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NEW CA

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IN STOCK

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Just Arrived

2015 38 Sabre



IN STOCK

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2015 37 Back Cove Hardtop Express



SOLD

FALL DELIVERY AVAILABLE!
Single 600 hp OSC Cummins diesel. Cruise 20 kts.

2016 28 Cutwater



IN STOCK

260hp Volvo dsl w/direct drive transmission. Flag blue hull, all options! Legal trailerable. First 2016 model!

2016 26 Cutwater



IN STOCK

Std engine 220 hp Volvo diesel. 16 - 18 knot cruise.

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2016 30 Backcove



ARRIVES
SEPTEMBER

Yanmar electronic diesel. Hardback enclosure-ordered and outfitted for NW cruising in style and comfort.

2016 30 Cutwater



IN STOCK

Volvo D-6 435HP Bow/stern thrusters. Fully outfitted. Just Arrived, call for viewing appointment.

2012 26 Cutwater



\$119,500
Single Yanmar diesel.

2011 27 Ranger Tug



\$129,500
Single Yanmar diesel.

2016 30 Cutwater Flybridge



IN STOCK

Just Arrived

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2005 28TE Flush Deck Albin



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Reduction!

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SEATTLE

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61' Tollycraft Pilothouse 1983



ANACORTES

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57' Tollycraft CPMY 1990



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PORTLAND

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56' Navigator Pilothouse 2001



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49' Meridian 490 CUSTOM PH 2005



SEATTLE

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58' Navigator 5800 Pilothouse 1999



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53' Defever POC 1986



PORTLAND

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45' Ocean Alexander 456



ROGHE HARBOR

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44' Navigator Pilothouse 2005



PORTLAND

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44' Tollycraft CPMY 1986



PORTLAND

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44' Riva Rivarama Express 2004



SEATTLE

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SEATTLE

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SEATTLE

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July 2015
Volume 29, Number 1

ON THE COVER
Jerry Gilbreath's custom speed boat offers luxury and blistering performance.

Neil Rabinowitz
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Dan Schworer leaves behind our own *Northwest Yachting Magazine*, great writing and a legacy of influence on boating in the Pacific Northwest.



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Kathryn Farron offers several recipes for that tasty treat known as the Dungeness crab.



Northwest Yachting

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Finding the Course Made Good

I really didn't know Dan Schworer (1948-2015) well. So when it came time to write up something about his life, I had to take a few trips back in time to when he was writing regularly to get a better sense of him and get a better sense of *Northwest Yachting's* history. This is doubly important since I'm now sitting in the editor's seat, the very one he created and occupied back in 1987.

I'd call Dan's editorial style, and the magazine's early issues, as familiar. He had fun with his editorial column, and seemed to enjoy tweaking the powers that be and the status quo. The articles and captions of 1987 were conversational. The feel was boaters chatting over a beer or two, not an ongoing commercial concern.

The big news in 1987 was a rate increase debate at Shilshole Bay Marina. Dan wasn't afraid to call out the Port, its Commissioners and

the private marinas for their roles in the rate increases, which were set as "market value" relative to the private marinas. The situation, which is still with us today, meant higher rates for all, a situation Dan saw coming and decried loudly.

It was a different time, and the Northwest was a different place. Now, everybody's more guarded, executives more media savvy (and ruthless) and legally on guard.

Remember when Herschel the sea lion made international news. It was a great filler story for any media outlet at the time. Herschel (and his buddies) ate salmon and got fat while fishermen ranted, public authorities held lots of meetings and environmentalists got busy trying to measure the welfare of sea mammals versus fish. And the images of salmon disappearing down the gullets of sea lions were everywhere.

In his best imitation of Jonathan Swift's *A Modest Proposal*, Dan suggested "let's blow Herschel away!" Just as the "blow them away" crowd started cheering and the environmentalists started feeling a huff rising from deep within, Dan wrote, "Hell, it's not the first time we've done it. The thundering herds of buffalo that used to roam like wild, unbridled waves of free spirit across the plains, got in our way of cultivating the fields, so we got rid of them." Sarcasm isn't easy to pull off on paper, but Dan could do it, while simultaneously suckering readers from all sides of the issue and no doubt angering some readers and advertisers. (By the way, he ended up suggesting that people use our infinite creativity for a better solution to the problem.)

In 1989, he called our friends in the US Coast Guard to task for what seemed to be unnecessary inspection boardings. "Now this may sound trivial," Dan wrote, "and a minor

and letters coming, folks!

Editing *Northwest Yachting* is a wonderful opportunity, and I'd like to thank Richard Kellum and Michelle Zeasman for handing me the blue pen, and Dene and Zella and Heavy for all their help now and moving forward.

Last, but not least, I would like to thank Bruce Hedrick, who allowed me to exercise my voice in the Wave Writer column and tackle the Internet and helped navigate me through the marine industry intricacies.

I love how rife the English language is with nautical expressions. One phrase I think should be more prevalent is "course made good." Drift, currents, waves and steering all affect the course made good, but they all boil down to CMG, and somehow, thankfully, we figure it out and get to where we want to go. It's a little easier with modern electronics. Unfortunately there are no chart plotters for a magazine's course or gnarly problems. But we'll



Closed docks at South Leschi in August, 2013.

inconvenience necessary to be suffered for the continued safety for us all. Or is it? We cast off the lines and head out to sea to escape the bureaucratic hassle of the big city. Finally, we can sit back and relax, knowing that we are captains of our own ships and steward of our own fortunes." Dan was quite a writer. And he was always looking out for Joe Boater first.

In this space I hope to be true to Dan. Set a familiar tone, get local and be unafraid to ruffle the baggy-wrinkle. If the editor can't editorialize, who can?

Of course I'll need help with this. If you have an issue that you think needs some airing, email me at kurt@nwyachting.com or call me at (206) 789-8116. Separate the facts from the opinions and let's start a conversation on regular old ink and paper. And, if all goes well, maybe it can carry over to the digital world on nwyachting.com where it's easy for everyone to have their say.

Speaking of readers having their say, the Letters section of the magazine was quite the forum back the late 1980s. I'm pleased to say that in this issue, we've got some doozies about the Leschi debacle. Keep those cards

figure it out.

Oh, yes, and regarding the disintegrating Leschi marina, the Letters column in this issue is just a slice of a gnarly problem. I've written about this before, and will do so again. But at this moment, I'll just call the condition of south Leschi Marina an oozing zit on the face of Seattle, a problem that falls squarely at the feet of the City. This is one of the world's great cities, with its incredible shorelines a tremendous resource and defining feature. There is limited public access and moorage for boaters, especially on Lake Washington. South Leschi's condition makes it ugly, unusable and unprofitable. Allowing that blemish to fester is inexcusable.

No simple and cost-effective solution comes to mind. From what I see, the City is more interested in ridding itself of the problem than taking charge of the solution for the benefit of the public. That's not what we pay our elected officials to do.

As Dan would say, "that's the way I see it. If you don't agree, you're welcome to write in and disagree."

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\$795,000



Victoria*

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2001 – T-420 Cats

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John's Dear*

46' DeFever Pilothouse

2008 – T-135 John Deeres

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Discovery*

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Bedoeling

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1978 – S-120 Lehman

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1996 – T-300 Caterpillars

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Leschi and Lakewood Marinas

The following letter was addressed to Seattle City Council members Jean Godden, Bruce Harrell and Tom Rasmussen and copied to Northwest Yachting.

I am writing to you as a 30-year resident of Leschi, a former 25-year tenant of the Leschi Marina and a member of the Leschi Marina Project Advisory Team (PAT) regarding the pending request for proposal for a new manager/operator for the Lakewood and Leschi marinas.

I am also writing as someone who has watched the public asset of the marinas deteriorate due to inattention and mismanagement to the point my wife, who has limited mobility, was simply unable to safely get to our boat. The proposed RFP, as written by the Parks Department staff offers the best opportunity to reverse this deterioration and improve and preserve access to the waters of Lake Washington.

I am particularly concerned about the proposal from a group of Lakewood area residents to separate out the Lakewood Marina from the RFP process to manage and operate the Lakewood Marina through some "flag of convenience" non-profit organization. I strongly object to their proposal.

There are three reasons for my objection.

The first is that by separating Lakewood from Leschi there is a significant loss of economy of scale for any future operator. This will have two potential very negative effects. First, the splitting of the marinas will reduce the likely pool of potential respondents. I have had conversations with three potential respondents and all three had concerns about the viability of managing and investing in Leschi as a stand-alone operation. Second, if an operator is found for just for Leschi, the fixed costs of management will be higher on a per slip basis and will result in higher costs per tenant. Not an outcome that serves the public purpose of affordable water access.

The second reason is that the Leschi and Lakewood marinas are in their current condition due to under-investment and weak management. It would simply be asking for a repeat of the past carried over to the future to place management of a valuable asset once again into the hands of

an inexperienced and possibly well-intentioned but potentially unstable non-profit organization hastily organized and under-capitalized.

The third reason is the most important. For decades, the Lakewood marina community has enjoyed the use of the moorage and the Ehler's Island uplands as essentially a private club. They have had exclusive, gated access to a 1-acre idyllic private island – the only island on Seattle's Lake Washington shore. It is entirely inappropriate for the Lakewood community to attempt to structure an arrangement that has all the appearances of an attempt to maintain preferential community control. Their own communications make it clear that they want an exclusive "neighborhood marina."

The simple matter is that Ehler's Island is a public asset that needs to be returned to the use of all of Seattle's citizens.

A safe marina can accommodate public access. Like every other marina in Seattle security should happen at the dock, not where it captures and privatizes a public asset. Placing strong public access requirements on the respondents is, of course, one of the primary recommendations of both PATs. Affordability is another. I believe the best way to achieve these two important goals is for the City to identify a strong, experienced operator. One who is used to dealing with

both security and public access issues and can use the economies of scale of the combined Lakewood/Leschi facilities to structure an agreement for operating and reinvesting in these facilities that can serve the tenants, the city and the public well.

Lake Washington and Lake Washington Boulevard, with all its public amenities from Matthew's Beach to Seward Park, is a jewel of Seattle and perhaps the most important piece of the Olmsted legacy. Allowing a group of privateers to capture a significant and unique part of it for their own benefit is contrary to public policy and should be rejected. It is entirely inappropriate for the Lakewood group to hold these facilities hostage while they try to get their way.

Some years ago, the Parks Department "recaptured" from adjacent residents the street end parks providing access to Lake Washington. While there was some resistance, the resulting "String of Pearls" street end parks has shown that public access to the water benefits all of Seattle, not just a few.

Please let the Parks Department's RFP for a Lakewood/Leschi operator proceed as written. Thank you for your consideration of these thoughts.

Sincerely,
Steve Johnson
Seattle

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Editor,

In South Seattle, the city's Lakewood Marina is failing. A bit to the north, the city's Leschi Marina is in an even poorer state of repair, with several docks literally sinking into the lake or closed for safety.

Both of these marinas are part of Seattle's Department of Parks & Recreation. For many years, "Parks" has owned the marinas, supervising a private operator. That operator has

regularly requested maintenance funds, only to have Parks refuse those allocations. This has occurred even though tenants had an increase in moorage fees in 2010, specifically to establish a maintenance fund. In late 2013, Seattle City Council allocated \$4 mil for repairs to South Leschi, but 18 months later NONE of those funds have been spent for repairs at either marina.

I should note that over a period of many years, Parks reaped millions of dollars in moorage fees from boat owners, while reinvesting minimal dollars back into basic maintenance of the marinas. Over this time, both marinas have outlived their design lives and in both cases it has become time for total rebuilds of the docks. Once rebuilt, those docks would

have new lives of perhaps 60 years based on today's materials and designs. But the poor stewardship of these public gems by Parks, over a period of many years, is truly shameful. Frankly it constitutes a major abrogation of municipal and civic responsibility.

Finally, in mid-2013, Parks decided to issue an RFP (Request for Proposals) for a private entity to both administer the two marinas and to spend an estimated \$11 mil of private funds to rebuild (or is that replace/redesign?) the two marinas. That RFP process drew two bidders, the Schobers who have run the marinas for a number of years and Foss Waterway Management, who proposed full reconfigurations of the two marinas, adding many

larger slips and eliminating many smaller slips, dramatically changing the character of the marinas.

Both marinas have long been bastions of blue collar and middle class boating in Seattle, the city with the highest density of boat ownership in the country. Leschi is geared more to sailboats with some percentage of small to medium power boats and Lakewood is geared more to power boats with some smaller sailboats. Both primarily serve their neighborhoods and surrounding city neighborhoods. These marinas have always been a way for ordinary Seattle citizens to economically use the water and neither is a gold-plated yacht basin, nor should they be.

After the issuance of the 2013 RFP, both marina communities vociferously protested to Parks, who eventually canceled the RFP and agreed to convene PAT's (Project Advisory Teams) to evaluate the state of the marinas and to propose reasonable new paths to Parks. The Leschi PAT met in early 2014 and the Lakewood PAT met in mid 2014. I served as a member of the Lakewood PAT and as liaison between the two PAT's.

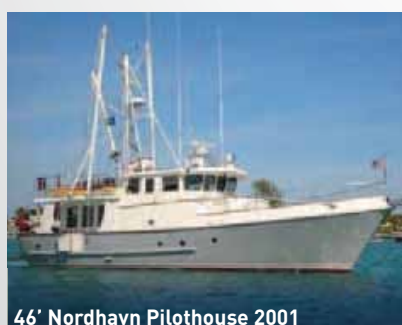
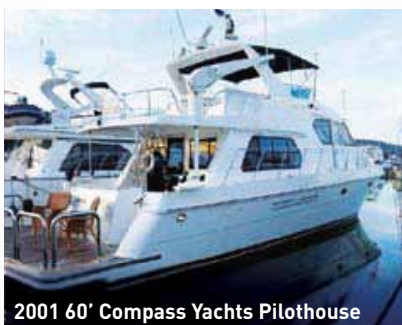
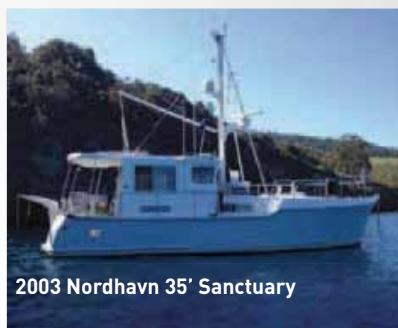
Parks presented a wide pallet of marina information on marina practices, competitive marinas in the region and specifically marinas in South Lake Washington. Parks also presented the Parks Golf Course Model, the way in which Seattle Parks operates the city owned golf courses.

While the details of the final PAT recommendations for each marina varied, due to the differences in structure, location and constituency, BOTH PAT's wholeheartedly endorsed the Parks Golf Course Model as the best path for rebuilding, operating and maintaining both marinas. Under the Golf Course Model, city funds (typically through municipal bonding) would be used to pay the cost of rebuilding the marinas, while the debt financing and ongoing operations and maintenance would be paid from moorage fees. The Golf Course Model also provides excess funds to Parks in the process. In fact, the way the golf courses have been run, there is even a capital fund, but in the case of the marinas, Parks has simply moved their share of moorage fees into the Parks General Fund, reinvesting little into the marinas. I should note that via the Golf Course Model, Parks has recently invested many millions of dollars in improvements at Jefferson Golf Course. The city bonds these funds and user fees pay the operations, maintenance and debt service, which is exactly what the Lakewood Tenants are asking of Parks for the Lakewood Marina. This same plan could certainly work well for Leschi.

Despite this agreement from both city appointed PAT's, Parks is once again trying to issue an RFP, this time estimating \$20 mil to rebuild

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65' VIKING EB 2001

Captain maintained, no expense spared. 3 staterooms, 3 heads, ready to go. Contact Dan Wood.



73' LECLERCQ-GARDEN PILOTHOUSE 1992

1,000 hp MANs, 40 knots top speed, smooth, fast. Contact Dan Wood



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75' VIKING SPORT CRUISERS 2007

Cat C-32s w/extended warranty, hardtop, custom teak decks, 4 staterooms. Contact Dan Wood.



LLC OWNED

50' ARCTUROS 2005

Mini megayacht, luxurious appointments, world cruiser! Dan Wood, Seattle.



58' CAPE HORN 2000

Recent cosmetic refit. \$1.3 million in upgrades. Contact Dale Partna.



86' SKALLERUD 1979

Steel hull, long range pilothouse motoryacht. Contact Dan Wood.



NEW LISTING

73' KNIGHT & CARVER 1990

Alaska veteran, fish & cruise. Koa wood interior, 22' beam. Contact Dan Wood.



NEW LISTING

56' VIKING SPORT CRUISERS 1998

3 staterooms, 2 heads, Cat per, 20 knot+ cruise, cherry interior, more. Contact Dan Wood.



52' CARVER VOYAGER 2007

Best of the Voyagers. Covered moorage kept, excellent throughout. Contact Dale Partna.



58' HATTERAS 1971

Beautiful, fresh water shed kept, meticulously maintained. Contact Dan Wood.



81' THORNYCROFT 1921

Rich character with a lot of history. Boat house kept from 1977-2010. Contact Dan Wood.



50' DELTA 1982

Complete refit in 2009, 425 hp Volvos, 250 eng hrs, Contact Vic Parcels.



62' NAVIGATOR 2008

Kept in a freshwater boat house her whole life. Contact Mike Manning.



51' NAVIGATOR PILOTHOUSE 2006

Custom ordered, original owner, fresh water boat, complete serv/maint log. Contact Dale Partna.



JUST REDUCED

60' AZIMUT MOTOR YACHT 1984

Interior material upgrades, recent cosmetic repairs. Contact Dan Wood.



JUST REDUCED

47' MOODY 2002

Extended waterline, cutter rig, self tacking stay, teak decks. Contact Dan Wood.



48' TOLLYCRAFT 1977

Upgrades, galley down, separate dinette, spacious salon, beautiful teak interior. Contact Vic Parcels.



44' MIDNIGHT LACE MOTOR YACHT 1985

1 of 20, heated fly bridge w/ great visibility, electric davit. Contact Dan Wood.



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(or is it replace/redesign?) both marinas. The Lakewood Tenants group has been actively opposing this path. Leschi, seemingly because of their more dire situation, has relented and has embraced Parks approach, in hopes that it will restore their marina before more of it falls into the lake.

This is a slippery slope for the Leschi tenants, who could easily find themselves priced out of their moorage, or removed by conversion to larger, rather than smaller, slips. We sense the desperation of the Leschi tenants due to the rapidly deteriorating conditions at their marina, but we believe that the two marinas can cooperatively work to set the best path for both, WITHOUT bringing in private funding for rebuild/repair/redesign.

Most recently, the Lakewood group has proposed engineered plans to replace the deteriorated docks at Lakewood over a six year period, solely funded by moorage fees, with perhaps a bit of additional Parks funding. Lakewood is failing, but has not failed, unlike Leschi. In

fact at Lakewood, the main entry dock and the "C" dock probably have 10+ years of life remaining, but the "A" and "B" docks really do need to be replaced.

In late May, a small group of Lakewood tenants met with Parks and Councilmember Bruce Harrell. Rational reasons were presented to fund repairs, primarily from moorage fees with the work phased over six years. The six-year plan would mean that the current stream of fees could cover costs AND that few tenants would be displaced, with the bulk of the work occurring during the winter months. The Lakewood group believes, and engineering demonstrates, that by utilizing the existing \$4 mil and funding repair/replacement from current moorage fees the deteriorated docks and breakwaters AT BOTH MARINAS could all be rebuilt to modern standards. Regrettably, at that meeting, the Lakewood group received little more than bureaucratic lip service from Parks and, despite delaying the RFP for 30 days (to July 1), it seems Parks is continuing down the same destructive path they were on two years ago.

The Lakewood group has proposed that Parks either separate the Lakewood and Leschi RFP's, or that Parks separate the RFP for repair/replacement from the RFP for operation. Repair/replacement

MUST be funded by a combination of city funds and moorage fees. Parks approach is one of public/private partnership, where the private party will need to fully fund the work and, therefore, will need a high profit to reward their private investment. While I can see the efficiencies of a single entity operating both marinas, the proposed public/private partnership for funding the rebuilding will unquestionably displace small boats and increase rates, probably to higher fees than any other Lake Washington marina.

These two marinas are public treasures in a city that values both boating and access to resources by the middle class. The Parks approach threatens to turn these two middle class marinas into gold-plated yacht basins. We have more than enough high end yacht basins in the area, but few middle class marinas. Seattle Parks & Recreation has headed down an unjustifiable road, but at every turn they seem to seek public input and then to move ahead while completely ignoring that public input.

Sincerely
Marty Oppenheimer
Seattle

More Leschi and Lakewood Marinas

Dear Bruce,

We met last year at the public hearing on the Leschi/Lakewood Marina issue and at the time you encouraged me to put my thoughts in writing. I would also like to say thank you to you, Kurt, and *Northwest Yachting* for the coverage you have provided of this debacle. To put this in perspective, I am a long-time Seward Park resident writing in regard to Marty Oppenheimer's letter that has been widely circulated concerning the Parks Department marinas. In the name of transparency, this letter can and should be plainly summarized as "More subsidies for boat owners." I have followed the project with the hope that the property might be improved from its current eye sore status; as well as that new management might reduce the illegal activity I have witnessed over the years.

