \$40k** 360-393-6218 or email bkrthuis@yahoo.com BH32-2

ALUMINUM BOAT SHED 60X24', clearance 22' water width 18'. 30 amp power. Work bench with vice. 50' rubber water hose each side. Roof redone, skylight redone. Moored Sidney, BC. **\$175,000.** 250-818-3776. BS1-CM

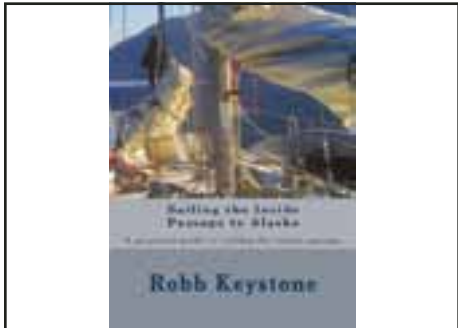
House Boats



44' x 13 1/2' HOUSEBOAT 2006 Glen L. Marine ply foam filled hulls. WN registered. Open, light, amazing wood interior. Galley, wood stove, sauna, sleeping loft, porch swing! in Deer Harbor. **\$45,000.** 360-378-8378. HB3-4

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Books



SAILING THE INSIDE PASSAGE to Alaska Heading north on a Sailboat or cruiser? What route to take to Alaska, and British Columbia. How to prepare for a voyage and where to anchor/visit. Book and kindle available from Amazon. **B1-4**

Business Opportunities

BUSINESS OPPORTUNITY FOR ALL MARINE related fields at established marina in LaConner, Washington. We have shop space available for experienced specialty marine contractors looking for customers! Do you do Canvas? Woodworking? Are you a Diesel Mechanic? Stainless Steel Fabricator? Or? We guarantee your customer base – all you need are great skills and your tools. We also have on the water dock space available and offer on-site haul-outs. **Pioneer Point Marina (360) 466-1314** or email pioneerpointmarina@verizon.net. **B-CM**

BUSINESS OPPORTUNITY FOR MARINE SERVICE PROFESSIONALS Established marine service shop/chandlery/brokerage in high traffic marina is seeking to add a partner to manage and grow the service department. Here is your chance to live and work in the San Juan Islands, and to become an integral part of a diverse and growing marine business. This is a hands-on business, and requires experience in marine diesel, electrical, electronics, and all vessel systems. Must have experience scheduling and managing service personnel, using PC based office technology, and excellent communication skills. Email mike@fridayharbormarine.com for more information.

Charters



ALASKA CHARTER BUSINESS FOR SALE. Turn-key. Established clientel. (907) 738-6430. www.seabuggy.com/4sale.html. **C29-12**



SE ALASKA/INSIDE PASSAGE. Grocery Boy is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fisherman to the person who wants a little of everything, it is a custom charter to fit your needs. Best value in SE Alaska. Call Dave (206) 930-4952/(253) 862-3388. **NORDIC YACHT CHARTERS. C16-CM**



EXPLORE S.E. ALASKA! Come adventure with us - wilderness experience for kayaking/photography/whale watching/fishing/crabbing - private cabins w/showers - professional crew - **\$1800/wk plus expenses** - see us at www.admiraltycharters.net - call (907) 632-0870. **C29-8**



"SHIBUI"; 50' OCEAN ALEXANDER MKI Outfitted for cruising between Seattle and SE Alaska: 80,000 BTU Webasto hot water/diesel heat, 600' anchor chain, 2 radars, PC Nobeltec navigation, high fuel economy, long range (1500 nm), Portuguese bridge with second helm and protected walk-around decks. Large pilothouse w/dinette, warm roomy salon w/entertainment center, galley up, propane Force-10 ss stove, sleeps 5 (9), 2 staterooms w/VacuFlush heads, tub-shower and lots of hot water. Twin Ford Lehman 120 hp diesels, 8.5 knot, 3000W inverter, 1000 diesel, 300 water, 13'AB al RIB w/30 hp, dc RKO hoist. (800) 233-3004; (206) 617-8744; www.quartermasteryacht.com. **C17-11 ('13)**



57' NAVIGATOR RIVAL. Brand new and available for charter. San Juan Islands to Alaska available anytime! 3 berths 2 heads & showers. Beautiful yacht - 18 to 20 knots. To book or info call (503) 663-1994 or cell (503) 789-8824.