The activity that is most concerning to me is that which is environmentally damaging including sanding and painting of boats on the water. Additionally, some tenants are living on their boats, which is a violation and given that there are no pump-out facilities you can safely assume that sewage is being illegally discharged directly into the lake. I have read the RFP that was put out last year, attended one of the community meetings (where I met you) and followed the updates. What is crystal clear is that the tenants have

a pretty sweet deal - essentially a private asset at cheap rates with 24 hour free parking. Now they want more. Something for nothing. At taxpayer expense, of course. While his views certainly wouldn't represent the majority of the broader community, for the purposes of this letter, I have accepted his statement that he represents the majority view of tenants.

- Mr. Oppenheimer mentions rent increases but fails to mention the actual amount of rent that he and the other tenants have paid. Maybe this is because it would not help his cause to recognize that the tenants do not pay a market rent. I have tried to get a slip at the marina on several occasions given the extraordinarily low price, but of course there are never any openings. By mentioning the "millions in moorage fees reaped" while failing to mention the millions of marina slip value received, is to imply that the tenants have some kind of ownership and are owed something beyond monthly access to the slip.

Of course, nothing could be farther from the truth, he and others paid a rent and received a service and were under no obligation to continue. At the heart of the letter is just an attempt to appropriate public property for private use. His suggestion is that by paying the actual rents required to deliver the service they are demanding, would somehow be tantamount to the city taking their property.

- In a nation where more than 1/3 of working adults have zero savings, it takes world class chutzpah for a boat owner to play the "class card." I have to admit "gold plated yacht basins" has a certain cartoonish appeal (though I have no idea what it means), but suffering middle class boat owners? Think for a moment about the mandate of the Parks department. Of primary importance would presumably be to provide the most recreational opportunities/space to the greatest number of people. A related second might be to boost property value through quality of life and therefore tax receipts of the city, which also benefit from an increase in tourism. Rather than an "abrogation of duty", by any measure Parks has done an excellent job of providing value to its citizens by spending the taxpayer dollars where they can deliver the most value to the community.

The entire Parks budget amounts to \$136 million (2013), and according to the Trust for Public Land, Seattle Parks received 140,000,000 visits (2011), thereby costing roughly \$1 per visit. This spending equates to \$207 for every woman, man and child residing in our city. But Marty and the other boat owners want us citizens to spend more than **\$56,000 for each boat owner** (based on Parks estimate of total repair costs

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and assuming roughly 353 slips) so that they may enjoy a product at a fraction of its cost, well below market rates. Thanks citizens! And make no mistake; the opponents have fought strenuously to keep this "public treasure" a private asset, by resisting all calls for more public access. If anything, it is *this* kind of spending for a small number of people would be an abrogation of duty. That amount of money

could be used to create access for tens of thousands throughout our park system.

These numbers also highlight the absurdity of comparing the marinas to the golf course model. The money spent at Jefferson Park, the entire facility of which is open to the public, was less than what this project calls for and yet more than 60,000 rounds are played each year! So we are talking about spending more money than was spent (under controversy) to benefit tens of thousands, but for just 353 individuals (at full occupancy)?

Finally, it is important to recognize that the current rents don't even come close to covering his suggested debt financing, much less the ongoing operational and

maintenance costs. And the difference between those numbers is of course, a public subsidy. Let's do that math. Financing this project at 5% over 20 years would result in \$1.6 million in debt service. Existing rents would barely cover half this amount, not even accounting for operational costs and maintenance. Mr. Oppenheimer knows this, which is why he doesn't want the accountability (in the form of market rents) that would follow an actual realistic, reasoned approach. Rather, his goal seems to be to get the city on the hook at \$4 million today, and then continue with the next round of asks after the money has been spent and the job is not complete.

- Since Mr. Oppenheimer is

calling on all citizens' nobler selves to subsidize downtrodden boat owners, shouldn't we apportion these extravagant benefits (in the form of an updated marina at rates more than 50% below market) in a fair manner? Should we have a lottery system? Should we allow only tenants whose incomes fall below certain thresholds? I can assure you this is not what the existing tenants have in mind when the talk is about supporting the middle class. It is about supporting "me." What about the tenants who live on Mercer Island and do not even pay taxes in the area? I am middle class and value "access to resources," how do I get access?

Should those of us who have waited for years be given a turn if we meet income qualifications?

What about access just to take out a paddleboard? For that matter, shouldn't we be subsidizing low-income housing over marinas for boat owners?

- "The Lakewood group believes that \$4 million" is all that is needed. That's comforting, let's ignore the professionals and move forward, because if we are wrong, we won't get stuck with the bill! If Mr. Oppenheimer honestly thought that despite all of the staff hours and professional consultants the cost estimates were off by 500%, would not that be the real story here?

- Why would a private entity need a "high profit" to reward their investment? Don't they just need a return on their capital, no different than the city bondholders proposed by Mr. Oppenheimer?

Shouldn't the citizens of our city be entitled to a return on their tax dollars, by having *their* park money invested where it will provide the most return to them, versus spending it to subsidize 353 boat owners?

Despite an effort to narrate a tale of woe with imaginary villains, this is really just a story of greed, of wanting to continue to receive something for nothing. The math is so simple that one would assume no council member could fall for the argument. Maybe objecting tenants are counting on the ability to compromise the integrity of just one, and assume that nobody else in the community is paying attention. I for one support any efforts to beautify our public shorefronts, increase public access and manage them in an environmentally friendly manner and thought that was Parks plan.

I am requesting anonymity in this letter because I am still trying to get a slip at Lakewood and that group is so hostile I have to assume that this letter will do nothing but set me further down the list. Again, thank you for your interest in this.

A Very Frustrated Resident
Seattle

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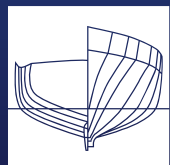
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365



435



395



485



2013 American Tug 395 FB Sold!



Price Reduced
Prime Time II is a gorgeous 2004 American Tug 41. Cummins 540 with troll valve. Teak interior, hydronic heat, new carpet, AB inflatable, freezers. At factory.
now \$495,000



Reduced!



2011 American Tug 41 \$634,900



2008 American Tug 41 Sold!



New Listing
2008 American Tug 41 FB \$647,500



New Listing
2003 American Tug 34 Pending



New Listing
2015 American Tug 365 \$414,500



New Listing
2008 American Tug 34 \$319,500



2002 Albin 28 TE Sold!



1977 Chris Craft 360 \$139,500



Reduced!
2013 Ranger Tug 31 \$264,800



New Listing
1978 Gulfstar 44 \$99,500



New Listing
1980 Nauticat 44 \$184,500



Trawler Row
1983 Defever 49 PH \$227,500

group purchases, buddy boating, insurance, charts, safety, provisioning, seasickness, and whatever else comes up. The BLT gatherings are an adjunct to PSSC's monthly 3rd Friday meetings at North Seattle Community College. Membership in the PSSC is not required. There is no charge to join the BLTs. For further information email papakina@gmail.com

Bremerton Yacht Club is now accepting applications for new members with no limitations on where they live. The club has created a Limited Moorage membership for \$500, vs the normal \$1,500. Your boat must be able to fit into a shallow slip and moorage is paid for a year. Boaters will enjoy having their boat on the water vs in the backyard. A junior membership, also \$500, is available to those 35 and younger. The club has 200 slips and offers many advantages for the hands-on boater: a haul-out, one ton crane, a shop, gas and diesel. BYC has an outstation on Anderson Island and over a 100 reciprocal clubs as well as secure parking and 24/7 access. The club has a remodeled Burgee Room where members enjoy swapping stories over a cold draft. For info on many events & a very friendly club, please call Paula Lewis 360-536-1483 or rlewissj@ix.netcom.com

Cal 20 Fleet 8 - One Design Sailing For Everyone. Sponsored by Tacoma Yacht Club. Come sail with them and learn how much fun Cal 20 sailing can be. With 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 Jon Thompson at: jthomp055@yahoo.com

Carver Cruisers Yacht Club welcomes all owners of Carver boats to their club. Founded in 1976, they are a cruising club that gathers monthly for cruises, activities, fun and fellowship through boating. Members live and keep their boats throughout Puget Sound. Look them up on Facebook to see the fun times you can join! Commodore Ed Howell at: waguy360@comcast.net or: www.carvercruisers.com

Catalina Association of Puget Sound. Catalina Association of Puget Sound is a club for Catalina sailboat owners, former Catalina

Coming Attractions continued on page 26



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Lagoon 40 MY - Awesome indoor/outdoor single level living, master suite port hull - **Arriving! \$489,487**

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ISLAND PACKET YACHTS

2014 Island Packet 360 All-New! #018 - **\$359,852**

SAVE \$86,750 CLEARANCE!

BLUE JACKET YACHTS
Tim Jackett designed
Island Packet built

2014 Blue Jacket 40 All-New! #004 - **\$398,839**

SAVE \$31,190 JUST ARRIVED!

JEANNEAU

2015 Jeanneau 469 5 Sold! #71992 - **\$409,852**

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2005 Hewescraft SeaRunner 22 \$34,900

New Listing

2003 Wellcraft 27 Tournament Special \$69,500

Reduced

2002 Coastal Craft 320 \$205,000

Reduced

1983 Rutherford 59 \$249,000

New Listing

1987 Trojan Express 37 \$39,500

Reduced

1997 Bayliner 4087 \$99,900

Reduced

1982 King 40 \$98,000

Reduced

1993 Island Packet Cat 35 \$139,500

New Listing

2001 47' Leopard Catamaran \$299,000

ADDITIONAL POWER LISTINGS

48' CHRIS CRAFT CONSTELLATION '67	.....	Sale Pending
37' LORD NELSON VICTORY TUG '88	.....	SOLD
36' MONK TRAWLER '06	.....	SOLD
36' UNIVERSAL PACIFIC TRI '76	.....	Reduced 24,000
34' AMERICAN TUG 34 '02, '03, '04, '09	.....	4 SOLD
34' AMERICAN TUG '02	.....	SOLD
30' ARROWCAT 30 RS	.....	Sale Pending
26' BAYLINER 266 DISCOVERY '13	.....	SOLD
24' SKAGIT ORCA 24 w/trailer	.....	Sale Pending

SAIL LISTINGS

64' ROBERTS PH '88	.....	Reduced 298,000
50' FARR 50 '85	.....	Reduced 139,000
49' JEANNEAU 49P '07	.....	349,500
48' CAL 48 '66	.....	Reduced 69,000
47' LEOPARD CATAMARAN '01	.....	New Listing 299,000
47' HERITAGE SEMI CUSTOM CC '79	.....	139,000
46' JEANNEAU 45.2 '01	.....	198,500
45' HUNTER LEGEND 45 '86	.....	79,500
45' JEANNEAU SO 45 '06	.....	SOLD
44' JEANNEAU SO 44 '91	.....	SOLD
43' JEANNEAU 43 DS '04	.....	SOLD
42' JEANNEAU 42 DS '10	.....	Reduced 239,500
42' JEANNEAU 42 DS '06	.....	Sale Pending
41' TARTAN 4100 '98	.....	SOLD
40' JEANNEAU 409 '12	.....	SOLD
40' DELPHIA 40 '06	.....	Sale Pending
40' JEANNEAU 40 DS '01	.....	SOLD

40' NAUTICAT 40 PH '85	.....	169,500
40' CS YACHT '89	.....	Reduced 89,500
40' FOUNTAINE PAJOT LAVEZZI 40 '06	.....	Reduced 280,000
40' CHEY LEE '69	.....	Sale Pending
38' HANS CHRISTIAN MKII '81	.....	SOLD
38' ALAJUELA 38 '78	.....	SOLD
38' NAUTICAT 38 MS '01	.....	Reduced 269,000
38' NAUTICAT 38 MS '86	.....	139,000
38' NAUTICAT 38 MS '84	.....	SOLD
38' NAUTICAT 38 MS '82	.....	109,000
38' LAGOON 380 '01/'00	.....	2 SOLD
38' FREEDOM 38 '89	.....	SOLD
37' COOPER PH '85	.....	New Listing 85,000
37' TARTAN '80	.....	Reduced 45,000
37' JEANNEAU SO 37 '02	.....	New Listing 98,900
37' JEANNEAU SO 37 '02	.....	New Listing 99,500
36' JEANNEAU 36i '07	.....	SOLD
36' CASCADE YACHTS '72	.....	Sale Pending
35' JEANNEAU SO 35 '04	.....	Sale Pending
35' ISLAND PACKET 350 '02	.....	New Listing 145,000
35' ISLAND PACKET CAT 35 '93	.....	Reduced 139,500
35' ERICSON 35 '77	.....	Reduced 19,900
35' HUNTINGFORD '85	.....	Reduced 29,500
35' J/109 '03	.....	Reduced 164,900
35' GLEN-L STEEL PH CUTTER '92	.....	Reduced 49,500
34' TARTAN 3400 '06	.....	SOLD
34' ERICSON '87	.....	New Listing 47,950
33' NAUTICAT 33 '85	.....	SOLD

33' NAUTICAT 33 '84	.....	96,500
33' HUNTER 33 '08	.....	Sale Pending
30' NEWPORT '79	.....	New Listing 9,500
29' RANGER 29 '71	.....	Sale Pending
29' CAL '73	.....	New Listing 16,500
28' TELESTAR TRI w/trailer '09	.....	New Listing 62,500
28' JEANNEAU 28.1 '95	.....	SOLD
28' SABRE '81	.....	New Listing 23,000
27' CATALINA w/trailer '74	.....	SOLD
22' RHODES w/trailer '95	.....	SOLD
20' LASER SB3 '08	.....	CLEARANCE 29,500
14' WETA TRIMARAN '10	.....	CLEARANCE 9,950

NEW BOATS

63' LAGOON MOTOR YACHT '16	.....	Ready October!
40' LAGOON MOTOR YACHT '15	.....	Arriving! 489,487
48' GREENLINE TRAWLER '14	.....	Available East Coast CALL
40' GREENLINE TRAWLER '15 Hybrid	.....	CALL
33' GREENLINE TRAWLER '14	.....	SOLD
46' JEANNEAU 469 '15	.....	Sale Priced! 409,852
44' JEANNEAU 44 DS '16	.....	Just Arrived! 337,849
44' JEANNEAU 44 DS '14/'15	.....	2 SOLD
40' JEANNEAU 409 '16	.....	Just Arrived! 278,913
34' JEANNEAU 349 '16	.....	Arrives August! 169,815
34' JEANNEAU 349 '16	.....	3 SOLD
40' BLUE JACKET 40 '14	.....	CLEARANCE 398,839
36' ISLAND PACKET 360 '14	.....	CLEARANCE 359,852
56' LAGOON 560 S2 '15	.....	Available Ft. Lauderdale - CALL
52' LAGOON 52 '15	.....	Available Ft. Lauderdale - CALL
39' LAGOON 39 '14	.....	SOLD

New Listing

2006 Nordic Tug 32 \$219,000

New Listing

1980 DeFever 34 \$72,000

Reduced

2000 Devlin Sockeye 42 \$420,000

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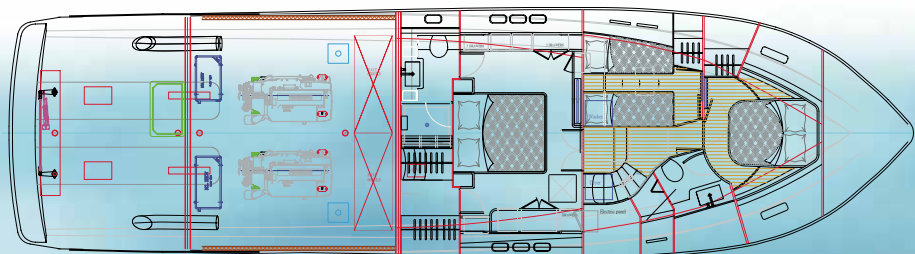
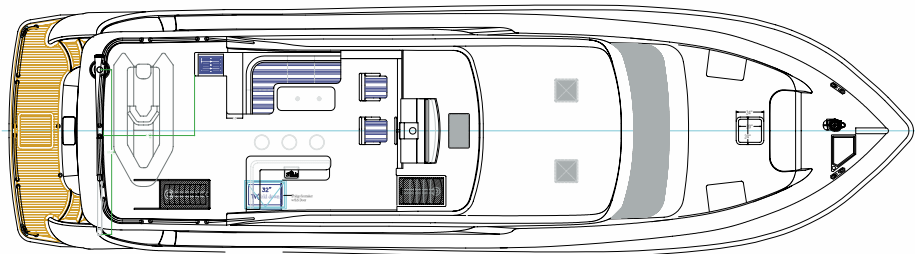
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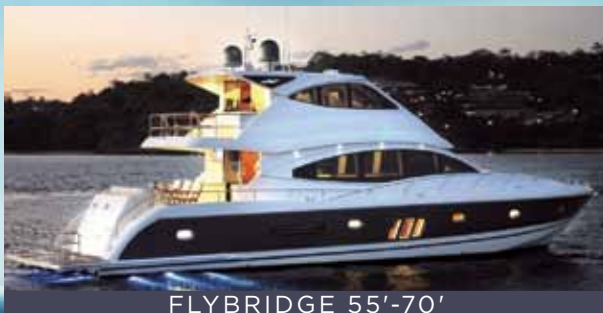
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- 13' Tender w/40HP outboard | 1600lb Brower davit
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- Bridge entertainment system | Custom bar | BBQ station
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Regency P6306 SOLD - Early 2016 delivery
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1999 GRAND ALASKAN 64



2005 OCEAN ALEXANDER 58

\$399,000



1932 55' STEPHENS

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2007 SELENE 53

\$199,000



2002 BAYLINER 4788

\$159,000



1995 BAYLINER 4788

\$149,000



1995 CARVER CUSTOM 430/480

\$259,000



1993 GRAND BANKS 42CL



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owners, and all those who love Catalina sailboats. Singles, couples, and families at all skill levels are invited to participate in club events, which include cruising, racing, safety training, and speaker meetings. New Catalina owners are especially welcome to more quickly develop their knowledge and skills with the support of experienced sailors. Dan Claws 206-595-1795; www.capsfleet1.com

The Classic Boat Club. The CBC is the Northwest Club of trailerable classic boats. We have lots of Skagits, Bell Buoys and many wood classic boats in the club. We have our outings in the Puget Sound area as well as many of the lakes in the great Northwest. Many of our members also have the same year outboard motors as well. For more details contact Carlson at: 206-434-9482, or email to: ingvarswedecarlson@yahoo.com

Antique Outboard Motor Club Inc. We have outings with our old outboard motors from Jan-Nov. Locations include: Moses Lake, Kitsap Lake, American Lake, Lake Crecent, Lake Mayfield and the Snohomish Slough area. We also have tech sessions and exchange procedures to keep our old motors running. For more details contact Carlson at: 206-434-9482, or email to: ingvarswedecarlson@yahoo.com

Day Island Yacht Club is welcoming new members with a shared love of being on the water. Since 1949 DIYC has been dedicated to promoting boating safety, good fellowship and family boating experiences for its members. DIYC is an active, cruising club with destinations throughout the Salish Sea, also participating in boating activities such as Opening Day in Seattle, Tacoma's Dafodil Festival and Christmas Lighted Boat Parades.

Members enjoy reciprocal moorage privileges throughout the Northwest and beyond, as well as numerous events, such as monthly dinner meetings, TGIF Socials, dances and holiday celebrations, at the club's clubhouse located in Day Island Lagoon, a mile south of the Tacoma Narrows Bridges.

Moorage is available to a limited number of members in the club's 100 slip marina located within walking distance of chandleries, restaurants, a brewery, and repairs. To learn more about memberships call 253-565-3777; www.dayislandydc.org

The Des Moines Yacht Club is dedicated to the promotion of boating safety, good fellowship and family boating experiences for the benefit of Des Moines residents and surrounding communities. Does this sound like your type of boating club? Do you like to meet other boaters for cruising, fishing, crabbing, shrimping, and social events? Do you like having a clubhouse, launch ramp, dock space, dry storage and many reciprocal moorages available? If so, the club has memberships available. For more information go to: www.Desmoinesyachtclub.com

Eagle Harbor Yacht Club is the premier yacht club on Bainbridge Island. The club is informal and welcomes sailors and motor boaters to its summer cruises and off-season social activities. For more information our website at: www.eagleharboryachtclub.com.

Edmonds Yacht Club is an active, cruising club for sailboats and powerboats. Cruise destinations are throughout Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50 plus participating yacht clubs. The beautiful clubhouse on the Edmonds Waterfront is the perfect venue for club

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2000 52' ROYAL PACIFIC SPORT CRUISER New Zealand built. Twin 480 HP Volvo mains, extended cockpit for fishing and entertaining, 3 staterooms. Loaded with extras! Priced at \$379,000. Call Dave Boynton: 206-949-6866 daveb@hebertyachts.com



2008 MOOSE 44' M-3. Complete with downriggers and pot puller. Big twin Cummins diesels with jet drives. Dinghy, Gen, Electronics, Low hours. \$599,000. Call or email Dave Boynton at 206-949-6866. daveb@hebertyachts.com



2010 NAVIGATOR 62' PILOTHOUSE MOTORYACHT -Bow/ stern thrusters, full electronics both stations, big dinghy/ davit, gen, inverter, air/heat, low hrs on Twin Yanmar 720 HP diesels, sat TV. \$849,000. Dave Boynton 206-949-6866 or daveb@hebertyachts.com



2001 NAVIGATOR 48 PILOTHOUSE, Fresh water kept! Full electronics, dinghy, water maker, diesel heat, generator, Cherry interior. \$279,000. Call or email Dave Boynton at 206-949-6866 daveb@hebertyachts.com



2003 MERIDIAN 381 Kept undercover since new, 318 hours on twin Cummins, bow & stern thrusters, electronics, dinghy. Like new! \$169,000 Call or email Dave Boynton at 206-949-6866 daveb@hebertyachts.com



2002 FORMULA 37 PC. Low hour 8.1 Mercury inboards, Gen, electronics, air conditioning, ice maker and more! Pristine! \$109,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com.



2005 MERIDIAN 459. Twin low hour Cummins diesels, generator, electronics, bow and stern thrusters, power davit, Like new! \$289,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



1983 52' MIDNIGHT LACE "Tom Fexas Design" Classic yet modern fly-bridge exp. Fresh hull paint 2015, Yanmar 315hp Diesels with 450 hours (Repowered in 2006) Very well maintained and a bargain at \$349,000. Call or email Dave Hebert at 206-660-4729 or dave@hebertyachts.com



2006 MERIDIAN 368 Twin 330 Cummins, Loaded with Factory options. Booth dinette, full electronics, dinghy with motor and davit, full canvas, generator, etc. Priced at \$185,000 Located in Portland Oregon. Call or email Dave Boynton at 206-949-6866. daveb@hebertyachts.com



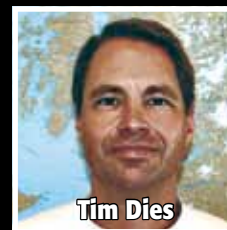
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events. Club members enjoy monthly dinner meetings, TGIF socials, and various fun activities such as wine tastings, dances, and holiday celebrations.

www.edmondsyachtclub.com

Everett Yacht Club welcomes new members with a shared love of being on the water. Boating and social members meet at their Port of Everett waterfront club room for dinners, BBQ's, potlucks, game nights, dances and other special events. EYC is an active cruising club with 15 cruises a year and boating activities such as Opening Day in Everett and Seattle, Tacoma's Daffodil Festival and Christmas Lighted Boat Parade. Members enjoy reciprocal moorage throughout the Northwest and places beyond, guest dock located adjacent the clubhouse and discount privileges at many local marine stores. Be a guest of the yacht club on Wednesday evenings from 6 p.m. on for dinner and socializing with club members. Located at 404 14th Street in Everett, Washington.

www.everettyachtclub.com

Fidalgo Yacht Club – FYC has both power boats and sailboats with cruises scheduled from March through October. The club welcomes guests who are interested in becoming a cruising or social member to come to a monthly dinner meeting, Saturday bar nights featuring burgers, steaks and other

taste treats, or a cruise. There are also other events for the various holidays.

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

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

dkuhn5204@comcast.net.

www.fidalgoyachtclub.com

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

www.fridayharborsailing.com

Galilean Yacht Club (GYC) is a fun, family



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friendly and affordable yacht club. The club members include young families to active retirees. GYC schedules short, weekend cruises as well as enjoyable, long destinations to meet every boaters needs. New members will enjoy the fellowship and relaxation of this Christian boating group. To learn more and view their cruising schedule go to: www.galleanyachtclub.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 pm.

www.milltownsailing.org

Northwest Rigger's Yacht Club meets at Ivar's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays from about

5-6:15 p.m. They meet at a large table near the bar. The club is for people interested in boating, power and sail, for couples and singles. Once a month they have a potluck dinner at a club house or private home, and organize several overnight cruises a year. Since 1988 they have sponsored the January-February GooseBump Sailboat Races on Lake Union.

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

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

www.woodenboatclub.com

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

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COMING July - September ATTRACTIONS

their clubhouse at the southern terminus of Puget Sound and Island Home outstation on Pickering Passage, OYC's members have ready access to the many coves and rural inlets of South Sound. Their members, who hail from throughout Southwest Washington and Oregon, gather to enjoy the opportunity to share their boating adventures with others and to participate in the many organized and informal activities of OYC.

From organized cruises, co-sponsorship of the Toliva Shoals sailboat race, to their Lighted Ship Parade and Fooforaw, which honors our military, to informal BBQs at

Island Home and participation in community celebrations, they provide a variety of opportunities to expand your boating enjoyment. Members also enjoy access to over 100 reciprocal yacht clubs throughout Puget Sound and British Columbia.

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.



Queen City Yacht Club is running a 50 % off special on its initiation fee until it reaches its maximum membership of 400. Hurry! It's getting close. Located on Lake Union, the club

offers low-cost moorage, frequent cruises, and social events. Queen City is also known for its outstanding outstation in Eagle Harbor, right next to the city park. Members also enjoy two other outstations — one in Deer Harbor in the San Juans and one in Ganges on Salt Spring Island. Prospective members can take two years to pay the reduced initiation fee. www.queency.org

Portland Sea Scouts. Meetings are held twice weekly: Tuesday evening from 7 - 9 p.m., and Saturday 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. PLYC is a very active cruising club for sailors and power boaters and visits destinations from Olympia to Nanaimo and beyond. Each season, PLYC's land-based facility, the Wreck Room, is conveniently located near the Port Ludlow Marina where members and their guests can meet for food and drinks and talk about their boating adventures. PLYC also welcomes visiting yacht clubs to make use of their facility for their organized cruising events. Members of PLYC enjoy reciprocal moorage privileges, numerous social activities, sailing and cruising activities, Women's Group functions and educational programs. There is an initiation fee and affordable yearly dues. www.plyc.us.

Port Townsend Yacht Club. Are you looking for fun and adventure, wishing to explore the high seas, and wanting to meet a great group of like-minded people? Then take a look at the Port Townsend Yacht Club! Both sail and power boaters are welcome.

PTYC is looking for enthusiastic adults and families who will join us on cruises, participate in events and parties, and share boating knowledge and experiences. Eleven cruises are planned for 2015 including trips to Whidbey Island, South Sound, Pleasant Harbor, Gulf Islands, 4th of July at Reid Harbor in the San Juan Islands, Poulsbo, a holiday shopping cruise to Bell Harbor, two lunch cruises, and an Opening Day boat parade with breakfast and a clam chowder potluck.

Monthly meetings are held in our clubhouse overlooking the Port Townsend Boat Haven.

Both new and experienced boaters are welcome. For more information, contact Bruce Painter,:

ptycvicemcomodore@gmail.com
or visit the website: www.ptyc.net

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July - September COMING ATTRACTIONS



Puget Sound Cruising Club is a group of sailors interested in long distance and local cruising. The PSCC was formed in 1973 to bring together people interested in cruising, sharing stories, pictures and sailing experiences. A supportive group of fun, talented folks to help you get out cruising. PSCC meetings are held at North Seattle Community College. Your \$5 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club contact the current commodores: Rob Fox at: robertcfox@hotmail.com or Karen Laemmle at: klaemmle@gmail.com www.pugetsoundcruisingclub.org

Upcoming club events sponsored by **Puget Sound Yacht Club**: **JULY 3-4** - Fourth of July Celebration; **JULY 15** - Monthly Dinner. The Puget Sound Yacht Club is located at 2321 N. Northlake Way, Seattle, 98103. Guests & prospective members welcome. No cost for this event. For time and more info please contact Donna at 206.634-3733.

Seattle Singles Yacht Club. Meets every Monday upstairs at China Harbor, 2040 Westlake Avenue North, Seattle. Social hour starts at 6:30 p.m. The meeting starts at 7:30 p.m., \$10 admission. For information about their activities including boating, dancing,

volleyball and more, visit: www.ssycc.com

Sea Scouts Tacoma. Small boat sailing and kayaks, formal classes in the summer and year round by the Ships. Meet at the Youth Marine Center at 820 E. D Street. Ship 110, the *Charles N. Curtis*, a 78-foot motor vessel on Mondays, 7:00 am - 9:00 pm and Saturdays 10:00 am to 3:00 pm, Tom Rodgers or Hank Hibbard: (253-572-2666). Ship 190, the *Odyssey*, a 90-foot Sparkman and Stevens Yawl, meets Thursday and Friday evenings. Bud Bronson (253-572-2666). Ship 198, the *Vértié*, a 38-foot Captain's Gig meets on Mondays. Sally Slater: (253-318-2752) or Jan Ward: (253-863-3918)..

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

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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. Club events include nine monthly dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs. 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. www.ssssclub.com/ssss

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

Tacoma Yacht Club. Membership is open to boaters and non-boaters alike. This is your opportunity to meet and cruise with one of

the best clubs on the Western seaboard.

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

Tacoma Yacht Club offers several types of membership: Active Membership is their most popular membership and offers a full range of boating and club activities and privileges, Associate Membership is 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.

Contact Alan & Becky Rencowski at: membership@tacomayachtclub.org or Sandy Gerstberger at 253-752-3555: sandy@tacomayachtclub.org

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July - September **COMING ATTRACTIONS**



Tollycraft Boating Club welcomes anyone with a love of classic Tollycraft yachts. We currently have 179 members. Our website, www.tollyclub.com, provides an organized and searchable forum with information on maintenance and improvement projects undertaken by club members. The forum is viewable by anyone on the web. Seven cruise events are planned for 2015, including our 28th annual Rendezvous at Roche Harbor June 25th-28th. We share several members with the Canadian Tollycruisers, and rendezvous with them in September. A membership application can be downloaded at www.tollyclub.com. Contact the club at: commodore@tollyclub.com

Totem Yacht Club, located in Tacoma, is an active and affordable club for sail or power boating enthusiasts or those without boats who just enjoy social activities. The club welcomes new members and has temporarily reduced its initiation fee. Totem enjoys reciprocal privileges with nearly one hundred boating clubs in Puget Sound, the San Juan Islands and Canadian destinations. In addition to 20 weekend cruises to choose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston.

Totem is a down-to-earth, family friendly

club and enjoys members of all age groups. 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.

Ray Sharpe at 253-759-1537.
www.totemyachtclub.com

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

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Each year we are happy to see so many familiar faces as well as new friends turning out for our Customer Appreciation Party. Our 3rd annual party this fall will be no exception! We are hosting bigger and better events in Seattle on September 19th and Bellingham on September 26th to let our loyal customers know how much we appreciate their support. We have invited many of the top marine vendors to join us and demonstrate their products. They'll be handing out lots of goodies and even donating some special items for our give-away drawings. Don't eat before you come as we'll be serving great food and beverages. See you in Seattle on September 19th and in Bellingham on September 26th.

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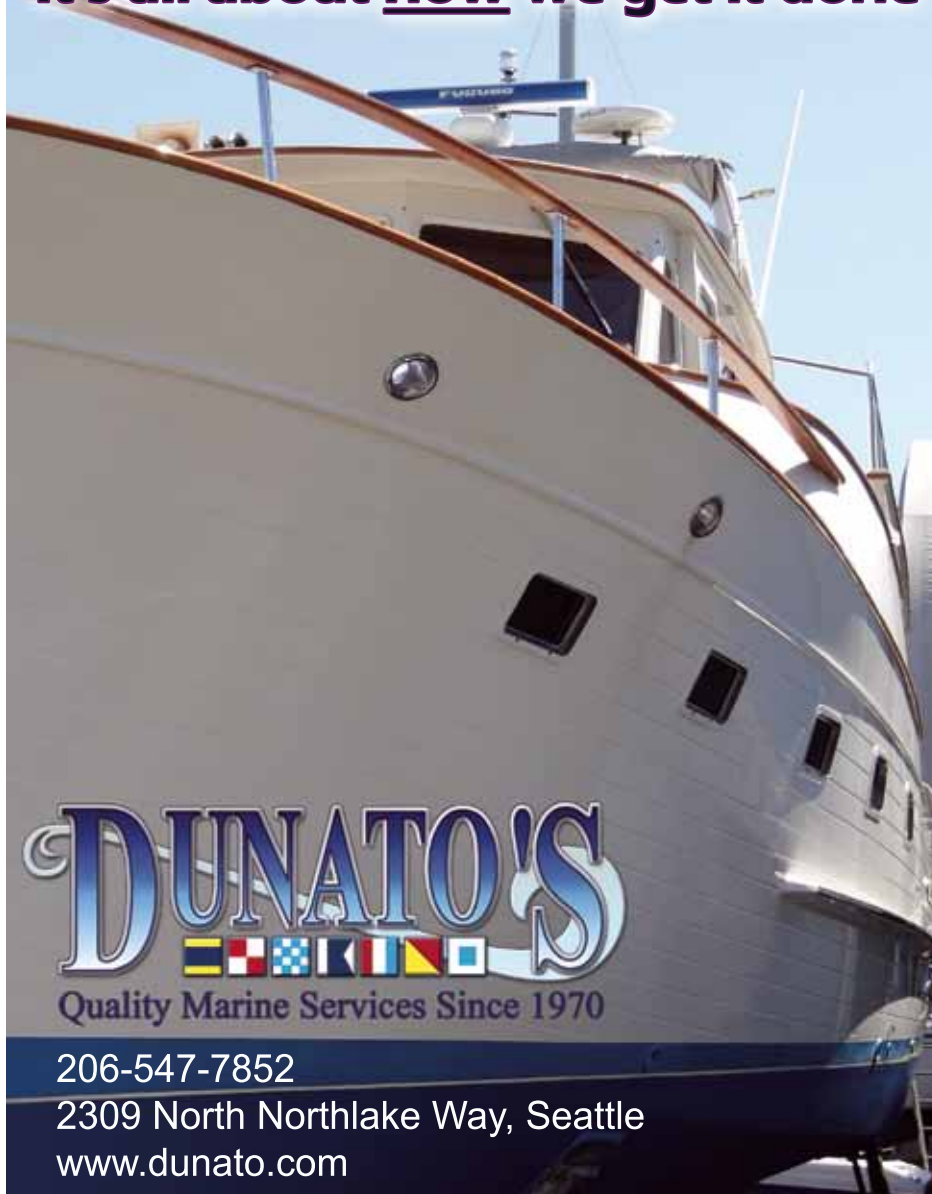
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Contact: lowell@sailtouramaline.com or call 425-392-8261.

BREMERTON, Wash., – Rock the Dock Concert Series. The docks will definitely be rocking this summer in Bremerton. Now in its third year, the Rock the Dock concert series on the Louis Mentor Boardwalk at Bremerton Marina has been such a success that this year organizers have extended the four week schedule and made it a nine week long, eight concert series and moved the concerts from Fridays to Saturday nights. The line-up of exceptional talent has something for all music tastes, from folk to country, pop, alternative music and good old rock 'n roll.

The series kicks off with a bang on Saturday, July 4 at 5:00 p.m., with not one, but two bands performing for a special Independence Day celebration, followed by the Sinclair Inlet Fireworks Show. Left Hand Smoke, one of the most exciting rock 'n roll bands in the Northwest, will take the stage at 8pm and play through until 10:00 p.m. The fireworks will follow at 10:30 p.m.

The free concert series is made possible by a partnership of the Port of Bremerton, City of Bremerton and the Downtown Bremerton Association who all worked collaboratively to invest in and grow the series. Not only have they pulled out all stops in booking top talent this year, they have also hired a professional production company and the Admiral Theatre will be providing a new sound setup that will enhance the listening experience. Added to the mix is the new \$15,000 stage, recently purchased by the City. This combination of amenities promises to make the Bremerton Boardwalk one of the finest outdoor music venues in the Puget Sound area.

The venue is a short walk from the ferry terminal and we have room at the marina for more than 100 boaters. We hope these concerts will become must-do events on everyone's summer calendar and look forward to welcoming visitors from all over the Peninsula, Seattle and beyond, and showing off our revitalized Bremerton Harbor District."

The concerts are from 5 to 7p.m. (with the exception of July 4 when the music will run 5-10 p.m.). Start the party early! Food trucks and the beer, wine and cocktail bar open at 4p.m.

Concert Line Up

July 4, 8-10 pm - Left Hand Smoke. Left Hand Smoke's Sound is fresh, combining groovy, guitar and keyboard-driven melodies with a hard hitting, rock n roll edge. Dylan and the Band, the Stones, Van Morrison, Otis Redding, James Brown, the Meters, and Little Feat all contributed to their jazzy, bluesy, folksy, funky sound. According to *All Music*, "Will Mish is one of the best guitarists ever to emerge from the Northwest."
www.lefthandsmoke.com

July 11, 5-7 pm - Aaron Crawford. Aaron Crawford is one of the most talked about artists coming out of the Seattle music scene right now. He has built a large following of fans drawn to his blend of country and melodic rock. His songs, paired with his powerhouse vocals, and his electric live shows, have rapidly built a die-hard following of fans.
www.crawfordaaronmusic.com

July 18, 5-7 pm - No concert. Bremerton Summer Brewfest. The concert series takes a break on July 18 but there's still plenty of fun to be had on the waterfront at the Bremerton Summer Brewfest which features 30 Washington breweries pouring more than 100 craft beers and will include music.

July 25 5-7 pm - Vaudeville Etiquette. Vaudeville Etiquette makes music that pushes every boundary with raw passion, grit, and mischievous wit. With their signature blend of Americana roots rock, the dynamic Seattle quintet fills timeless melodies with modern lyrics, heady harmonies, and a wailing pedal steel. Recently listed as one of the "Top 50 Bands Rocking the Seattle Scene" by Seattle Magazine, Vaudeville Etiquette has been compared to heavy-hitters like Shovels & Rope, The Civil Wars, Fleetwood Mac, and The Band. www.vaudevilleetiquette.com

August 1, 5-7 pm - Ayrton Jones & The Way. Seattle guitarist and frontman Ayrton Jones (Eh-Rahn), has become one of Seattle's hottest up-and-comers with his brand of Seattle Rock. Sir Mix A lot has called him 'the future of rock.' Jones has taken a hybrid style of guitar playing, in which the chord and solo are played at the same time, and infused the raw energy of punk with the inner-city attitude of Hip-Hop. Think Stevie Ray Vaughan meets Nirvana. The band has opened for the legendary B.B. King and Presidents of the United States of America among others. www.ajandtheway.com

August 8, 5-7 pm - Sea of Misinformation. After the release of "Happy Songs For An Unhappy World" five years ago, Ryan Giffin and his songs exploded onto the Northwest music scene by placing within the top four of the Seattle Wave Radio Challenge. According to International Pop Overthrow Festival, "They've got a high energy in-your-face alt-rock attack tempered by pop melodies that will leave you mesmerized and begging for more! Think Judas Priest meets The Beatles meets Death Cab for Cutie hanging out with David Bowie, and you begin to get the picture... Definitely one of Seattle's finest!" <http://seaofmisinformation.com/>

August 15, 5-7 pm - Electric Bards. The Electric Bards play all original music. Many of their songs use the words of 17th, 18th and 19th century poems. The sound is soft rock done in a fresh R & B style. Natalie Poss on vocals and keyboards and John Breslin on lead guitar. Both musicians have played around the northwest for many years and call Bremerton home.

August 22, 5-7 pm - Chance McKinney. Chance McKinney won Country Music Television's search for the #1 "unsigned" artist in the nation in 2009, taking home the Music City Madness title with more than one million votes in the final round alone. Since then McKinney has opened for Kenny Chesney and shared stages with Dwight Yoakam, Jamie O'Neal, Grand Funk Railroad, Pat Green, Blake Shelton, Luke Bryan, Creedence Clearwater, .38 Special and Lynyrd Skynyrd. His "Industrialized Country" is a blend of Country music with 90's Rock, 60's Motown and Heavy Metal influences. <http://chancemckinney.com/>

August 29, 5-7 pm - Kim Archer Band. Known for her raw, powerhouse performances and personable interaction with her audiences, Kim Archer has attracted a large



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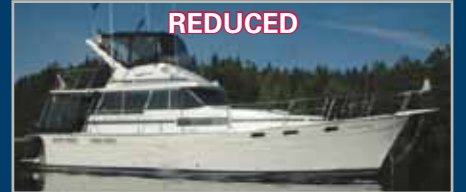
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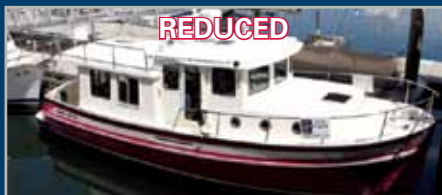
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32' Carver Convertible 3227 1990 \$35,000



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30' Regal 2960 Commodore 2001 \$44,900



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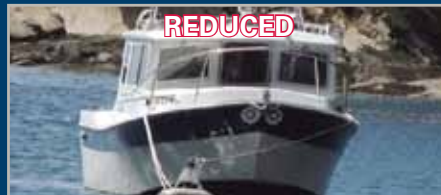
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53' Skookum Ketch 1984 \$249,000



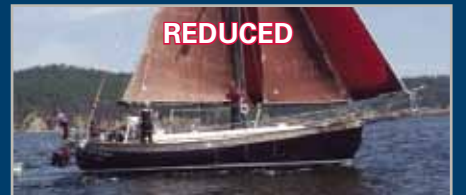
43' Nauticat PH Ketch 1983 \$140,000



41' Hunter 410 2000 \$125,000



44' Catalina Morgan 2007 \$272,000



38' Hans Christian Cutter 1980 \$64,900



36' Sceptre Sloop 1979 \$45,000



35' Rafiki Sloop 1979 \$69,500



32' Kettle Creek Boatworks Pilothouse Schooner 1982 \$29,900



30' Nonsuch Ultra 1986 \$59,900



27' Cal Sloop 1978 \$12,500



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and loyal following of fans in the Pacific Northwest and across the country. Archer's music follows in the footsteps of great female singer/songwriters like Joan Armatrading, Melissa Ethridge and Bonnie Raitt. With guitar in hand she commands the stage playing her own original songs rooted in old school soul, funk and classic rock, sultry blues and ballads.
www.kimarcherband.com/

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

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 2014 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

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

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

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

Maritime Music: Free events. Maritime music can be sung and heard at many venues around Puget Sound. Here are some ongoing events. Please check the website for current dates, times, and locations: www.singshanties.com

Olympia, WA: Budd Bay Shanty Sing, The first Sunday of the month, 7-9 p.m. The winter venue is at Mercato Ristorante (111 Market ST. NE) across from the Olympia Farmer's Market. The summer venue is at the Boston Harbor Marina. Call 360-866-4296 for info.