52' OCEAN ALEXANDER PH. Available for charter with qualified individual. Boat has complete electronics, stabilizer, bow thruster, dishwasher, large master stateroom, single bunk stateroom, TV, teak interior, flybridge, Nouvurania tender with 30hp outboard. (206) 283-6266. **C33-8**



CHARTER Start/Finish your cruise from beautiful Roche Harbor; Moorage included at Roche. This beautiful 55' Ocean Alexander accommodates six in three staterooms. Very comfortable salon, P-H/galley/dinette; large bridge deck w/11 foot Caribe; 45 HP Honda. Call Robey for additional information. **206-283-6160 C34-6**

Club Notices



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**

Crew Wanted

LOOKING FOR CREW TO SHARE ADVENTURE & expenses aboard comfortable, safe 50' yacht. Experienced skipper plans to leave Bellingham mid May ending up Ketchikan 10 days flexible. Wonderful food, Great company, & Beautiful lifetime experience. Check out my Web page for photos: www.victorcano.com Call Capt' Vic (360) 319-8195, Email : victorjcano3@gmail.com **C1-5**

Dinghies



18' '03 RIB TEC RIVERIA 550 Teak decks and diesel powered-jet drive from renowned British builder RibTec. With 2005 EZ-Loader trailer (206) 225-3360, info@pacificmarine.org or www.pacificmarine.org (17 Photos at www.pacificmarine.org). **\$27,000. D23-3**

Employment

PUT YOUR BOATING SKILLS TO WORK! Are you a cruising or racing sailor, a powerboat owner, commercial fisherman, or marine trades professional? Are you experienced with mechanical, electrical and electronic equipment found on pleasure boats from 30'-60'? If so, please review the job opportunities at www.ayc.com. Anacortes Yacht Charters operates a fleet of 75 power and sail boats from our base in Anacortes Washington. **Please forward resume to jeff@ayc.com.**

BUSINESS OPPORTUNITY FOR MARINE SERVICE PROFESSIONALS Established marine service shop/chandlery/brokerage in high traffic marina is seeking to add a partner to manage and grow the service department. Here is your chance to live and work in the San Juan Islands, and to become an integral part of a diverse and growing marine business. This is a hands-on business, and requires experience in marine diesel, electrical, electronics, and all vessel systems. Must have experience scheduling and managing service personnel, using PC based office technology, and excellent communication skills. Email mike@fridayharbormarine.com for more information.

YACHT BROKER WANTED: Hidden Harbor Yachts on Lake Union has an opening for an experienced Yacht Broker, CPYB preferred. Supportive relaxed work environment with a generous commission structure and flexible scheduling. All inquiries kept confidential. Call Greg at **206-285-4199**.

HELP WANTED SALES PROFESSIONAL, full or part time, substantial Sailboat knowledge required, Trawler & Motoryacht knowledge helpful. Major Seattle dealer/broker for Catalina and Tayana Yachts. We have New boat Inventory at our 500'+ sales dock. Large selection of brokerage boats. Call Ted Griffin **206-819-7137 E3-CM**

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Marine Attorney

PACIFIC MARITIME LAWYER Injured while commercial fishing or during recreational boating? Medical expenses, lost wages and pain/suffering can be recovered. **FREE CONSULTATION - 866-793-4536.** Serving the injured at sea since 1977. WA/AK offices. Call **24/7 360-770-2322. www.pacificmaritimelawyer.com MA1-4**

Moorage

FREMONT BOAT North Lake Union moorage since 1916. Quiet, protected floating piers. Gates, shower, pump-out cart. 20'-65' open. Call our friendly office at **(206) 632-0152. M-CM**

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PLEASANT HARBOR MARINA. Permanent and temporary moorage available. Protected Harbor, gasoline, diesel, pump out, on site security, 30/50amp service, clean restrooms & laundry, heated pool, year-round hot tub, groceries, full service deli. Located on Hood Canal. **New Annual moorage received 11th and 12th months FREE. (800) 547-3479.**