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

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

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 based in Olympia. Over the past de-



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cade 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

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. Admis-

sion is free and refreshments are served. 206-382-2628.

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

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.

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

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

JULY 17- 19 Albin Boat Rendezvous. Sponsored by PNW Albin Owners Group. Location: Kingston, WA. So far, more than a dozen boats have signed up and there are still a few slips left in our allotment. Activities include two Happy Hours, a cioppino dinner, The Kingston Farmers Market, a presentation by members of their experiences cruising the Great Loop, a pig roast, and Saturday night dancing to classic rock. Interested Albin owners can find cost and times at: WWW.Albinowners.org.

JULY 18 - Tacoma Maritime Fest 2015. Sponsored by The Tacoma Waterfront Association. Location: Between Thea's Park and Foss Waterway Seaport; 705 Dock Street, Tacoma WA 98402. Time: Saturday: 10:00am - 6:00pm. Sunday: 10:00 - 5:00pm. Now in its 23rd year, Maritime Fest showcases all the aspects of the waterfront that the public can enjoy. From boating, to dining, to paddling, to the marine trades, there is definitely something for everyone! The ever-popular Quick and Dirty Boat Building Competition returns this year. Come watch as teams of three build a boat from scratch and race it in the Foss Waterway - all in 6 hours! For more information, or to find out how to get in on the action, visit: www.maritimefest.org/quickanddirty

Please remember that parking will be incredibly limited during Maritime Fest, so please take advantage of the FREE shuttles that will start at the Bus Depot at 610 Puyallup Ave, right by the Parking Garage (free parking) across the street from Freighthouse Square. For more information contact Luisa Lam at: (863) 231-4616 or email to: luisa.a.lam@gmail.com



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AUGUST 17 - 20 - Women at the Helm. Sponsored by Sound Experience. Location: departing from Cap Sante Marina, 1019 Q Ave, Anacortes, WA98221. Description: Join Captain Karen McDonald and the crew of *Adventress* for four days of tall ship sailing in the breathtaking San Juan Islands. This program offers women 18 and over an unprecedented chance to build confidence on the water with the help of a friendly and supportive crew. Participants will step aboard the 102-year-old schooner *Adventress* to experience camaraderie and community as they expand their sailing skills and explore the marine environment of Puget Sound. All experience levels are welcome, from beginners to advanced sailors. Cost: \$495 (\$395 for Sound Experience Members). For more information call: 360-379-0438 or : www.soundexp.org

AUGUST 21 - 23 - Perry Design Rendezvous. Location: Port Ludlow Marina. Join fellow Perry Design owners for a fun filled weekend. Festivities will include a bonfire Friday night, fun seminars and discussions on Saturday morning, and blindfold dinghy races Saturday afternoon. There will be a pot luck dinner Saturday night followed by music and dancing to Bob Perry and band. This is a wonderful opportunity to socialize with other folks who own these beautiful boats! Cost: Registration is free. Call 206-963-3560 or email: judy@swiftsureyachts
Call Port Ludlow Marina to reserve your slip: 360-437-0513. For additional information visit: www.latitudesailingassoc.org

AUGUST 29 - Dog Days of Summer fundraiser. Sponsored by the Union Steamship Company. Location: USSC Marina. P.O. Box 250, Bowen Island,

B.C., V0N 1G0. **B.C. Guide Dog Services** is a truly incredible and admirable organization that is committed to personally training pups to be support dogs for individuals who are visually impaired. B.C. Guide Dog Services aims to increase availability of service dogs for those who need them. Autism Support Dogs is a new sister organization working with B.C. Guide Dogs aiming to provide professionally trained dogs for support for children with autism aged four to ten years old. For additional information call: 604-947-0707 ext. 2 or: www.ussc.ca

EDUCATION

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

ASA 101 Basic Keel boat; ASA 103 Basic Coastal Cruising; ASA 104 – Bareboat Chartering; ASA101/103/104 Course; Introduction to Power Cruising. Twin Engine, Single Engine & Ladies Only; Cruise and Learn Course; Advanced Power Cruising.

Anacortes Yacht Charter is located in the 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

Bellevue Sail & Power Squadron offers boating classes on the Eastside, taught by experienced, certified instructors. For info or to register on-line for all classes go to: www.bellevuepowersquadron.org/



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

Flagship Maritime Captain's License Classes. Choose from either day time or evening classes to best fit your schedule. Enrolling in their USCG-approved OUPV (Six-Pack) license training starts the process, and their Upgrade to Master 100 Ton courses immediately follow for those that need it. Flagship Maritime is licensed by Washington State as a private vocational school, which

makes several sources of tuition assistance available. Their instructors, facility, courses, course materials, and examinations are approved by the U.S. Coast Guard. Flagship's dedicated state-of-the-art maritime training facility is located on the waterfront in Tacoma, with easy access from points north or south. All course materials, navigation tools, charts, rules of the road book, and proprietary student workbooks are included, as are all USCG examinations, administered right in class. Call Flagship's Registrar at (253) 905-5972 today to enroll. Complete info can be found at the website including Flagship's course calendar:

www.flagshipmaritimetraining.com

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 classes right on your



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www.nwboatertraining.com

Visit our website for our up-dated & new 2015 classes. These will include the scheduled America's Boating Course (ABC) classes, and all the Advanced Classes and

Seminars. Ask about which classes include our On-the-Water Training, Go to Boating Class Locations, and click on the areas where you are willing to take classes and seminars to see lists of what is available.

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For more info, call 1-800-677-7245 or:
www.sanjuansailing.com

USCG Auxiliary Offers "About Boating Safely" Classes. All persons 59 years and younger operating a motor boat of 15 horse power or greater in Washington State are required to pass a boater safety education course and obtain a WA State Boater Education Card. This eight-hour Coast Guard Auxiliary "ABS" class exceeds the education requirements in all states. 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. Check the website for the dates of classes near you:
www.d13cgaux.com/sites/

The United States Power Squadron (USPS), (formerly the The Bellingham Sail and Power Squadron (BSPS) is a non-profit boating club serving our community for over 50 years, teaching safer boating through classes

and seminars and by organizing fun events to hone boating skills. USPS classes are presented by experienced sailors and boaters of the United States Sail and Power Squadron for all types of watercraft including kayaks, PWC's, power and sail vessels and include the following classes and seminars: America's Boating Course (ABC), Seamanship, Piloting, Advanced Piloting, Junior Navigation, Navigation, Engine Maintenance, Marine Electronics, Cruise Planning, Sail, Instructor Development, an optional 4-hour boat excursion reinforcing classroom lessons, and various seminars. For more information on classes and seminar offerings and schedules, please contact our Squadron Education Office at: seo@boatingisfun.org or visit www.boatingisfun.org

SeaSkills throughout the Northwest Waters. SeaSkills combines the fun of a weekend boating rendezvous with interactive training in all aspects of boating. Now in its third year, SeaSkills has spread to US Power Squadrons throughout Puget Sound and Portland, Oregon. Some squadrons are opening up the Seaskills Event to the public while others are allowing guests of members. Popular topics have included crabbing, engine maintenance, electrical troubleshooting, man overboard drills, emergency signaling (flares), cruise planning, docking tools, or public on the water training. Some of the presentations/training count toward power squadron certifications.

Like any other rendezvous, presenters typically bring their boats into a shared dock on Friday afternoon / evening and share an informal meal. On Saturday, they turn their boats into classrooms / props for their presentations, which typically last 45 - 50 minutes with a few minutes in between. Most offer their presentation more than once during the day so those who want to attend more than one seminar scheduled at the same time can take one first, then the other when it's offered again later.

Schedules and maps to boats are generally available at registration throughout the day. Each boat holds a placard identifying the boat, presentation and times offered. Lunch is generally available about mid-day and some squadrons are offering an option for dinner and social events Saturday evening. Some squadrons will have door prizes or a fundraiser such as a raffle with prizes awarded after the presentations.

For more info contact United States Power Squadron coordinator Gregg Longstaff at: gregglongstaff@gmail.com

JULY 19-26 - Sailing the San Juans Aboard Odyssey. Sponsored by the Sea Scouts. Location: Port of Friday Harbor. A rare opportunity to come and sail in the San Juan Islands on the 90' classic yawl, the SSS Odyssey. The ship will depart from Friday Harbor for a one week, all inclusive sail, in the San Juan Islands. This is for 10 adults - sailors or not we'll teach you. All you need is a sleeping bag and we'll do the rest with a smile! Cost: \$9,000 for up to 10 adults. To book or for further information call:
 John @ 206 - 510 - 6764.

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

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JULY 4-5 - Cutty Sark SIN. Sponsored by Nanaimo Yacht Club. For more information contact: www.nanaimoyc.ca

JULY 11-12 - Vendee Salt Spring. Sponsored by SSI Sailing Club and Maple Bay Yacht Clubs. For more information contact: www.Saltspringsailing.ca

AUGUST 1 - 2 Cowichan Bay. Sponsored by the Cowichan Bay Sailing Association. www.cowbay-regatta.ca

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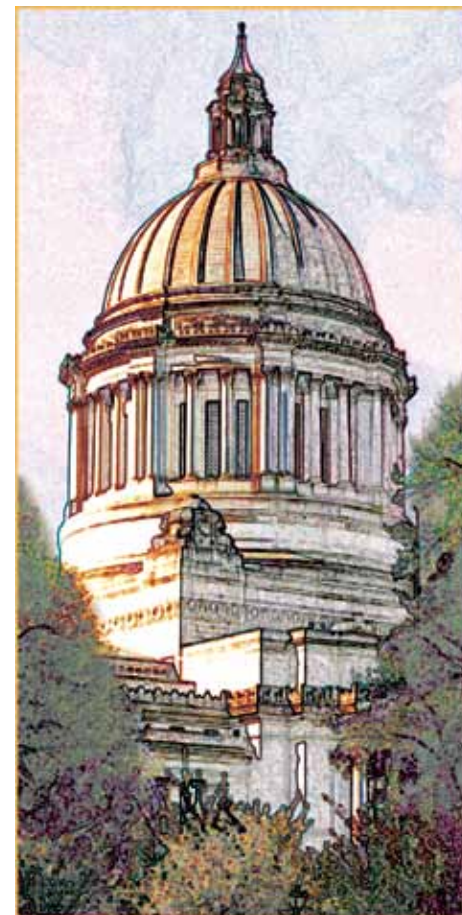
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PETER
SCHRAPPEN

ON WATCH

Politics and Boating



Just wondering...

What If...?

Dan Wood of Crow's Nest Yachts got me thinking the other day. He and I were in the throes of a conversation about bureaucrats not fully understanding just how challenging it is to run a marine-related business in this state. He had a noteworthy suggestion: What if we created a Donald Trump "Apprentice" show for lawmakers

and agency staff. Let's see how they would do and vote them off one by one on their results.

Not a day went by when I ran into Lisa Helker of Waterline Boats and Helmsman Trawlers. She had a similar thought as we chatted it up about the western part of Lake Union and the bicycle lane (cycle tract) that the city is building.

What if one of the Seattle Department of Transportation staffers was about to lose his or her job or business because of a reduction of parking in front of their facility, you don't think they would be scratching and clawing to find a solution that would not jeopardize their future? Heck yeah, you bet. So let's check out some other "What if" situations.

"What if...?"

What if bicycle owners had to register their bikes just as we have to register boats (or even my pet!)?

What if lawmakers were all boaters and fully appreciated the types of employment and careers Washington state's \$4 billion industry supports?

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What if the No Discharge Zone (that's the proposal put forward by the Washington state's Department of Ecology that would outlaw marine sanitation devices discharging treated effluent within the entire Puget Sound) was based on peer-reviewed science?

What if we moved forward with a No Discharge Zone that would go away if there were no discernible improvements in water quality after any (pick a year) years?

What if temporary taxes actually expired?

What if all the registered boaters voted in elections and filled out their entire ballot? (It's the offices at the end of the ballot – state House of Representatives and state Senate, and city council that matter most for boating and just about every other day-to-day issue.)

What if Washington state had an office of tourism? What if this fictitious office of tourism recruited out-of-state boaters to vacation here?

While boaters spend \$70 million in boating taxes, we receive \$54 million each year in services from the state. What if we received the same amount of services as we put into the kitty?

What if Washington state had a Boatyard Permit that was more in line with the rest of the country?

What if Washington state had environmental policies that were in line with the rest of country?

What if Washington state did not hold a gubernatorial election the same year as the presidential election?

What if kayaks and canoes had to be registered?

What if municipalities had a firm grasp as to how new regulations would impact marine-related business before they were implemented? What will happen to our roads when cars become more fuel-efficient, which means fewer gas-tax dollars go into road repairs and maintenance?

What if the Mariners were good?

What if every child caught a fish on his or her first attempt?

What if instead of the diamond-ring-engagement tradition, suitors gave a boat instead?

What if funding for the locks at the Ship Canal would go away?

What if our lawmakers fully appreciated the economic impact of sportfishing as compared to commercial fishing?

What if we licensed boats like we do cars?

What if cars keep getting smaller? What happens to the 96 percent of all boats that are on trailers?

What if millennials continue to exert their purchasing power?

What if millennials don't fall in love with boating?

What if the sharing economy takes hold? Will we have Uber-style boat trips? What if AirBnB got into recreational boating?

What if we opened up the definition of boating to include just about every leisure activity on the water?

What if we succeeded with returning shop class to K-12 (just as Core-Plus is doing at:

www.core-plus.org?)

What if not every kid was told that college was their only option?

What if gillnets to "catch" fish were outlawed?

What if you knew your lawmaker by first name?

What if your lawmaker knew you by first name?

(What are your "what ifs"?)

Thank you for reading,
Peter Schrappen
(Peter@nmta.net) nwy

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



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I call it prime time and I've been waiting for the next three months most of the year. The weather is good, the days are long and the king salmon stampede is underway.

My addiction to summer king salmon fishing goes back, back, back, way back to working in Southeast Alaska, near Glacier Bay in Icy Straits during the summers while attending college. I was bullet proof back in those days, fishing till midnight and back on it at early light, around 4 in the morning. Every king salmon

I hooked, motor mooching along the edge of kelp beds was my first ever. The thrill of the hook-up, the king coming to the surface, tearing around attempting to get me off his or her choo-choo was the name of the game. At the end of the battle, it was exhilarating and stunning to see a big chrome king salmon lying on the deck, as beautiful as gazing across the land of Washington from the top of Mt. Rainier.

Today, some 40 years later, I confess to the same kind of rush when

Mr. King Salmon hits my deck. "Oh Tony! Look what you've done!"

Living in the Pacific Northwest all my life, we have what seems like an endless list of activities that call us to the outdoors. I'm sorry for

missing so many of those activities as I've invested significant time in my life, in pursuit of my favorite fish, summer kings. I do my best, living on the waters of Puget Sound, to harvest a crab or two, along with

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shrimp, lingcod or a big flattie. But at the end of the day, it's all about king salmon that turn my wheel.

Before diving into the where's and when's of places to be this summer, I think it's important to raise one flag of concern regarding the warm water "Blob" off our coast. Scientists have been following this large warm water mass for months as it approached the Washington coast last April. What I have learned about the Blob, is that it carries water temperatures five degrees above normal. If you take the time to investigate causes and effects of El Nino conditions during the last 35 years, which also is a bigger warm water phenomenon, the food chain from zooplankton to bait fish is affected, in a negative way. Mature chinook-salmon during El Nino conditions tend to stay deep, in colder water conditions, which create greater challenges to access them. Their actual survival rates in the marine environment seem to be a minor-concern while outbound chinook and coho juveniles get hammered due to lack of food and warm water predators such as Pacific Mackerel. My message here is pay attention to the ongoing ocean environmental conditions as we play through our summer fishery. I'm hopeful that I'm not crying wolf!

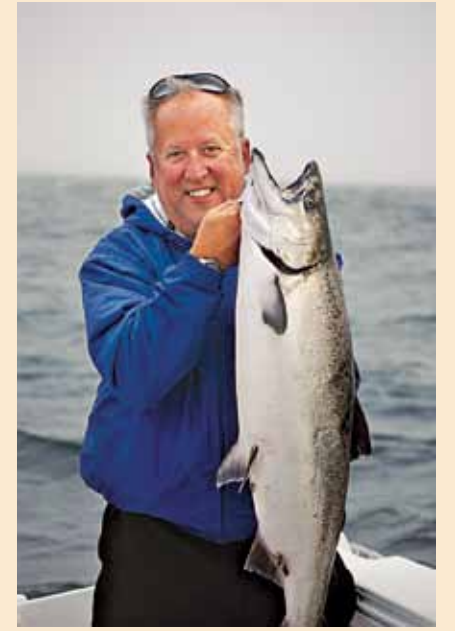
When I consider my summer fishing calendar, I focus sharply

on Westport as it's been extremely productive in early July and frankly, throughout the summer as waves of king salmon stampede down the coast bound for the Columbia. The fishing strategy is elementary. If the king salmon are along the beach, in 30-60 feet of water, it's shooting ducks in a 55 gallon drum. I like 13 pulls with a diver, trailed by a whole or plug cut herring, put it in gear and find the bait. The rods bury like a semi load of popcorn struck by a lightning bolt. Badabing!

However, if the kings are not on the beach, be prepared to go offshore into 270-350 feet of water, turn your depth sounder onto high gain and fish the bait. Sometimes, that means dropping downrigger gear into the 300 foot region. Tweak your Westport intel trapline and you'll be into the fish.

I'll spend the second half of my July up at Neah Bay, searching for king salmon along the beach on the north Washington coast from Skagway south to Umatilla Rock. This area has been incredibly good to me during recent years and I consider it my annual pilgrimage to one of the most beautiful places in our state. I like trolling a plug cut herring, a Cop Car or Coho Killer along the inshore area adjacent to kelp beds attempting to find schools of kings feeding on sandlance, herring or squid. Last summer, 5-6 inch

Tony Floor is Director of Fishing Affairs for the Northwest Marine Trade Association (NMTA) and a former 30-year veteran of the Washington Department of Fish & Wildlife. You may subscribe to receive monthly Tony's Tackle Box in your e-mail by clicking: northwest-salmon-derbyseries.com.



squid was the prime feed for the king salmon smorgasboard. Depth of fishing, working in 30-60 feet of water was not as critical as finding the squid. Do you know the sound of a knock on the door? Forget about it. Try the D-5 Cat through the front side of the house! Ka-boom and down goes Frazier!!!

I believe the biggest challenge for July is investing in one spot. Sekiu, Port Angeles, Freshwater Bay, the San Juans, Port Townsend, Possession, come on! Every day and every week is important during July as this ongoing parade is short lived. For

golfers, this is Augusta or Pebble Beach. It's prime time, baby!

A long time fishing buddy who guides out of Seattle, Keith Robbins, a great Puget Sound moocher who offers trips through Spot Tail Guide Service shared a quote with me recently from Henry David Thoreau. As you might agree, Thoreau knew a thing or two about writing. His quote from nearly 200 years ago goes like this: "Everyone should believe in something. I believe I'll go fishing!" Yeah man! Color me gone. See you on the water! nww

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— Mae West

Summer deepens. The days are hot and humid, the nights cooler, the air drifting with evening mist. On a calm July morning, one can feel the night's chill vanish like popped bubbles as the sun warms the air. The water rolls sleepily toward the shore, the lacework waves whispering “sea.” The sky unfolds its colors, from dove grey to fire opal to a profound shining endless azure, the lavish, spend-thrift blue of summer. The smell of salt, and the sea, and sunshine!

Few seafood delicacies draw such unanimous praise as the Dungeness crab. Indeed, of the many Pacific Northwest culinary treasures, none is more precious. Named after the town of Dungeness on the Olympic Peninsula where the first commercial harvesting of this

crab was done, it is the only commercially important crab in the State of Washington's territorial waters. While crab measuring 10" across the back have been taken off the coast of Washington, the crab seldom exceeds 8" and averages just under 7" of shell width. The Dungeness crab has white-tipped claws and a brownish shell.

A versatile delicacy, succulent Dungeness crab has a distinctive, yet delicate and faintly sweet, buttery flavor with a very tender, flaky white meat. It is, without a doubt, the sweetest of crabs. This hardshell crab has gained international approval and an uncontested reputation.

Although this delicious crab has a full, deep flavor that needs little enhancing, it also takes well to a



wide range of seasonings and other ingredients and, in the shell, combines beautifully with other foods in stews or soups, sautés, salads, and appetizers. The meat is marvelous in bisques, creamed dishes, salads, casseroles, omelets, and other dishes. It can stand alone chilled and is really quite heavenly when slightly heated with some garlic butter for dipping. However, there is nothing quite like fresh cracked Dungeness crab right out of the shell.

July officially brings us crab season here in the Pacific Northwest. Should you be inclined to dabble in this sport, remember that any crabs less than 6.25" across go back, as do all females (males = V-shaped belly flap, females = round belly flap).

Live crab are rambunctious, but preparing them is relatively simple.

Bring a large pot of water to a rolling boil, drop in the crab, cover the pot, and cook for 20 minutes. Should you not be inclined to simply serve it with crab crackers, cocktail forks and the optional bib, once the crab has cooled, pick out the meat from the body, legs, and claws. Place meat in a bowl and pick through by hand to ensure no shell is left in the meat. Crab meat will keep, covered, in the refrigerator for up to 3 days after cooking.

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

I was always under the impression that one could never get enough Dungeness crab until I cooked aboard *Silverado*. There was an annual event on that boat that took place in Ketchikan called “The John Wayne Crab Cruise” – and John Wayne actually used to attend this soiree! I knew about this function prior to leaving Seattle and although the boat was stocked to the gunnels, I figured I could get fresh crab in Ketchikan. I am here to tell you there was no such thing as Dungeness crab in that city (but, they were also out of Stolichnaya Vodka...). We had to fly crab up from Seattle! In any case, there was an abundance of crab leftover and many of my crab recipes were developed to cleverly disguise that yes, the crew was going to have crab again just one more time...

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Crab Stuffed Artichokes

15 oz. crab meat
1 c. diced Gruyere cheese
1/3 c. chopped green pepper
1/4 c. chopped onion
1 tsp. salt
1/2 c. mayonnaise
2 tsp. lemon juice
14-16 artichoke bottoms, slightly steamed

Toss crab with next 4 ingredients; add mayonnaise and lemon juice and toss together. Fill artichoke bottoms with mixture and place in baking dish. Pour 1/4" hot water around artichokes. Cover and bake at 375° for 30 minutes.

Crew Crab Salad

2 c. crab meat, cooked and shredded
2 green onions (white+ green), thinly sliced
1/4 c. red bell pepper, diced
1/2 celery stalk, diced
2 T. olive oil
1/4 tsp. lemon zest
1 T. lemon juice
1 1/2 tsp. horseradish
1/4 tsp. Tabasco
1 T. chopped dill
2 T. chopped basil
pinch of celery seed
1/4 tsp. Old Bay seasoning

Place crab meat in large bowl; add remaining ingredients and refrigerate until ready to serve. I have been known to use this mixture as a filling for the flour tortillas in my Chicken Enchilada recipe (for those of you who have that) adding salsa verde to the whipping cream.

Crab Sandwiches

1 lb. crab meat, cooked and shredded
2 egg whites
3/4 c. whipping cream
1/2 tsp. salt
pepper to taste
2 T. butter
4 lg. soft rolls
Iceberg lettuce
Tartar sauce

In small mixing bowl, stir together crab meat, egg whites, cream, salt, and pepper; divide mixture into 4 patties at 4" in diameter. Melt 1 tablespoon butter in skillet over medium heat; cook patties for 6-8 minutes or until well browned on bottom; turn and cook 5 minutes more, adding remaining butter to pan. Serve on rolls with lettuce and tartar sauce.

Crab Wrap

4 oz. crab meat, cooked
1/4 c. fennel leaves, chopped
1 1/2 lbs. sole fillets
2 c. white wine
2 c. whipping cream
salt and pepper to taste

4 fennel springs

Place crab in bowl and stir in chopped fennel. Place fillets skin side up on flat surface and divide crab mixture evenly among them; roll each fillet to enclose crab mixture and arrange in single layer in baking dish. Pour in wine and cream; bake for 10-12 minutes or until fillets are opaque and firm to touch. Transfer to platter and pour liquid into saucepan; boil over high heat until reduced by half and slightly thickened. Pour sauce over fillets, season to taste with salt and pepper and garnish with fennel sprigs to serve hot to 4.

Crab Bruschetta

16 oz. crab meat
2 T. chopped green onion
1 tsp. minced garlic
1/2 c. shredded Cheddar cheese
1/2 c. mayonnaise
1/4 tsp. seasoned salt
1/8 tsp. pepper
1 sm. loaf French bread

Remove excess moisture from crab; combine with onions, garlic, cheese, mayonnaise, salt, and pepper in bowl and mix well. Cut bread into 1/2" slices, spread mixture on bread and arrange on baking sheet. Bake at 400° for 15 minutes. Serve hot. NWY

* *Dungeness crab photo by Mark Gardner photography.*



Kathryn Farron is a highly talented gourmet cook and the accomplished author of the *Gimbaled Gourmet Cookbook*. Be sure to check out Kathryn's website, www.kathrynfarron.com



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This project was jointly funded through grants from the EPA and Department of Ecology and while materials have been reviewed for grant consistency, they do not necessarily reflect the views of either agency.

Dan Schworer 1948-2015

On May 19, we at *Northwest Yachting* lost our skipper, Dan Schworer, to cancer. He certainly lived a full life and left his mark in the thousands of pages of *Northwest Yachting* and in his writings. He is survived by his sister Jeanne Emmerson. We at the magazine are proud and fortunate to carry on his work.

Dan was born June 7 1948 in Idaho, the second of five siblings. The family, including brothers Ronald, Richard and Frank, moved around quite a bit in the early years. He attended Rancho High School in Las Vegas and Dixie State College in Utah.

Family, namely his uncle Jerry and his grandparents, may have been what attracted Dan to the Puget Sound region initially, but at some point he certainly found himself in the thick of the region's marine industry at his counter job at the legendary Doc Freeman's chandlery. It was there that he developed his knowledge of the marine industry and, more importantly, the varied and interesting waterfront world. He worked for Bruce Hedrick on the wholesale side of Windward Mark, Hedrick's large regional chandlery. Later, he sold boats for HCH Yacht Sales and one of his sales was

of Richard Kellum's sailboat. Both of those people would turn up again and again in Dan's life.

In 1981 Dan left Windward Mark to found *48 North Magazine* along with Chuck Streach. He embraced

Yachting enjoys today, namely to give the readers the magazine for free and make it the kind of publication advertisers find effective for their business.

Things weren't working out as all had hoped, and Dan sold his interest in *48 North*.

It didn't take long for the ever-restless Dan (along with Richard Kellum and Tom Temple) to come up with a new enterprise, *Northwest Sailor*, in July 1987. In his column in that first issue, Dan wrote: "I had the feeling that the job that I had started out to do (at *48 North*), had not been completed. I guess what I wanted was more – and no matter where I looked, I just couldn't find it.

"This disappointment turned to frustration, which turned to bitching, which wasn't productive at all. Finally, a friend said, "Well, if you don't like it the way it is, do something about it.

"So I did."

In that first issue, none other than Bruce Hedrick wrote a sailboat racing column.

After exactly one year, *Northwest Sailor* morphed into *Northwest Yachting* to include the vast power boat market

and, as they say, the rest is history. Along the way, Dan also started *Northwest Golf Magazine*, which eventually he stopped publishing.

Dan was hands-on with his work right up until his death. At the beginning he would sell ads, write, edit, paste up copy and deliver the magazines. His column, in which he'd provoke those who needed provoking and slice and dice those who needed cutting, largely drove the magazine. He relished the role as gadfly.

Publisher Michael Collins remembers some crazy times at *48 North*. "Once we worked 36 hours straight to get the magazine out on time, and just had a little bit to do to finish up when we each went home for a little shuteye. When I came to his house to wake him to finish it up, I couldn't even get him awake. That's the only time we missed our press date."

Once a month Dan could be seen racing around Ballard in a red MG convertible stacked with magazines.

"Dan was very loyal to those who were loyal to him," Kellum explains.

A Word from Dan's Sister, Jeanne

Dan's sister Jeanne Emmerson, who lives on the Olympic Peninsula, shares some of her thoughts on her brother.

As we remember and honor Dan, I hope his friends and colleagues will find comfort in knowing he was a man of character who lived a full life. Dan had a strong sense of purpose and found ways to translate that sense into action that benefited not only him, but others as well.

He chose to be his own captain early on, and enjoyed travel and adventure throughout his life. Dan helped create and grow the magazine *Northwest Yachting*, which still thrives today. In doing so, he contributed in important ways to the marine community, achieved personal success, and helped others become successful, too.

Not long ago Dan sent me a poignant story he had written about running with our brother Ron when they were young. Of course the story was about something much deeper than just running on a beautiful day. It was about his love and admiration for Ron, who died in Vietnam. On rereading the story, I was struck by yet another side of Dan, perhaps not known by many: his sensitivity and tenderness. I will cherish this gift, along with other gifts from my brother Dan.

One of those was certainly *Northwest Yachting* cover photographer Neil Rabinowitz. "He always supported my work," Rabinowitz explains. "He'd come over to my studio on Bainbridge and we'd spend an entire day going through pictures and talking. He focused on the readers, not the advertisers, and resisted the temptation to put a bunch of blurbs on the cover." That is why, to this day, Rabinowitz's cover photos aren't cluttered and covered by a bunch of screaming text.

Dan may have started out a sailor, even living on a tiny Columbia 26 for some time and serving as the unofficial "Mayor of Shilshole," but like his magazine he ended up embracing power boating as well, owning one for a time. While basically uninterested in racing sailboats, he enjoyed cruising them. His biggest adventure was a voyage to Tahiti on his own boat with friends.

To get a sense of the man, one needs to read his writing. He had the rare ability to get to the point very



Dan at the helm of a Wauquiez sailboat.



quickly and get across information, a point of view and set a distinctive tone in very few words. He was unafraid to put forth his views.

And while those views were always independent, they definitely leaned to the left. This may have had a lot to do with a major loss of Dan's life, the death of his brother Ron in the Viet Nam War. That definitely prompted Dan to abhor violence and question authority.

"He was the most creative golfer I've ever known," says Dene Denend, Editorial Assistant and Graphic Designer at *Northwest Yachting*, and Dan's friend and neighbor. While his scoring might have been a bit creative, Dan enjoyed the game immensely and in his later years golfed whenever he could.

Like many publishers, Dan had his own way of doing things. He could be very demanding, and didn't have a lot of patience for those who disagreed. In the end, the product he produced was strong and served both readers and advertisers.

In recent years Dan spent as much time as he could on a property he purchased in Mexico. There are many photos of him in shorts, sand between his toes, soaking up the warmth and sun that are so often in short supply in the Northwest. *nwy*



Dan on the foredeck on the Sound at a time when any keelboat was a "big boat."

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Alaska Bound -Part 13

By Marianne Scott

Only 30 miles northwest of Hoonah, across Icy Strait, the storied Glacier Bay National Park beckons the Scotts to visit

In the 19th century, the Romantics sought to renew their connection to the natural world, often seeking out wild places untouched, uncontrolled and unspoiled by human hands. Glaciers were one of the natural wonders that fascinated people, artists, composers and scientists: they saw glaciers as representing awesome power, romance and mystery.

The renowned British painter J. M. W. Turner painted and sketched Swiss glaciers, John Constable's brooding "Seascape Study with Rain Cloud" leapt from his palette, and Felix Mendelsohn composed the early tone poem, "the Hebrides," after visiting Fingals Cave in one of Britain's northern archipelagos. The composition is full of "Sturm und Drang," with the music revealing the power and mysterious darkness of the deep cave. These Romantics lionized nature in its wildest, most forceful forms and fled to it to escape the depredations of urban and industrial life.

Now, in the 21st century, our thirst to experience nature-in-the-raw hasn't disappeared. People embark on cruise voyages to peer at the ice in the Arctic and Antarctic,

visit Greenland for its vast glaciers, and enter Chilean fjords to admire their glacial peaks. And on our Pacific coast, tens of thousands board gigantic ships each year to journey north and view Alaska's glaciers.

David and I were no exception. One of the main reasons for spending three-and-a-half months on our Alaskan round trip aboard our Hanse 411,

Beyond the Stars, was to experience glaciers first hand. Their power, immense size, longevity and proof of nature's might fascinate us and put humans and our paltry concerns in context. They're also beautiful and mesmerized us with their stunning blue hues.

Before the mid 19th century, few people had studied how glaciers form, how they affect our environ-

ment, and how they've contributed to the landscapes of virtually the whole world—at least at some time in the past. Their icy stretches are found in many parts of the world. Around 1850, the term "glaciology" came into vogue. Today, the word has evolved to mean studies that integrate geophysics, geology, physical geography, geomorphology, climatology, meteorology, hydrology, biology, and ecology. The impact of glaciers on people includes the fields of human geography and anthropology.

In 2015, glaciers cover roughly ten percent of the earth's surface and contain three-quarters of its fresh water. The largest ice sheet is located in Antarctica—its thickness can reach two-and-a-half miles. Because of the way glaciers influence the nearby climate, only a small number of people live near glaciers but their runoff fills rivers offering drinking water and irrigation to tens of millions.

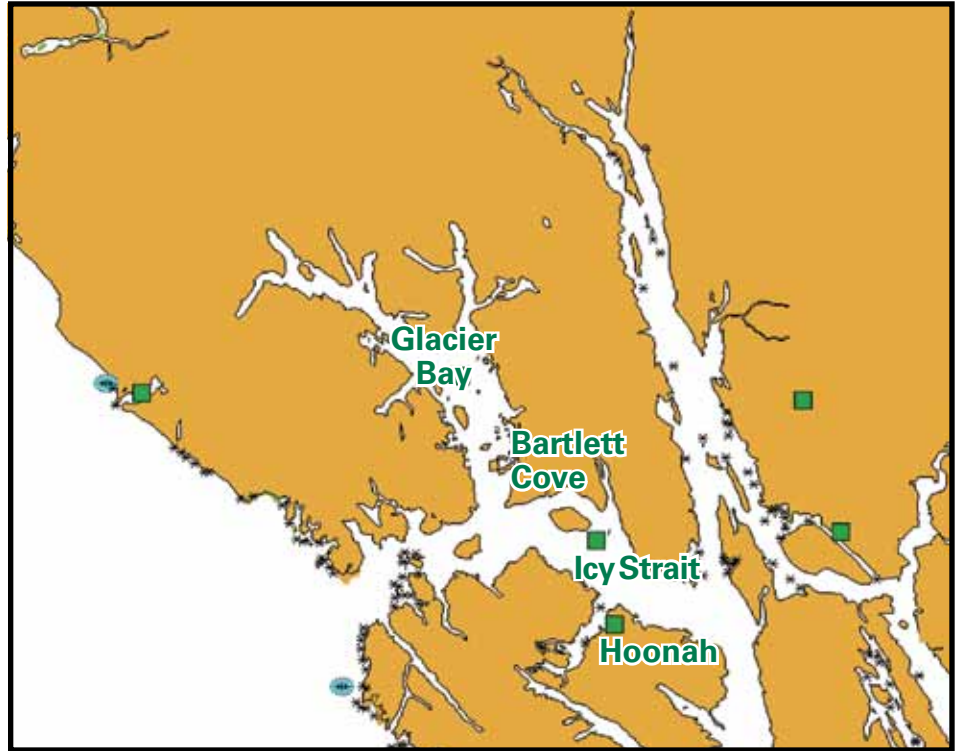
Most of Alaska's glaciers are retreating—although not all—and their calving—when large segments of ice cascade into the ocean, is one of the attractions. The falling ice influences the climate by contributing to



Photo at top - The Fairweather Mountains are stupendous. Photo above - David Scott has arrived in Glacier Bay.



A close-up of Reid's crevasses and seracs.



ocean volume and sea level, and by affecting the ocean's composition, temperature and circulation.

Glaciers don't stop at national borders, of course, spreading across parts of British Columbia and the Northwest Territories. Alaska has an advantage: many of its glaciers reach tidewater, are accessible and demonstrate how land emerges from its ice cover.

Glacier Tourism

Today's throngs of tourists visiting Glacier Bay are far from the first to board a ship to view glaciers. Early tourists wended their way north in the footsteps of the legendary John Muir. He visited Alaska five times and spent months exploring, climbing glaciers, canoeing with native guides, dogsledding and writing in his journal. His *Travels in Alaska* (1915) was based on these journals where he detailed his adventures throughout the region. An ardent naturalist, he chose to enlighten the public about Alaska's glaciers, flora and fauna. He stimulated the conservationist movement and founded the Sierra Club in 1892. He was a beautiful, poetic writer and I'm sure his words have transformed many people who'd been indifferent to nature into naturalists. This is how Muir described the second glacier he approached:

"We rowed up to its fjord and landed to make a slight examination of its grand frontal wall. The berg-producing portion we found to be about a mile and a half wide, and broken into an imposing array of jagged spires and pyramids, and flat-topped towers and battlements, of many shades of blue from pale, shimmering, limpid tones in the crevices and hollows, to the most startling, chilling, almost shrieking vitriol blue on the plain mural spaces from which bergs had just been discharged."

Muir's lyricism had inspired our hope to experience some of what he observed a century ago, although a small township and Park offices have since been built at the mouth

of Glacier Bay. When Capt. George Vancouver came here in 1794, he and his crew navigated into Glacier Bay a mere five miles. When Muir arrived in 1879, he traveled 40 miles up the bay. We were able to cruise 65 miles north to Tarr Inlet, where tidewater Margerie Glacier remains stable and Grand Pacific Glacier is thinning and in retreat.

Glacier Bay has long been valued. The Hoonah Tlingit lived here for generations until they were pushed out by advancing glaciers more than two centuries ago during the so-called Little Ice Age (see Northwest Yachting May 2015). The Little Ice Age ended around 1750 and the glaciers began to retreat. Capt. Cook named Fairweather Mountain in 1778. In 1879, John Muir, guided by Tlingits, makes his first voyage to Glacier Bay in a dugout canoe.

William S. Cooper arrived in Glacier Bay in 1916 to study plant succession—the way vegetation re-

claims land glaciers once occupied. In 1925, the early days of protecting significant natural areas in the United States, the region was designated as a national monument. It became a national park and reserve in 1980, followed by a World Biosphere Reserve designation in 1986, and a World Heritage Site designation in 1992. The Park has 50 named glaciers—15 reaching tidewater—and glaciers account for 27 percent of the Park's area. The glaciers wax and wane in the Fairweather Mountain Range (the southernmost portion of the Saint Elias Mountains) with elevations between 8,000-15,000 feet.

Permission to enter Glacier Bay National Park

These designations have helped keep the 5,320 square-mile park

and preserve—roughly the size of the state of Connecticut—pristine. It's the site of unparalleled opportunities for research on tidewater glaciers and their flora and fauna, which ranges from microscopic phytoplankton to humpback whales. And that research, in addition to wildlife protection, has limited access to the Park.

Glacier Bay is the summer home for many whale families and other marine mammals, bears and other wildlife and that's why, during the summer only two large cruise ship are allowed to enter each day and must follow predetermined routes. Still, more than 400,000 cruise ship trippers entered last year, but, of course, they never leave the ships. Three additional tour boats, six charter vessels and 25 private yachts are allowed to enter

Photo below - Beyond the Stars in front of Lamplugh Glacier. Photo by Stefan Opetz.





Mother seal and pup near Marjery Glacier. Photo by Stefan Opetz.

the Park each day, but considering the size of the waterways, traffic is extremely sparse. When seals are giving birth to pups and using ice floes to raise their infants, boat traffic is prohibited from approaching their breeding grounds.

To enter the Park between June 1 and August 31, you must obtain a permit. I applied exactly 60 days before—earlier requests are discarded. I sent in the request at midnight so the Private Vessel Entry Permit Application email would jump up on

the Park's computer first thing in the morning. After some weeks had passed, we had no answer from the Park office. This was disconcerting as we were already en route to Alaska. Finally I telephoned, to be told that we needed to apply again and that

the dates we had asked for were no longer available. I emailed the head office with copies of my earlier application and was courteously notified that a mistake had been made and that our permit would be honored for the days requested—July 5-10.

Bartlett Cove

As required, we telephoned the Park to confirm our arrival two days in advance, then sailed the 30 miles from Hoonah to Bartlett Cove, where the Park headquarters are located. The US Department of the Interior reports that Capt. W. E. George, associated with the steamer Idaho, named Bartlett's Cove after Charles C. Bartlett, who bought a "fishing property and claim" here in 1884. An 1882 chart shows a "fishery," likely a modest saltery, located near the present day Bartlett Cove dock.

The Cove is well within the Park boundaries and we again called in to inform officials of our imminent arrival. A huge floating dock welcomes visitors on tour boats, private vessels and guided sportfish boats. We were permitted to moor for three hours while checking in with the Park rangers and receiving a briefing on what is expected from visitors: protection of the land and keeping the wilderness pristine. We were told to plan ahead, to have enough fuel, to wear lifevests

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and ensure our equipment was in working order.

A warning: weather VHF transmissions can be inaccurate as microclimates in the vast fjords change quickly and dramatically. Whales are plentiful so speed is limited to 13 knots—not a hardship for a sailboat. We must keep a quarter-mile distance from whales; for seabirds, the distance is 100 yards. Most of all, keep a quarter mile from a glacier's face in case it calves on your boat!

The Park headquarters also contains the Glacier Bay Lodge which hosts visitors who fly into nearby Gustavus, about 13 road miles from the hotel. The restaurant was a welcome respite from nightly cooking, and the bookstore had a great selection of resource books on geology, glaciers and local lore.

A film welcomed us with an elder saying, "I've been expecting you. This is a special, spiritual place, with a symphony of creatures—men, mammals and fish. These waterways were our homeland."

Seminars are offered on various topics. We learned, for example, that the mix of melting fresh water and pulverized rock and clay renders the water opaque—sometimes called "marine snow"—and reduces light penetration, which in turn reduces the number of fauna that can survive in the murky depths. Yet many animals live in the fjords including sea cucumbers, barnacles, sea pens, tube worms, snails, sponges, hermit crabs and anemone forests that can reach heights of four feet. Plenty of small fish also inhabit these waters—a boon because whales eat about 2,000 lbs. of fish a day. We also learned about avoiding bears and to eschew eating poisonous baneberries.