MOORAGE/SLIP RENT. Eagle Harbor Marina, Bainbridge Island, WA. 42 ft. slip for rent. Easy access, full service marina, live aboard possible. **Call Ron (206) 855-1032, or Harbor Master (206) 842-4003. M142-9**

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Get the BEST Moorage at **MARINA MART MOORINGS**. In SW Lake Union, Marina Mart is conveniently located across Westlake Ave N from the new WEST MARINE store. **Currently available:** Covered slips 17' to 65'; Uncovered moorage includes slips up to 33' long and several large uncovered slips for vessels 55' to 96'. **Amenities include:** Sprinklered Docks; Locked Gates; Lighted Walkways; Showers; Guest Dock w/ Pump-out; plus Water/Power/Phone at most slips. Our sheltered location is equally convenient for Lk. Washington or Puget Sound boating. **Call Pamela Hale at (206) 447-5575 or visit us at www.marinamart.com. M87-CM**

EAGLE HARBOR, BAINBRIDGE ISLAND. Boathouses 35', 37' & 50'. Open 30', 36' 45-48', & 100' end tie. **(206) 842-7751 www.eagledalemoorings.com. M140-1**

GET GREAT MOORAGE AT MARINA MART IN SOUTH LAKE UNION. On Westlake Ave. N. across from the new West Marine; 5 min from Downtown. **Covered** slips at 25', 56' & 65 ft. **Uncovered** to 26' & 47'. Rock Salt dock takes boats to 94'. Locked Gates; Lighted Walkways; SPRINKLERS, Showers, free Pump-out. Water/Power/Phone. Perfect location for Lake Wash. or the Sound. **(206) 447-5575 or www.marinamart.com. M88-CM**

ELLIOTT BAY MARINA. Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call 206-285-4817 or visit us at elliottbaymarina.net today. **M104-NCLBH**

NORTH LAKE UNION, 80' SLIP. Prime location, new facility, perfect place to watch the 4th of July Fireworks. 50amp power. Secure gates, full service boatyard on premises and easy to get to either Lake Washington or Puget Sound from this deluxe freshwater facility. **For full details, call (206) 547-7852. M134-4**

SEMAHMOO MARINA. 300 open condominium slips with availability in 34'-50' size. Slips for lease and purchase are both available. Call for lease rates and availability. Locked gates, water, electric, pump-out and fuel. Other amenities include showers, laundry and Chandlery with coffee bar & gift shop. **(360) 371-0440 www.semiahmoomarina.com. M135-6**

LAKE UNION EASTLAKE MOORAGE Thunderbird Marina. Great neighborhood 30'-38' open moorage, ideal for sailboats. "Duck Dodge" at you door! 1- 50' Open Updated / Gated docks, electrical, washrooms, shower & laundry. Tenant Parking, Bruce Ramon, Manager **206-849-1909 info@thunderbirdmarina.com M175-5**

MOORAGE AVAILABLE. Winslow Wharf Marina, Eagle Harbor, Bainbridge Island WA. Rental slips available in 24, 30, 32, & 36 foot. Live aboard welcome. Locked gate 24/7, water, power, pump out on docks. Close to historical Winslow and ferry landing. Other amenities include free WiFi, showers, laundry, & Chandlery. Free parking for 1 vehicle. See web site www.winslowwharfmarina.com for specific information. **M165-5**

FOSS LANDING MARINA - South Sounds Premier Indoor Dry Storage Facility. Keep your boat high and dry during the cold winter nights. Full service launch and haul outs included in monthly fee. Side hull scrub and rinse and fresh water engine flush with every haul out before tucking your boat way in our heated storage facility. Call us at **253.627.4344** or visit www.fosslanding.com. **M179-6**



40FT BOATHOUSE - NEW 80FT OPEN SIDETIE - 42FT OPEN SLIPS Port Orchard In Town. YACHTFISH MARINE NW. Newly Built, Secured weekend parking. **360-876-9016 M158-CM**