We anchored out in Bartlett Cove that evening and promptly violated one of the rules. Several whales were splashing in the bay, fighting or playing, leaping up and slapping their tails on the water in a staccato dance, sounding like reverberating gunshots across the flat surface. They obviously didn't know about the distance they were supposed to keep from anchored boats. During the night, a heavy rain washed the salt off Beyond the Stars.

We left for Sitakaday Narrows the next day, with a humpback surfacing. We also spied dolphins, auklets, pigeon guillemots, murrelets and many, many sea otters. These were nearly hunted to extinction, but after being protected, have come back in such numbers they've denuded Glacier Bay of crabs. One of the rangers told me, rather tentatively, sea otters were becoming a pest and were upsetting the Park's ecological balance.

Rain, mist and fog surrounded us—it rains 228 days a year here—as we traversed Whidbey Passage (yes, named after Joseph). We passed the Beardslee Islands, Willoughby Island loomed to starboard, followed

by misty Drake Island; we then scooted into Blue Mouse Cove, its unusual moniker supposedly supplied by a well-known theatre in New York. We anchored and spent the night. Rain and fog so obscured visibility the next day, we could barely see the boats anchored nearby. None of the majestic mountains were perceptible—the Cove's beaches were shrouded in peasoupers. We stayed put and were delighted to see the sun illuminate the stupendous landscape the next morning.

Reid Glacier

We'd asked for a five-day permit—if we'd known we'd spent the first day at Bartlett Cove and another hunkering down thanks to the in-



Photo above - On the way to Marjery Glacier.

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Photo above - Lamplugh Glacier ready to calve.

clement weather, we would have asked for a longer stay. Fortunately, the other three days were glorious.

It is difficult to describe in words the splendor of Glacier Bay. Not only the tidewater glaciers, but the towering mountains, their flanks covered by alluvial fans, are overwhelming. We passed Gloomy Knob, a tortured mount looking as if a giant had taken hefty bites out of the

unyielding stone. We anchored off the three-quarters-of-a-mile-wide Reid Glacier towering up to 130 feet above the waterline. The glacier is thinning and retreating slowly and flows down its valley at a rate of about 800 feet annually.

The bay in front of the glacier is colossal, its water creamy with pulverized rock. Its retreat and outflows allows visitors to walk the shoreline.

Our guest aboard, Janet, and I had a sporting notion of going ashore and walking to the glacier's crevassed lip and touching the ice. From a distance, it looked easy. In reality, we encountered multiple obstacles.

After dinghying ashore, we began our trek in gumboots up the rock-strewn beach, the moraine the glacier dumps while retreating. Rocks of every size, type and color had been carried from great distances in the glacier's belly until melting dropped them—that's how the erratics we see in our region got there. A grey muck covered the shore's edge, a combination of seawater and glacial flour, the rock the glacier has ground into dust during its inexorable course downhill. The mud was so slippery, it felt like the Zamboni had just cleared and flooded the ice in a hockey rink. We held on to each other to avoid falling. Besides becoming mud bunnies, it wouldn't do to break a bone on one of the ubiquitous boulders in these isolated venues.

As we drew nearer the glacier, whose upper surface was coated with greyish dust, we heard and saw rushing rivers emerging from beneath rigid blue ice—melt water escaping through the fissures. We stood by the side of the first stream we'd need to ford to get close to Reid's icy face. "That current is powerful," said Janet. "And we can't see the riverbed's rocks in the

cloudy water." We also spotted the immense, gooey mud flats laced with boulders spread out between the rivers. Reluctantly, we rejected crossing the stream and walked on in less dicey terrain. Touching the glacier was an unattainable, romantic dream.

While walking, we spotted life sprouting on the moraine: it was the live version of William Skinner Cooper's "plant succession." First mosses and lichen appear on the bare rock, then "pioneer species" like fireweed, beach peas and dryas emerge. We could see terraces of alder bushes above us on the mountain's flank. Wind and erosion had sculpted the silty debris left behind and the bushes had opportunistically taken root. Eventually, spruce and hemlock will conquer the alder. All of this can take hundreds, even thousands, of years. Learning about plant succession showed me why British Columbia is home to mature forests—the ice began retreating 12,000 years ago and enough plants have died to create the soil permitting trees to grow. In contrast, the moraine I was crossing had been ice-free only a few decades.

Lamplugh and Margerie Glaciers

Lamplugh Glacier was our next stop. Painter John Ruskin wrote, "Mountains are the beginning and

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Photo above - Beyond the Stars in Glacier Bay's Fairweather Range.

Marianne Scott is an award-winning writer who has covered the marine scene for two decades. She has contributed to Northwest Yachting since 2001. Her sailing experiences include a round-trip voyage from Victoria to French Polynesia, circumnavigating the Baltic Sea, traversing the canals and rivers of the Netherlands and just completing a 2,700 nautical mile voyage to Alaska. She and her husband, David, also enjoy finding the nooks and crannies of the BC coast on their Hanse 411, s/v *Beyond the Stars*. Her books include *Naturally Salty*, *Coastal Characters of the Pacific Northwest* and *Ocean Alexander—the first 25 years*.



end of all natural scenery." And glaciers would not exist without them. As we cruised toward Lamplugh, it seemed the brown-beige Fairweather Range towered ever higher. The bare slopes were covered with thick deposits of sand, silt, glacial mud and gravel. Erosion created fans of debris, with dense alder bushes growing alongside.

Lamplugh Glacier's kilometer-wide face was streaked with earth like a gigantic sponge cake with chocolate layers. A large semi-circular cave showed off unyielding, cobalt glacial ice. The glacier is 16 miles long, rises 150-180 feet above

the waterline, and plunges from 10-40 feet below the waterline. We drifted in front of this spectacular frozen mass in awe of its power and beauty. Some of Lamplugh's sections are thinning and receding; other parts are stable.

We then turned north toward Margerie Glacier, a 20-mile-long stretch of ice. Its calving fills the broad fjord with tons of drift ice, with distant floes carrying seals and their pups. Although we didn't experience any ice avalanches, this was by far the noisiest glacier we encountered. Loud groans, booms and bangs echoed across the drifts—a glacier

in action, moving, creating new crevasses and fissures, getting ready to drop chunks of ice the size of the Empire State Building. To our right, the Grand Pacific Glacier, which undeniably lives up to its name, stretched back to Canada. We'd sailed as far north in the Panhandle as possible: 59°, 3.5' N, 137° 3' W.

There are other glaciers in this huge park. For those we needed more time. I was thrilled seeing those we did. Seeing these mammoth ice repositories up close and walking in areas recently vacated by glaciers calls forth both my spiritual feelings of awe and a lust to know more about the science

behind these impressive acts of nature. Understanding how ice can bulldoze the hardest bedrock, leave its traces for tens of thousands of years, reveal climate history in its core and shape the landscape is humbling.

On our way back from Alaska, and after returning to Vancouver Island, I continue seeing the effects glaciers had on the landscape—the sculpting and scraping in rock, the deep gouges, the striations and terraces on mountainsides, and the erratics dropped in unexpected places, have a new, stronger meaning for me. This aftermath has made the voyage to Alaska even more magnificent. *www*

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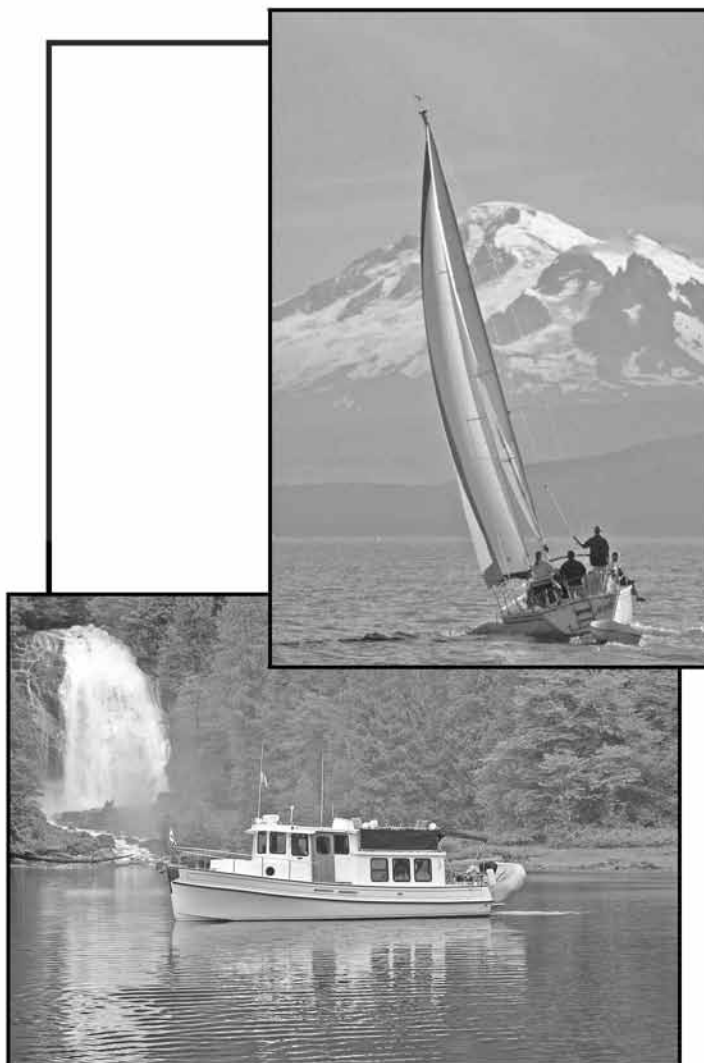


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HURRYING HOME: SAN EVARISTO TO CALETA PARTIDA

by
Carolyn and
Bob Mehaffy

When we had begun our spring adventure north-bound in the Sea of Cortés more than two months earlier, we had determined we would stop at any appealing destination along the way and spend as much time at each as we chose. After all, we had allotted ourselves three months to explore no more than 500 miles of the Baja coastline and any nearby offshore islands in the Sea of Cortés that beckoned to us.

How quickly those months passed!

Though at the inception of our exploration north in the Sea, we had had no specific date for beginning our next major voyage—the ocean passage north to the U. S. border—we had assumed we would begin that voyage sometime in early June.

As March and April passed all too quickly and we were into May, we alerted our friend Jack, who had told us he'd like to join us on this

next voyage along the Pacific Coast of Baja. As a result of this electronic conversation, Jack would be flying into San José del Cabo on June 2.

With only two weeks remaining in what had thus far been a leisurely harbor-hopping passage south toward the southern tip of Baja and on westward to San José del Cabo, we began to feel a somewhat greater sense of urgency. Though

we had but 250 miles remaining to San José del Cabo, a distance we could handily make in two or three days if necessary, we decided San Evaristo, about 50 miles north off La Paz, would be the last destination where we would *plan* to spend

*Shrimp boats is a-comin'
Their sails are in sight.
Shrimp boats is a-comin'
There's dancing tonight.*

*Why don't you hurry, hurry, hurry home?
Why don't you hurry, hurry, hurry home?*

--Paul Mason Howard and Paul Weston

two nights. We knew, of course, the weather could force us to remain two or more nights in any of the several harbors along the way.

With Evaristo our destination, we left the anchorage at Agua Verde at 0630 in glassy seas, a pleasant way to get under way, and settled in for the 46-mile passage. A few *pangas* were also out early, but these soon rapidly disappeared over the horizon. Then we were alone in our little portion of the Sea, with only the purr of the Perkins diesel and, resounding distinctly above that purr, the contrapuntal slap-slap, slap-slap of the manta rays. About 200 yards seaward of us, large rays were in quick succession breaking the surface of the water, their balletic bodies spiraling into the air before falling flat back onto the water. We were watching either a

Photo above - A view of some of the well-kept homes of San Evaristo, and the anchorage.

ISTO



the village of San Evaristo, we once again discovered a larger than anticipated number of buoys in the central anchorage, these buoys, we assumed, for the local fishing fleet. On the beach, we also saw many more pickups than we had remembered from our last visit, these trucks also apparently belonging to those fishermen at sea. Because of the extent of this field of buoys, the area available for anchoring seemed to us conspicuously smaller, and necessarily much shallower because of its location, than when we'd last been here fifteen years earlier.

We nevertheless had no difficulty in finding a suitable spot to anchor in the southwest lobe of the bay, in part because only two other boats were there ahead of us. One of these boats was from Canada, the second, from the U. S. Soon another sailboat, a 50-foot Camper Nicholson, port of call Buenos Aires, Argentina, joined us to make a cozy foursome in this small anchorage.

We were quite the international foursome, reminding us of one of the many joys of cruising in Mexico. While the majority of cruising sailors overall are, as one would expect, from the Pacific Coast of the U. S., Canadian and European sailors are not at all uncommon. Those from South America, however, are decidedly rare. Though we'd not likely linger in this anchorage long enough to get acquainted with any of the others, we nevertheless applauded this diversity of visitors to the Sea of Cortés.

This small anchorage, even if more shallow—we anchored in only 14 feet on a sand bottom—is better protected from south winds than is the larger anchorage, because of its location in the lee of Punta Romualdo, the point wrapping north about 700 feet from the southern shore of Bahía San Evaristo.

Later in the afternoon, Bob motored the sportboat over to the Argentinean sailboat alongside us, where the four men aboard seemed to be engaged in repairing the outboard motor for their dinghy. These four, Bob learned, were preparing to spend the next several months exploring the Sea of Cortés aboard the Camper Nicholson.

After a peaceful evening, we launched the sportboat early the next morning and headed to the long rock-and-gravel beach ashore of the buoys. Our initial destination, after a long walk on the beach and a stroll through the village, was the salt-evaporation ponds on the other side of a steep hill north of the village. In addition to wanting a good hike with plenty of aerobic exercise, we also wanted to see if this enterprise had gone the way of other now-defunct salt-collecting enterprises in the Sea of Cortés.

We passed first through the village of a few mostly widely scattered



houses and a *tienda* (which we noted for later). In this village of largely rudimentary houses, though a few clearly showed a greater degree of prosperity on the part of the owners, the school on the hillside stood out above most of the houses, and not merely because it was on the side of

the hill. First, it was far larger than one might have expected, given the size of the village; and, second, it and the fenced-in grounds around it were pristine.

Probably neither aspect of the school should have surprised us. All those pickups on the beach sug-



Carricklee, the authors' Hardin 45 ketch, alone in the anchorage at San Ysidro (Punta Salinas) on Isla San José.

couple of extremely energetic rays or a cast of dozens.

Leaving that entertaining performance behind, we motored on southward, not having enough wind to sail on that early morning. By 1300h, however, we had plenty of wind—13-14 knots—plenty, that is, if our destination had been in the opposite direction. The southeast wind that had become all too familiar in the Sea as we had traveled south these past few weeks had returned, bringing with it short, choppy seas on the bow, significant enough to slow our progress.

But we hadn't too much farther to go that afternoon—only about 10 more miles—and used the extra time at sea to enjoy the marine environment, including the mountainous islands in the Sea to the east of us, and the magnificent peaks, chasms, and colors of the Sierra de la Giganta to the west on the Península Baja California Sur.

Approaching the anchorage off



Old adobe brick buildings and the Sierra de la Giganta reflected in an abandoned salt-evaporation pond at San Ysidro, on Isla San José.

gested either inland villages nearby or, at the least, isolated homes scattered unseen in the surrounding foothills of the Sierra de la Giganta. Neither should the appearance of the school have been surprising, for throughout our travels to villages in Mexico, we had consistently seen this contrast between the humble dwellings and lovingly maintained schools.

Somewhere along the way, as we climbed higher on the rocky dirt road to the crest of the hill, we picked up some buddies: three large, friendly dogs that would accompany us all the way, the long-legged one clearly a frisky juvenile.

When we reached the crest of the hill, we were looking down onto the salt ponds and the shallow bay on the north side of the hill from the village. The ponds were now all dry, each pond lined with furrows of raked-up salt. At one of the ponds we watched a man with a shovel filling bags with salt, and, while the operation seemed decidedly minimal, we were pleased to see it still going on at all.

One sailboat, a catamaran, lay quietly at anchor in this bay north

of village. From here, also, we had an unimpeded view from which to wonder once again at the beauty of the majestic Sierra de la Giganta range that runs along the spine of Baja California Sur and rises steeply immediately to the west of San Evaristo.

Our dog buddies seemed a bit bored with our stop, using the time instead to chase each other through the scrub and boulders on either side of the path.

We next took a narrow side path, probably one of the many goat trails. (Yes, this village, too, has numbers of goats that wander freely about the town.) This trail was a steep, rocky, winding one up to a higher viewpoint of the village, the moorings, and the anchored visiting boats, including *Carricklee*.

The dogs patiently waited for us on the road, apparently saving their energies for more important pursuits, such as chasing a jack rabbit.

We wondered how the dogs would respond to the two burros, one a little fellow surely not more than a few months old, meandering along the road below us and away

from the village. But neither dogs nor burros seemed to acknowledge the others' presence, no doubt already well acquainted.

Once we'd had our photo-op and scrambled back down to the road—Why does the coming down invariably seem more precarious than the going up?—our buddies rejoined us, wagging their tails collectively as we reached the road and led them to their next adventure. A short distance back down the road, however, as we passed one of the houses along this lower portion of the one road climbing up the hill, the dogs left us, apparently having arrived back home from their outing. They must have been as hot and thirsty as we were by that time, the mid-day sun relentless in its heat.

Our next destination was the *tienda* we had passed earlier in the village. In one of the houses, this one with a sign over its door, we entered an extremely small square room

kept the boat headed into the wind, and thus into the seas, abandoned us. Then, with an ebbing current rather than the wind determining in which direction *Carricklee* pointed her nose, those *gentle kisses* against the hull became assaults of unremittingly deep and frequent rolls on the beam, finally forcing us to abandon our double bunk in the aft stateroom for the dinette bench and main saloon sofa. Even on these alternate berths, at the lowest point and centerline of the boat, we found sleep to be only slightly less elusive.

Need I add that by morning we were anything but enamored of this lovely anchorage, recognizing, of course, we could lose the wind in any anchorage and an adverse current could take over with the same result as this one at Evaristo? From our past visits here, we had retained only pleasing memories of San Evaristo, remembering how well it richly deserved its name *Evaristo*, likely named for St. Evaristus, the



The dried salt-evaporation ponds on the north shore, over the hill from the village of San Evaristo.

in the home. Here we found a few staples on the two or three shelves in the room and several cardboard boxes of produce on the floor. Much of the produce looked as though it might not last until we could get it back to the boat, but we did find fresh limes, cucumbers, and oranges to add to our ever-dwindling stores aboard the boat.

After an afternoon of chores on the boat, cocktails and dinner in the cockpit, and catching up on correspondence, we anticipated a peaceful night in what is for us potentially the best sleeping environment in the world: the boat rocking cradle-like in a secure anchorage with a soothing breeze blowing gently through the open hatches and portlights, the only illumination that of the moon and the only sounds, the gentle kisses of the water against the hull.

These idyllic conditions did prevail throughout the night except for one critical omission: the breezes that had soothed us but had also

Pope of Rome *circa* 99-107 BCE, his name from the Greek *evarista*, meaning *excellent* or *well-pleasing*.

In any case, by 0630 we were eager to move on to the anchorage of San Ysidro, also called *Punta Salinas* because of its location in the lee of that point on the western shore of Isla San José. We could be ashore at San Ysidro, only 4 miles east of San Evaristo, early in the morning to hike around the old salt-mine operation and then go on to another destination farther south along our route to San José del Cabo.

The passage that morning turned out to be even briefer than the 45 minutes or so we had anticipated we'd need to motor across the Canal de San José between the Peninsula and the Isla San José.

As we motored northeast out of the anchorage toward Punta Salinas, passing near the rocks and boulders surrounding Punta San Evaristo,

A burro and her young one seem to pause to pose for us on the path to the salt-evaporation ponds.



the Perkins engine on *Carricklee* coughed a few times and then died. Bob switched over to the alternate fuel filter, vainly hoping that switch would solve the problem. In the most minimal of breezes, we then hoisted the genoa, hoping it would capture enough wind to sail us away from the rocks and back into the anchorage, where Bob could resolve the problem. The genoa sputtered as unproductively as had the engine, and the breeze, though not enough to fill the genoa, was enough to continue to push *Carricklee* slowly toward the rock.

We quickly dropped the sportboat from the davits, where, when coastal cruising, we carry the tender with the 4-hp motor at the ready on its transom. Bob tied the painter to the starboard midships cleat, cranked up the 4-hp, and pushed *Carricklee* ever so slowly back into the anchorage while I steered—with what little steerage we had.

Anchored once again at San Evaristo, Bob soon identified the cause of the engine failure—a plugged secondary fuel filter. In Bob's clearing of the obstruction from the filter, air infiltrated the diesel fuel system, as expected. As a result, we had to spend another hour bleeding the entire fuel system of this air—for a three-hour delay in total.

By this time, the blazing sun and lack of wind were already creating such intense heat that we decided to spend one more day at Evaristo and cross the Canal to San Ysidro and the salt ponds early the following day.

The little anchorage of San Evaristo filled up quickly again for the night. While two boats had departed earlier, four additional boats joined the two of us remaining, though one of those left after a two-hour struggle to retrieve the anchor, apparently captured by a rock.

For this our third night, San Evaristo once again proved worthy of its name: With breezes sufficient to keep *Carricklee's* bow into the seas, the night was indeed *evarista*, that is, both excellent and well pleasing.