MOORAGE AVAILBLE Winslow Wharf Marina, Eagle Harbor, Bainbridge Island WA. Rental slips available in 24, 30, 32, & 36 foot. Live aboard welcome. Locked gate 24/7, water, power, pump out on docks. Close to historical Winslow and ferry landing. Other amenities include free WiFi, showers, laundry, & Chandlery. Free parking for 1 vehicle. See web site www.winslowwharfmarina.com for specific information. **M165-5**

DELIN DOCKS MARINA - Tacoma's Finest! Slips available from 36' - 50'. Full Service marina equipped with water, 30 and 50 amp electric, pump outs and free cable slip side. Clean bathrooms and shower facilities. Community room with kitchen and coin-op laundry. Parking provided and 24/7 controlled access. Five Star Envirostar marina in protected waterway in the heart of downtown Tacoma. Call us at **253.572.2524** for more information. **M177-6**

DOCK STREET MARINA - Tacoma's leading guest moorage and permanent moorage facility. Beautiful grounds along the esplanade with restaurants and world class museums within walking distance. Full service Envirostar marina with 30 and 50 amp electric, water, pump outs and free cable slip side. Dock boxes and wide fairways. 30' - 60' Slips available now. Call **253.572.2524** or visit www.dockstreetmarina.com **M178-6**

SLIP FOR SALE Covered 40' x 16'6" slip for sale, Anchor Cove Marina, Anacortes, WA. 46' length allowed. Great location. Well managed, close to downtown. **605-890-0027 M181-CM**

SKYLINE MARINA, ANACORTES Open slip for sale, 42' finger dock, 47' LOA, 18.5' wide. Gated dock, parking included, marina dredged 2011. Excellent maneuvering room, on wind-assisted side of dock. Fee simple ownership. **\$145,000. 425-315-6828. M182-3**



COVERED MOORAGE IN SKYLINE ANACORTES! 36'± covered slip conveniently located in Skyline Marina-just one hour to Roche Harbor. 2.5'± overhang allowed. 15'± beam. Close to ramp so you don't have to carry groceries far. Full time dock master, clean showers and laundry facilities, boat lift & fuel. Skyline amenities include private beach access, tennis courts, club house, and RV hookups. Marina was dredged in 2011, so easy to navigate. **\$114,900** Contact Jean Groesbeck, Coldwell Banker Bain, **(360) 941-3734 AnacortesLiving.com**

DUWAMISH YACHT CLUB DUWAMISH YACHT CLUB. 50' COVERED SLIP for sale or lease, 55' LOA x 17' beam OK. 250V or 125V metered power. Secure facility on the Duwamish River. No locks. 45 minutes to Elliot Bay. Live aboard OK. Available May 1. Asking \$55,000. Includes ownership of slip and 8x12 storage shed on shore. Lease for \$550/mo. +electricity and live aboard fee if applicable. mvgale@yahoo.com **360-387-3073 M189-4**

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SKYLINE MARINA Division 17 Marina, (A) dock, 34' x 13' aproximate allowed, best maintained marina in Skyline, haul-outs closeby, close to dock head, **\$49,495, (425) 691-9515** owner. **M186-4**

WHY RENT? OWNA 44' SLIP AT SEMIAHMOO MARINA & RESORT Single berth, gated, concrete docks, full amenities, great cruising, fishing, crabbing, hotel, spa, restaurants, golf, yard, fuel dock. **\$44,000 (651) 636-4196 M185-4**

Motor Homes



1991 S.W. MOTOR HOME 2nd Owner! Excellent mechanical. Loaded with options. **\$15,000 or Trade for Boat.** All inquiries answered. Non smoker. No pets. Well maintained. **253-845-6056** Leave message. **MH1-4**

Office Space



LAKE UNION OFFICE SPACE This unique, iconic Lake Union Office Space is available now complete with stunning marina views, high Westlake Ave traffic with high visibility street level suites. Marine related businesses are desired. This location offers great walking routes, easy access to a variety of restaurants and quick access to transit lines. There is also possible moorage available with excellent amenities including showers. The office spaces range from 800 sq. ft to 4,600 sq. ft. For a tour and pricing please contact: Pamela Hale **206-268-3322, Pamela@yateswood.com** or Mike McKinstry **206-268-3315 mike@yateswood.com** or Dennis Counts **206-268-3312 Dcounts@yateswood.com OS1-6**

Reminder!

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

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**

Yacht Delivery

SE ALASKA YACHT DELIVERIES. Sail or Power deliveries between Puget Sound and SE Alaska. USCG Master. Contact: Captain Tom Huse at **(360) 472-0469** or seagypsy@mac.com. **YD4-CM**

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YACHT DELIVERY/PASSAGE COACH. Sail or power, local or long distance, 25 years experience as master. N.W. to Alaska, Caribbean and Hawaii. Coast Guard License. Congenial. **(206) 818-9842** or www.smoothpassage.com.

Real Estate



ANACORTES SKYLINE WATERFRONT HOME WITH DOCK Live like you're on vacation everyday with your boat in your backyard! Drop your crab pot & go fishing or return home & relax on your waterside private patio w/open view down the canal. Custom home with an open floor plan to enjoy the exceptional vista, luxurious interior, formal dining area, designer kitchen w/ large eating bar/gathering area, large bonus/flex space, over sized 3 car garage, a sumptuous master w/Jacuzzi tub, rain shower & 30'± dock. Enjoy island living by bridge! **\$899,000** Contact Jean Groesbeck, Coldwell Banker Bain, **(360) 941-3734 RE227-4**



BAINBRIDGE ISLAND WATERFRONT Beautiful home on 135' Rich Passage. Great home for entertaining. Chef's kitchen, 3 bdrm, 3 bath, 2 fireplaces with oversized 3 car garage. **\$1,050,00 OBO. 206-842-5239 RE223-2**

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Real Estate



OUTSTANDING BOATERS DREAM! Mariners Cove boating community on beautiful Whidbey Island! Two connected canal front lots with a total of 120' of waterfront and new private year-round dock for your yacht. Installed 3 bedroom septic, all utilities including natural gas & cable. Water share paid. Ready to build. Bring your plans and boat. Come see! Close to Oak Harbor shopping, restaurants and activities. Community beach access, tennis, boat ramp, and great crabbing! **\$349,000. RE194-4**



LA CONNER SHELTER BAY WATERFRONT WITH DOCK! If you have dreamed of a seaside cottage with your boat on a 42'± dock in your back yard, this is a must see! Remodeled luxurious master suite with separate sitting area w/fireplace & french doors to a spa-like bath w/jetted tub & skylights; breakfast nook; formal dining area; sports-buff "cave/den" & move-in ready. Like new with a beautiful 2,267± sf interior that captures the essence of living in Shelter Bay! Leased land. \$448,000 Contact Jean Groesbeck, Coldwell Banker Bain, (360)941-3734. ShelterBayLiving.com RE226-4



RESORT LIVING ON WHIDBEY ISLAND 200' Waterfront with 60' Private Dock Corner canal waterfront lot provides truly a unique setting! Large Trex deck overlooks harbor yachts, and wildlife. This is the perfect spot to sun tan or read a book. Enjoy the benefits of having your yacht in your backyard year-round with secure moorage. Light & airy 2+ BR 2 BA. SSteel appliances, granite, nat gas cook top, dryer, BBQ, tankless w/h, and Sub Zero wine cooler. Easy marine access to your dock, the Islands and the Pacific. The community, Mariners Cove, is a fun, safe, well managed and friendly small boating community. **\$695,000 Joe Marvin at 206 605 1436. Boat Communities.com RE321-CM**