Away again early the following morning, we had no problems with filters or otherwise and were ashore at San Ysidro a bit after 0900. Our only stumble was a rogue wave from the south that swamped the sportboat as we landed on the beach at San Ysidro. We went ashore with wet clothes and shoes, but all, including our pride, were soon as good as new.

We had a wonderful couple of hours wandering around the remains—various kinds of buildings and vehicles—of the salt production facility. This facility was in much better condition than that on Isla Carmen, probably having been closed more recently. In fact, we questioned whether some in-

dividual was working some of the ponds, as at Evaristo, so well kept were they. Indeed, much about the facility as a whole looked as though, with a minimal investment, it could be brought back to full production.

One final adventure awaited us on this northwest coast of Isla San José, and that of a wildlife sort. As we walked along the upper edge of the long rock-and-sand beach, more or less on our way back to the beached sportboat, we must have unwittingly passed too closely to a nesting Yellow-legged Gull. The bird on the nest, which we hadn't previously noticed on the berm just above us, squawked frantically and continuously as it flew up from the nest and took several low-altitude passes over us, each pass barely clearing the tops of our heads.

We were automatically yelling, "Sorry! Sorry!" and trying to cover our now-ducked heads with our arms as we ran down the beach.

The gull never connected with its obvious targets, but it did make its point—and left us with a final warning: it pooped on Bob's T-shirt-covered back. We were left wondering if that parting shot had been a sign of aggression or just a bird doing what birds do.

Having seen what we had come to see and having had a fine beach walk—that is, before invading the space of the fearsome Yellow-legged Gull—we took Bob and his soiled shirt back to *Carricklee* and made ready to continue southward. With the south/southeast winds building again, we were not at all tempted to spend a night in the San Ysidro anchorage that is entirely exposed to the south. Besides, we knew we had greatly offended the only local

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.



resident we had met at this site of a once-bustling enterprise.

After studying the charts back aboard *Carricklee*, we decided to set our sights for Caleta Partida for the night. With 28 miles to go, we calculated we could make this beautiful anchorage separating the islands of Partida and Espíritu Santo by dark. In any case, however, we had several options for anchoring between San Ysidro and Caleta Partida if weather or mechanical problems delayed us. The passage was easy, despite the winds and seas directly off the bow. They were minor enough to cause no hindrance. Nor did we have any further mechanical issues on the boat. At mid-afternoon we turned into the Caleta Partida anchorage at the same time as two cruising boats coming up from the south. By nightfall we were a total of eight in the anchorage, with space easily for many more.

In the late afternoon overcast, the

sun setting behind the Península Baja filled the western sky with splendid colors reflected on the mountains and the water. Though we knew that in one sense we were, like the shrimp boats, hurrying home, we also speculated that the dancing may have already begun for us. The anchorage of Caleta Partida was festive with the California Sea Lions gracefully arching into the water, angling for the day's final catches; Brown Pelicans bouncing up to the surface after their torpedo dives and then drifting through the water as they swallowed their last meals for the day; and the dancing colors of the sunset gliding and glittering over the waters in the anchorage and beyond.

Sipping our cocktails, we thought how excellent and pleasing a celebration Nature's last dance of the day had been. All sense of urgency—about anything!—had evaporated in this dancing world. *www*

Photo above - *Carricklee* (center), the authors' Hardin 45 ketch, anchored off the village of San Evaristo, with the rugged Sierra la Giganta in the background.





Bremerton Doubles Length of 2015 Rock the Dock Summer Concert Series

Nine week summer program of free concerts kicks off July 4

BREMERTON, Wash. – The docks will definitely be rocking this summer in Bremerton. Now in its third year, the Rock the Dock concert series on the Louis Mentor Boardwalk at Bremerton Marina has been such a success that this year organizers have extended the four week schedule and made it a nine week long, eight concert series and moved the concerts from Fridays to Saturday nights. The line-up of exceptional talent has something for all music tastes, from folk to country, pop, alternative music and good old rock 'n roll.

The series kicks off with a bang on Saturday, July 4 at 5:00 p.m., with not one, but two bands performing for a special Independence Day celebration, followed by the Sinclair Inlet Fireworks Show. Left Hand Smoke, one of the most exciting rock 'n roll bands in the Northwest, will take the stage at 8pm and play through until 10:00 p.m. The fireworks will follow at 10:30 p.m.

The free concert series is made possible by a partnership of the Port of Bremerton, City of Bremerton and the Downtown Bremerton Association who all worked collaboratively to invest in and grow the series. Not only have they pulled out all stops in booking top talent this year, they have also hired a professional production company and the Admiral Theatre will be providing a new sound setup that will enhance the listening experience. Added to the mix is the new \$15,000 stage, recently purchased by the City. This combination of amenities promises to make the Bremerton Boardwalk one of the finest outdoor music venues in the Puget Sound area.

"A concert series of this caliber is something you'd expect to see in cities much larger than Bremerton," says Michael Goodnow, executive director, Downtown Bremerton Association. "We have a combination



that's hard to beat: top notch talent, a gorgeous waterfront setting that is the envy of many cities and easy access. The venue is a short walk from the ferry terminal and we have room at the marina for more than 100 boaters. We hope these concerts will become must-do events on everyone's summer calendar and look forward to welcoming visitors from all over the Peninsula, Seattle and beyond, and showing off our revitalized Bremerton Harbor District."

The concerts are from 5 to 7 p.m. (with the exception of July 4 when the music will run 5-10 p.m.) Start the party early! Food trucks and the beer, wine and cocktail bar open at 4 p.m.

Concert line up

July 4, 8-10 p.m.: Left Hand Smoke's Sound is fresh, combining groovy, guitar and keyboard-driven, melodies with a hard hitting, rock n roll edge. Dylan and the Band, the Stones, Van Morrison, Otis Redding, James Brown, the Meters, and Little Feat all contributed to their jazzy, bluesy, folksy, funky sound. According to All Music, "Will Mish is one of the best guitarists ever to emerge from the Northwest."

www.lefthandsmoke.com

July 11, 5-7 p.m.: Aaron Crawford is one of the most talked about artists coming out of the Seattle music scene right now. He has built a large following of fans drawn to his blend of country and melodic rock. His songs, paired with his powerhouse vocals, and his electric live shows, have rapidly built a die-hard following of fans.

www.crawfordaaronmusic.com

July 18, 5-7 p.m.: No concert. Bremerton Summer Brewfest The concert series takes a break on July 18 but there's still plenty of fun to be had on the waterfront at the Bremerton Summer Brewfest which features 30 Washington breweries pouring more than 100 craft beers and will include music.

July 25 5-7 p.m.: Vaudeville Etiquette makes music that pushes every boundary with raw passion, grit, and mischievous wit. With their signature blend of Americana roots rock, the dynamic Seattle quintet fills timeless melodies with modern lyrics, heady harmonies, and a wailing pedal steel. Recently listed as one of the "Top 50 Bands Rocking the Seattle Scene" by Seattle Magazine, Vaudeville Etiquette has been compared to heavy-hitters like Shovels & Rope, The Civil Wars, Fleetwood Mac, and The Band.

www.vaudevilleetiquette.com

August 1, 5-7 p.m.: Ayrton Jones & The Way. Seattle guitarist and front man Ayrton Jones (Eh-Rahn), has become one of Seattle's hottest up-and-comers with his brand of Seattle

Rock. Sir Mix A lot has called him 'the future of rock.' Jones has taken a hybrid style of guitar playing, in which the chord and solo are played at the same time, and infused the raw energy of punk with the inner-city attitude of Hip-Hop. Think Stevie Ray Vaughan meets Nirvana. The band has opened for the legendary B.B. King and Presidents of the United States of America among others.

www.ajandtheway.com

August 8, 5-7 p.m.: Sea of Misinformation. After the release of "Happy Songs For An Unhappy World" five years ago, Ryan Giffin and his songs exploded onto the Northwest music scene by placing within the top four of the Seattle Wave Radio Challenge. According to International Pop Overthrow Festival, "They've got a high energy in-your-face alt-rock attack tempered by pop melodies that will leave you mesmerized and begging for more! Think Judas Priest meets The Beatles meets Death Cab for Cutie hanging out with David Bowie, and you begin to get the picture... Definitely one of Seattle's finest!"

www.seaofmisinformation.com

August 15, 5-7 p.m.: The Electric Bards play all original music. Many of their songs use the words of 17th, 18th and 19th century poems. The sound is soft rock done in a fresh R & B style. Natalie Poss on vocals and keyboards and John Breslin on lead guitar. Both musicians have playing around the Northwest for many years and call Bremerton home.

August 22, 5-7 p.m.: Chance McKinney won Country Music Television's search for the #1 "unsigned" artist in the nation in 2009, taking home the Music City Madness title with more than one million votes in the final round alone. Since then McKinney has opened for Kenny Chesney and shared stages with Dwight Yoakam, Jamie O'Neal, Grand Funk Railroad, Pat Green, Blake Shelton, Luke Bryan, Creedence Clearwater, .38 Special and Lynyrd Skynyrd. His "Industrialized Country" is a blend of Country music with 90's Rock, 60's Motown and Heavy Metal influences.

www.chancemckinney.com

August 29, 5-7 p.m.: Kim Archer Band. Known for her raw, powerhouse performances and personable interaction with her audiences, Kim Archer has attracted a large and loyal following of fans in the Pacific Northwest and across the country. Archer's music follows in the footsteps of great female singer/songwriters like Joan Armatrading, Melissa Ethridge and Bonnie Raitt. With guitar in hand she commands the stage playing her own original songs rooted in old school soul, funk and classic rock, sultry blues and ballads.

www.kimarcherband.com



als and committed to switching to more environmentally friendly, less toxic products, while continuing to educate boaters about how to reduce their impacts.

Homeport Marina plans to work out an agreement to share spill-response equipment such as booms, and personnel with Pleasant Harbor Marina, which lies deep inside the inlet. "This is very important," explained the Puget Soundkeeper Alliance's Andy Gregory, who manages the Clean Marina Program in partnership with the Washington State Parks Department and Washington Sea Grant. "Pleasant Harbor is located on a very remote site on the Hood Canal, and it would otherwise be difficult to get equipment there in time to respond to a spill."

Wise will also advertise his Clean Marina status, which should help attract boaters who likewise care about protecting the waters they enjoy.

"Bob has high standards, and he really tries to hold his tenants to those standards," said Laura Tucker, Jefferson County's EnviroStar program coordinator. "We're thrilled to add another EnviroStar to the list, especially since this is the first in four years, and because Bob now owns two clean marinas in Jefferson County."



Pleasant Harbor's Homeport Marina Becomes a Marine EnviroStar

Preparing for spills, containing hazards, and educating boaters make this Hood Canal moorage Washington's latest designated Clean Marina.

Hood Canal, WA — Marina operator Bob Wise already knew a thing or two about protecting local waters while berthing boats. In 2011, his Port Hadlock Marina won Clean Marina certification from the Washington Clean Marina Program, after meeting a list of rigorous standards and commitments. Now Wise's Homeport Marina on Pleasant Harbor, a sensitive Hood Canal inlet just south of Dabob Bay, has become Washington's 68th certified Clean Marina. It's also Jefferson County's fourth, but its first since Port Hadlock. With certification comes a four-star rating under the EnviroStar Program, which certifies businesses in seven Washington counties that reduce waste and hazardous materials and conserve energy and water.

"We like to recognize marina operators for going above and beyond what they're required to do," said Aaron Barnett, Washington Sea Grant's boating program specialist, who helps operate the Clean Marina Program. "Bob Wise has really shown leadership, here and at Port Hadlock."

To earn certification, Wise had to incorporate the Clean Marina Best Management Practices in his marina's rules and regulations. He's communicated these practices to boaters via signage, handouts, and the Homeport website, and distributed oil-spill kits to them. He's also purchased secondary containment bins for storing hazardous materi-

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Coast Guard cites Bellingham protesters, initiates civil penalties

Seattle, WA — Coast Guard Sector Puget Sound investigating officers initiated civil penalties against four individuals who entered an established safety-zone around a Shell-contracted vessel in Bellingham during Memorial Day weekend.

Cody Erdman, Chiara D'Angelo, Paul Adler and Matthew Fuller were cited in accordance with Code of Federal Regulations for entry into or staying in a federally-regulated safety zone between May 22 and 24. Coast Guard officials can seek a maximum civil penalty of \$40,000 for each entry into the zone or day the individuals violated the zone. The final penalty will be determined by the Coast Guard Hearing Office in Arlington, Va. Hearing officers will be assigned and provide the individuals an opportunity to refute the charges or provide evidence on their behalf.

On April 28, the Coast Guard established 100-yard safety zones

around Arctic drilling and support vessels while moored or anchored, and a 500-yard safety zone while transiting to allow maximum use of the waterway by all users consistent with safe navigation.

"The Coast Guard supports and defends the rights of the public to assemble peacefully and protest; however, prolonged violations of the safety zones tax Coast Guard resources and crews hindering the Service's ability to quickly respond to mariners in distress or other life-threatening emergencies," said Capt. Joe Raymond, commander of Coast Guard Sector Puget Sound and captain of the port.

The Coast Guard assisted Fuller May 24 and D'Angelo May 25 from the Arctic Challenger and both were transported to Station Bellingham where they were met by EMS and the Bellingham Police Department. D'Angelo was issued a summons by the local police department.



Gig Harbor BoatShop

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Recurr every Saturday 10am-4pm

Gig Harbor, WA. The Gig Harbor BoatShop is pleased to announce the launch of the Small Craft Livery Service (classic boat rentals) for community use. Open every Saturday through September, from 10am-4pm, the public can rent classic small-craft restored right here at the BoatShop, many with historical significance. Come down and rent one of our rowing skiffs or sail off in an El Toro sailboat, or hop into a 1927 classically restored electric motor launch and row, sail or quietly

motor in and around Gig Harbor Bay at your own pace. We are committed to making this service affordable to all members of our community, regardless of financial means.

For example, you can rent our Salt Bay rowing skiffs that can seat 2 or 3 for \$10 an hour! So, whether you are a first time rower or a seasoned sailor, come on down to the BoatShop and let's get on out on the water! Gig Harbor BoatShop, 3805 Harborview Drive, Gig Harbor. 253.857.9344. www.gigharborboatshop.org

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Aaron Bronson Joins Northwest Yachting Magazine



This month we get to run a Sea Story of our own. Aaron Bronson, better known as Heavy on the waterfront, has joined the Northwest Yachting crew!

Some of you already know me, and I look forward to connecting with the rest of you soon. For those of you who don't know me, I've been involved in various aspects of the marine industry for a little over 20 years. Hailing from a family of boat builders and commercial fisherman, I grew up on the water in both Gig Harbor and Steilacoom. My career in this wonderful industry began as an employee for the Steilacoom marina at the ripe age of 16.

At age 20, I began a 7 1/2 year stint in the U.S. Coast Guard aboard the CGC Mellon, a high endurance cutter out of Seattle, followed by duty at two separate surf stations, Station Golden Gate in Sausalito, CA, and Station Tillamook Bay in Garibaldi, OR, where I operated and crewed on all types of boats including both the 44' and 47' Motor Life Boats in heavy weather and surf conditions.

After getting out of the service I moved right back to Seattle and began working with Argosy cruises in the spring of 2001. Then I found myself employed at Elliott Bay Marina, YachtMasters Northwest as a rigger, SmartPlug Systems as their sales and marketing guru, and more recently at Sea-Dog Line as their OEM Sales Manager.

I am very excited for this opportunity to join the team at *Northwest Yachting* and will do my very best to meet your expectations as your advertising guy. If you have any questions, comments, or just want to call me up and talk shop, please don't hesitate to call me at (206) 852-5337, I would love to hear from you. Working together I believe we can just about accomplish anything.



Step aboard the schooner *Adventuress* for Women at the Helm!

Join Captain Karen McDonald and the crew of *Adventuress* for four days of tall ship sailing in the breathtaking San Juan Islands. As Captain aboard a long list of tall ships including *Geronimo* and *Spirit of Bermuda*, Captain Karen is an expert mariner dedicated to sharing her knowledge of all things nautical. This program offers women 18 and over an unprecedented chance to build confidence on the water with the help of a friendly and supportive crew. Participants will step aboard the 102-year-old schooner *Adventuress* to experience camaraderie and community as they expand their sailing skills and explore the marine

environment of Puget Sound. Step aboard for shared meals, lively conversation, evenings of music and laughter, and quiet moments of reflection on the water. *Adventuress* is a National Historic Landmark and a Puget Sound treasure—don't miss the chance to come aboard!

Women at the Helm departs from Cap Sante Marina in Anacortes on August 17 and returns on August 20. All experience levels are welcome, from beginners to advanced sailors. The cost is \$495 (\$395 for Sound Experience Members). To find out more—and to sign up—call the Sound Experience office at 360-379-0438 or visit: www.soundexp.org



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STEM Camp August 3-7, 2015

Frog Prints e! will be holding its first STEM (Science, Technology, Engineering and Math) Camp Monday through Friday August 3 - 7, 2015 from 9 am to 4 pm. Frog Prints e! is partnering with Sail Sand Point, the Center for Wooden Boats, Seattle Girls' School and Windworks Sailing to host a week-long science, technology and sailing camp where students will build robots, deploy the robots to collect water samples, learn about sail and boat design and conclude with a day sail on the Salish Sea. The camp is open to girls, rising 6th to 8th grades. Contact: Laura Wilbur Tel: 415 448-6091 or email: lauraw@frogprintse.org or visit: www.frogprintse.org

What's New at this Year's Tacoma Maritime Fest?



TACOMA (June 9, 2015): This year on July 18 and 19, expect some fun new things to happen at Tacoma Maritime Fest.

The Foss Waterway Seaport museum will have an HO scale model railway on display, a unique maritime-themed Lego exhibit, a story-telling mermaid, a marine biology education center and much more! In the grounds, we'll have a knitting corner where kids and kids-at-heart can join in creating a huge sea creature out of yarn. Sailors and pirates will be roaming around regaling guests with tales of the sea. Boaters big and small can walk the docks and board the various boats we'll have on display including the Sea Scouts' M/V Charles N Curtis and the Fire Department's M/V Destiny. If that's not enough to satisfy the boater in you, try your hand at maneuvering either remote controlled sailboats or remote controlled tugs (or both!) at Maritime Fest.

Learn what it takes to be a Sea Scout! These capable sailors will be showing off their line handling and safety skills, and will offer guests the chance to learn how to throw and heave a line, toss a safety ring, perform a rescue with a life sling or stoke litter, and more! Once these skills are mastered, a Sea Scout can take you out on a relaxing Walker Bay sail boat ride.

Maritime Fest's Art Initiatives are coming back in a big way this year. *Wunderkammer*, an exhibition featuring some of the Pacific Northwest's foremost artists, will cleverly embed artworks inspired by the "wunderkammer," or cabinet of curiosity, with the Foss Waterway Seaport's permanent collections. Artistic kids will also be featured in their own exhibit; a design contest for next year's Maritime Fest poster! And last, but definitely not least, kids will have the chance to help paint a maritime mural on a sail. The finished mural will be displayed in the Seaport for all who wish to see it!

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Shilshole Bay Marina photo courtesy of Dene Denend

Clean Marina Washington announces the first winners of the Clean Marina of the Year competition

The Clean Marina program is proud to announce the winners of the first ever Clean Marina of the Year competition! Shilshole Bay Marina has won in the Public Ports Category and Foss Harbor Marina in the Private Marina Category. Both facilities are recognized for their exemplary leadership in pollution prevention and environmental protection.

Winners were announced on National Marina Day (Saturday, June 13) during ceremonies held at each facility.

Shilshole Bay Marina is recognized for their work promoting Required Management Practices among their 1400 tenants, hosting an oil spill response trailer and developing a prioritized Environmental Management System to take a comprehensive look at potential environmental hazards. Tracy McKendry, Sr. Manager of Recreational Boating accepted the award on behalf of Shilshole saying, "We are extremely proud of our marina team and community. It takes creativity, persistence and cooperation to continually work towards improving our environmental practices. We are lucky to have such great partners in our environmental endeavors and would like to thank them for their continuing support."

Shilshole has been a certified Clean Marina since 2001 and has been awarded a 5-star ranking by the King County EnviroStars Program.

Foss Harbor Marina is recognized for switching to paperless billing and correspondence and eliminating all plastic and Styrofoam cups as well as transitioning to high-efficiency bulbs and fixtures to reduce energy consumption. Foss Harbor is very active in the local community, working with organizations such

as Citizens for a Healthy Bay and Tacoma Waterfront Association and cross-promoting initiatives through social media to provide volunteer resources. Marina staff recently leveraged Clean Vessel Act (CVA) funds from WA State Parks to purchase and operate a sewage pumpout

boat, providing convenient slip-side sewage disposal for tenants.

Foss Harbor Marina has been a certified Clean Marina since 2003 and has been awarded a 5-star ranking by the Pierce County EnviroStars Program. In a recent renewal certification, Troy Rowan of the Pierce County Health Department noted, "I am very impressed with the many projects that have taken place over the last two years that continue to demonstrate Foss Harbor Marina's commitment to environmental stewardship."

Presenting the award on behalf of the Clean Marina Program was Andy Gregory, Pollution Prevention Director t Puget Soundkeeper and Clean Marina Program Manager. "Our marine resources are under tremendous pressure these days from rapid development and upland sources of pollution," said Gregory. "Every bit helps in our fight to save Puget Sound and preserve this extraordinary place for the future. No one knows this better than the boating community, many of whom have built their lives around spending time in, on and around the water."

With over 70 Certified Clean Marinas in Washington State, this network of dedicated business owners and marine professionals are at the forefront of the exciting and innovative work being done to teach a new generation of boaters about how to care for and steward the marine environment for the future.