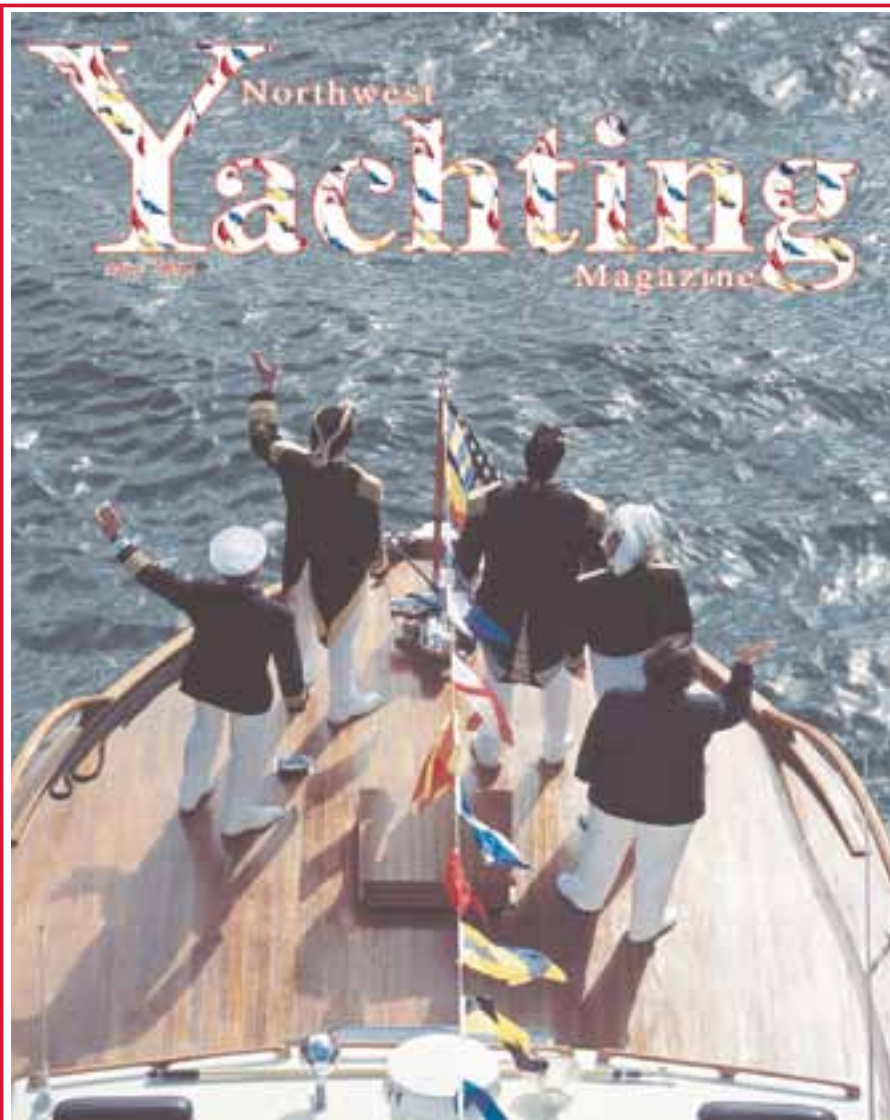
WATERFRONT SKYLINE ANACORTES: GATEWAY TO THE SAN JUANS. 2 sided - 44' dock - easy docking for 2/50' boats or to rent out. 2722sf one level home with 3 bedrooms & 2¼ baths, patio & sun room, & large garage & RV or boat parking. MLS #145827. Tom Hopper, Century 21, (888) 307-2146 or jlnt@com



PUGET SOUND WATERFRONT. East facing bluff lot on Hat Island - 24x40 foundation and water on site. Wonderful marina - private island - regular ferry service - **\$90,000** - terms with large down (907) 632-0870. **RE304-12**

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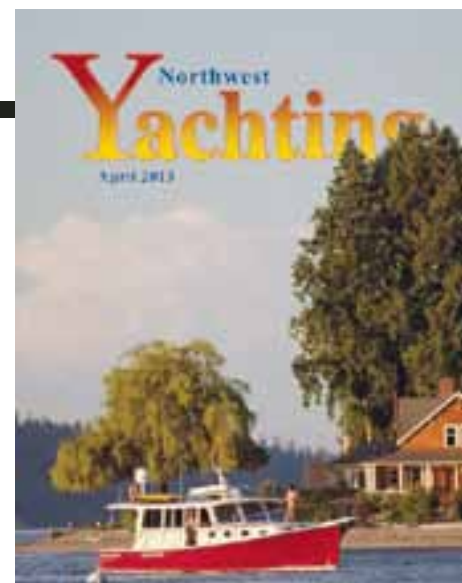
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