Fisheries Wins Trident Marine Award



For the 2nd consecutive year, Trident Marine awarded Fisheries Supply, Seattle WA the Master Distributor of the Year Award for their efforts to go above and beyond to promote and sell Trident Marine hoses, wet exhaust systems, hump hoses and elbows, LPG gas systems as well as lockers and cylinders.

The award was presented to Carl and Alex Sutter, for team efforts of their Purchasing, Warehouse, Sales, Marketing and Retail departments as a Master Distributor of Trident Marine products. Fisheries Supply has been providing the boat industry with quality products, superior customer service and a wealth of boat knowledge since 1928.

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Four "Bulletproof" Bob Perry Carbon Cutters

It would have been wrong to assume that after he left the bright lights of Seattle, naval architect Bob Perry would retire on his many laurels. Instead, he's boldly taking on varied and challenging projects with seemingly gleeful abandon.

His current project is unique, a series of four identical classical-looking, state-of-the-art build cutters. One of the many unique aspects of this commission is that they are all for one client who wants to stage two at different places in New Zealand and two in different places in the Northwest. To heck with sailing them 5000 miles for new cruising grounds, they're already there!

Perry would be quick to point out that, this being a custom boat, it's the client's opinion that matters. This design is certainly a unique approach to a cruising boat, and not for everyone. But those of us who like the idea of long passages in tradewind sailing or extended time away from the "real world" will find a lot to like here.

On the sailing side of things, there's a nearly-full-keel, a cutter rig and more than 35,000+ lbs. of displacement, it's not going to be a nimble speedster. The "nearly" aspect of the full keel design is that there's a sizeable gap between the keel and the rudder, though they're connected by what Perry has dubbed a "chastity strut," which will fortify the structure and protect the rudder.

On the motoring sides of the equation, the original plan was to have twin engines with counter-rotating screws. To Perry's disappointment, the owner changed course and opted for a single 55 horsepower Yanmar on a sail drive. Perry explains, "the twin engines were dropped due to space considerations and difficulty in working on the engines. I was disappointed but in some ways relieved. This will work better."

There's nothing "Euro" about the interior, and there is of course no concession to boat show curb appeal. This is a traditional, seagoing interior with several proper sea berths and abundant storage. The galley to port and the navigation station to starboard have plenty of space and are easily accessible from the companionway. There is a large freezer aft of the nav station. The split cabin trunk may make for some interesting trips forward, but that

feature certainly provides a distinct look topsides.

Finally, and perhaps most significantly, these four boats will be built in carbon fiber at the hands of master builder Jim Betts. Betts is perhaps best known for his racing boats, including the 35' Longboard, which continues to tear up the Northwest racing scene. It's uncommon to use carbon in a stout cruising boat, but the owner (and Perry) are excited to see how much stronger a cruiser carbon will make.

After all, the working name of the model is the "Bulletproof 43."

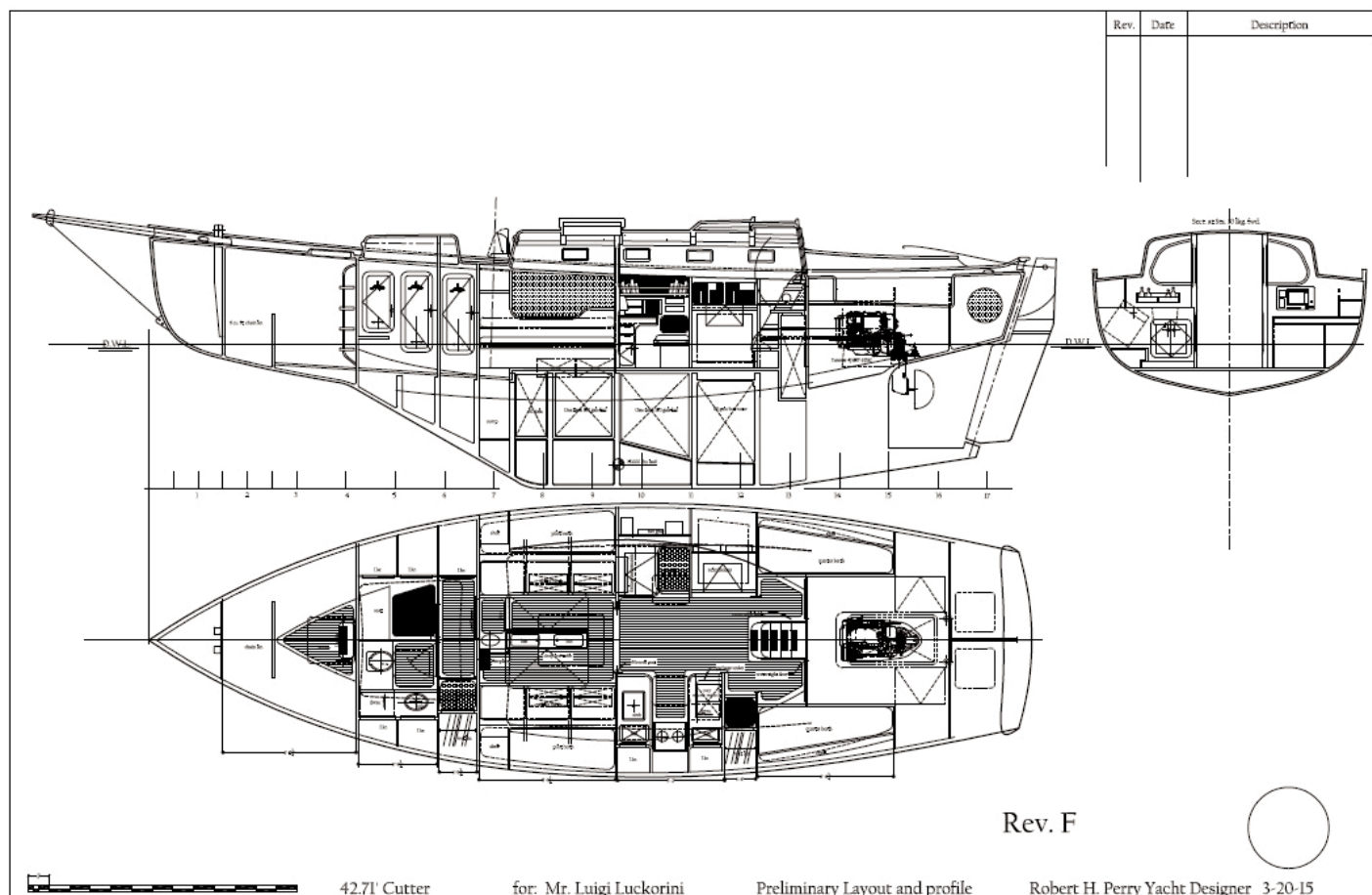
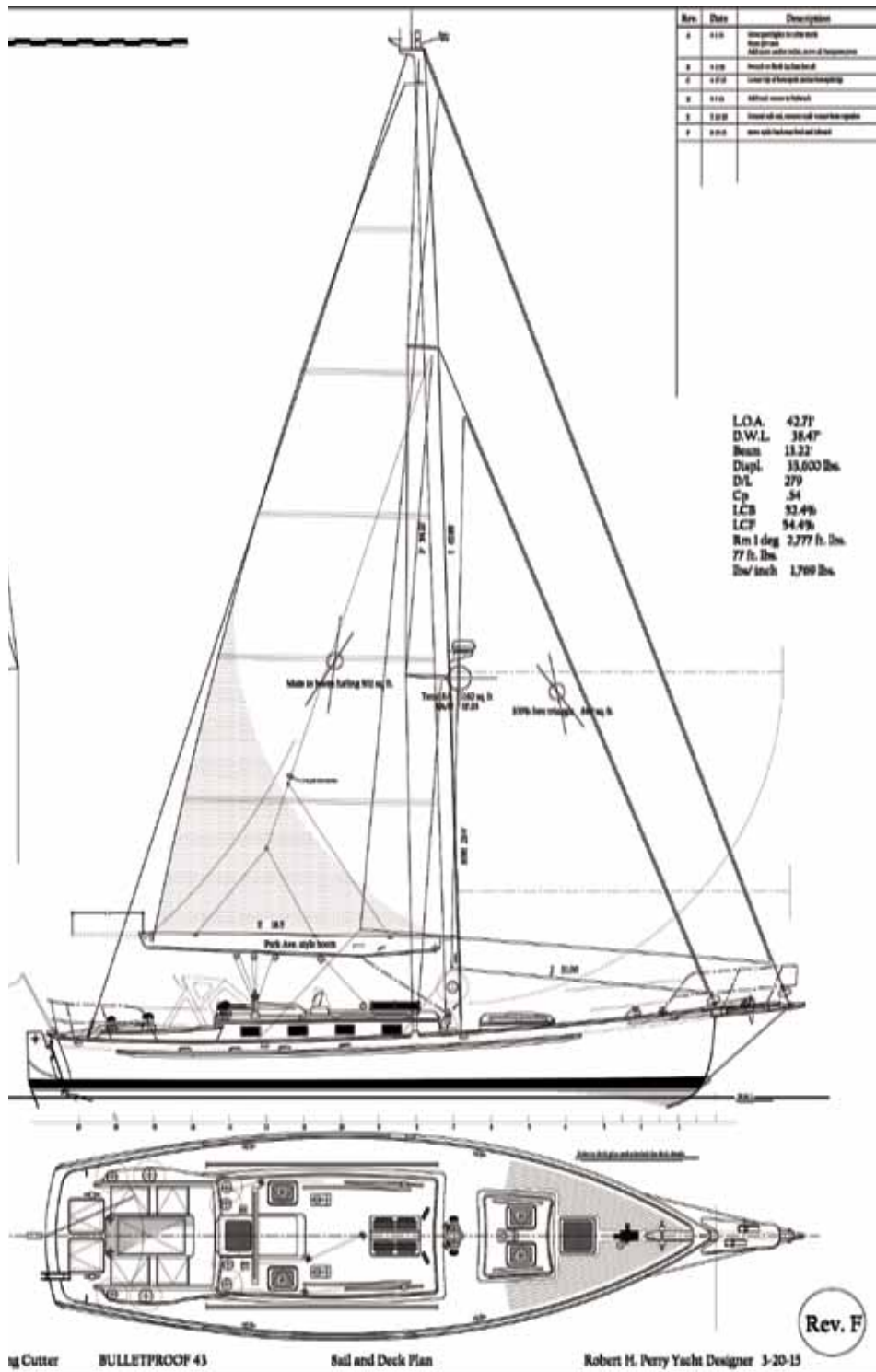
Specifications:

LOA 42.71'
LWL 38.47'
Beam 32.22'
Displacement 35,600 lbs.
D/L 279
Sail Area 1162

For more information:

Robert H. Perry Yacht Designers, Inc.
11530 Tulare Way
West Tulalip, WA 98271
(360)-652-7771
BobPerry@PerryBoat.com

James Betts Enterprises, Inc
P.O. Box 991,
Friday Harbor, WA 98250
(360)-299-2311





Kingfisher 3325 is BC Built and Northwest Tough

In case you haven't been out on the water recently, you will find that the fastest growing class of vessels out there, besides paddleboards, is aluminum fishing boats. They are everywhere and the Pacific Northwest is home to some of the best builders of these craft in the world. One of those is Kingfisher Boats headquartered out of Vernon, BC which is just north of Kelowna near the north end of the very beautiful Okanagan Lake. All Kingfishers are built at their Center of Excellence in Vernon, one of the newest, most advanced aluminum boat building facilities in North America. They are renowned for their custom built quality for anglers and practical outdoorsmen who seek maximum value, safety and performance from their fishing machines.

Their designs are based on their advanced, race-proven Pre-Flex hull technology, with the simple goal being to build a tough heavy-gauge

aluminum hull, focus on market defining features including intelligent low maintenance design with an ideal balance of performance, ride responsiveness, precision handling and comfort. It's tested and refined in all types of conditions for maximum fishing versatility and safety. Every model is easily trailerable.

These days, big fish can vary widely offshore. Deep water anglers go where the fish are, near or far. That has made the Kingfisher Offshore series very popular and in high demand. A perfect combination of rugged toughness, precise control, built-in fishability and luxurious comfort gives every model its unique presence. The bigger the water, the greater the challenge, and the better fish you get. In the Pacific Northwest, that can mean going out 40 to 150 miles offshore for albacore and sometimes it can be challenging just getting out to the offshore banks for halibut. Regardless, you want a boat

that will get there and back safely and efficiently.

The Kingfisher 3325 is just such a boat because you can either take it out for day trips in the San Juan and Gulf Islands or go down to Westport for salmon and tuna or out to the Wild West Coast of Vancouver Island where marinas are few and far between. It won't matter because the 3325 has everything you need to be comfortable on the hook or on the high seas.

It comes with a dinette package that will seat six or convert to a queen size berth allowing the 3325 to sleep six in total comfort. The cabin walls are fully lined with solid wood trim and an insulated head liner. For the Pacific Northwest there is a multi-zone cabin heater with defrost and individual blower controls.

The heavy-gauge welded Kingfisher 3325 built with Pre-Flex technology is a smart investment since it gets on plane quicker using less fuel, saving you money every time you go out. Kingfisher boats do not need routine maintenance, such as re-varnishing or waxing. Lasting almost indefinitely, Kingfisher boats have the highest resale value of any type of sport fishing boat.

Remember it's going to be a great year for sport fishing so if you're thinking about a vessel like this I wouldn't wait too long, just take a

day and travel up to the other Vernon, Mount Vernon, and then take the Highway 20 exit to Anacortes and before you get to the bridge over the



Kingfisher heavy gauge aluminum hulls are built with a hefty grid and stringers, like on this 1775 Extreme Series Model.

Swinomish Slough take the turnoff to the Twin Bridges Marina and check out the 3325 at Tom-n-Jerry's Boat Center. Great location with great people who know the boats and they know fishing. Buy the boat and then either head to Anacortes or La Conner for lunch and enjoy the sea trial! If you need a navigator, just give me a call. For other dealers on the West Coast or to see other models just go to www.kingfisherboats.com.

Specifications: LOA- 33' (10.06m), Beam-11' (3.35m), Approx dry weight-11,500 lbs (5216kg), Fuel Capacity-180-300 USG (881 L-1136L)

Pacific Northwest Dealer: Tom-n-Jerry's Boat Center, 11071 Josh Green Lane, Mt. Vernon, WA, 360-466-9955.



The press brake at Kingfisher is hard at work in Vernon, BC.



New Case is Pelican Tough

It seems there's always a need for waterproof case onboard. Whether for a camera and lenses, a computer, valuable papers or any other item that should not get bashed around or doused with salt water.

Pelican Products has been solving this particular problem for a long time with cases built of polymer cell-core. With the introduction of the 1670 case, they've upped the ante yet again.

The case offers nearly 4,259 cubic inches of usable storage space. It has four stainless steel ball bearing

polyurethane wheels and an extension handle (with an effortless release latch) for easy transport, as well as extra-wide side handles for easy gloved grip.

A polymer o-ring for a dustproof and watertight seal, and an automatic pressure equalization valve that stops moisture from entering the case and prevents vacuum lock (so the case opens easily at any altitude).

To ensure easy and immediate access, the Pelican 1670 Case also features double-throw latches that have been tested to a failure threshold of nearly 400 pounds. Available in the Pacific Northwest at Fisheries Supply in Seattle at 1900 N Northlake Way, 800 426 6930.

www.pelican.com



COMPACT AQUALITE WATERMAKER FEATURES LOW POWER DRAW

Sailors and powerboaters seeking fresh, pure water, without the space or electric demands of a full-sized watermaker, will find FCI Watermakers' Aqualite series unrivaled. The compact reverse osmosis system produces 200 gallons per day—8.3

Fitting neatly into a powder-coated aluminum frame, it measures 18" L x 20" W x 11" H and is easy to install. The membrane adds width, but can be mounted remotely. The unit weighs a mere 68 lbs. Combined with less need for stored water, this translates into



gallons per hour—with only an 8 amp power draw on 110/115V, or 4 amps on 220/230V.

Simple to use, the Aqualite series comes complete with a full electronics package, including a touch pad control. A digital remote display panel and fully automated fresh water flush are available. The vibration-free unit is powered by a 316 stainless steel high-pressure pump and can be run off a small generator or inverter.

more speed under sail and improved fuel economy for powerboats.

Like all FCI Watermakers' innovative desalinization systems, the Aqualite is built in the US to the marine industry's highest standards using the finest non-proprietary parts—essential for the cruising boater. Available at Fisheries Supply: (800-426-6930) and at Marine Sanitation: (800-624-9111) 1900 N. Northlake Way.

www.fciwatermakers.com

Meydenbauer Bay Yacht Club

Bellevue, Washington



Two blocks from Main Street in Old Bellevue, **Meydenbauer Bay Yacht Club (MBYC)** was founded in 1946, with 375 lineal feet of waterfront in Whalers Cove within Meydenbauer Bay.



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Activities

We are a 600-member family club with activities geared to all ages, such as:

- ⚓ Group Cruises (Memorial Day, 4th of July, Labor Day, and many others);
- ⚓ Special Events (Opening Day—one of the largest boat parades in the world);
- ⚓ Youth Events (Easter & Christmas parties, cruise activities and more);
- ⚓ Power and sail regattas, navigation contests, book clubs, field trips, BBQs, monthly dinner meetings, crab feeds, and so much more!



Youth Sailing

Youth Sailing instruction is open to the public, ages 8-18. Weekly sessions from June-August in the substantial MBYC Sailing Fleet of Optimists, V-15s and 29-ers.



WWW.MBYCWA.ORG

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The OCENS SnapTrack service is a great way to keep a track of your cruise and, more importantly, make your whereabouts available to the family and friends who wish they were onboard. This screenshot shows what they'll see.

The Simplist Way to Track

It seems like everyone these days is trying to do tracking in one form or another. Usually it's administered by whoever the race authority is for the event. The problem is with all the rendezvous and flotillas going on this summer, not everyone is going to have tracking. Until now. OCENS, the Pacific Northwest based data services organization has once again come up with a great way for the folks back home or back at the office to track you or everyone in your flotilla. SnapTrack is tracking made easy. Log your locations so friends and family are one-click away from following you on your adventures. View the locations of your entire fleet of assets or all the members of your race or rally, and spend little money and less time in being able to do so.

One of the great strengths of SnapTrack is ease of startup. Just sign up for the service for a period of time for \$10/month; Send a GPS position from your satellite device to and then view the SnapTrack map.

Now pass the link to your SnapTrack map to friends and family so they can view your current position and the route you've taken to get there!

SnapTrack is compatible with most satellite devices including Iridium GO!, Iridium 9575 handheld phone, Inmarsat IsatPhone2, DeLorme inReach SE and Explorer SPOT satellite messenger.

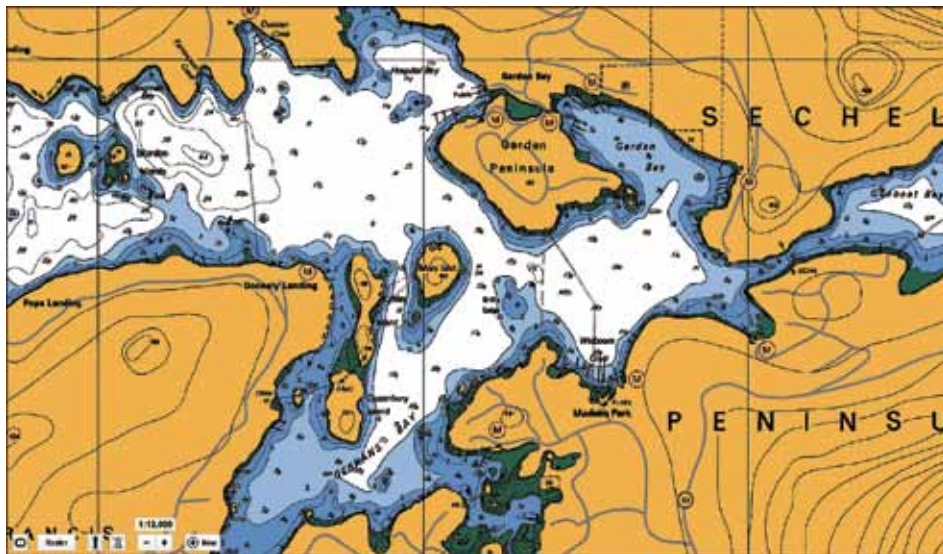
Positions can be submitted to SnapTrack by most of these devices either manually or in an unattended, scheduled fashion. Received positions are archived and posted to the SnapTrack map along with the time of posting and either a device name or friendly screen name you can assign to your device. A heads-up admin sidebar enables you to expand your tracking period from the default 'most-recent' day to any custom period of your choice or quickly change to a different tracked user or group.

To sign up for SnapTrack service visit: www.ocens.com/snap

Rose Point Offers Digital Chart Service

Our very own local hi-tech navigation software company, Rose Point Navigation Systems, announces high-quality Canadian Hydrographic Service digital charts are available for British Columbia through its chart store at an affordable price.

Coastal Explorer, the leading marine navigation software with support for more charts and chart formats than any other recreational navigation system, now has even more chart functionality for recreational boaters and cruisers seeking to navigate Canadian waterways. Rose Point's offering is in direct response to customers' requests. The charts are licensed by Rose Point from Canadian Hydrographic Service (CHS) and are available in both raster and vector formats. CHS charts for British Columbia



Getting proper charts has been an expensive task for cruising the amazing BC waters. Rose Point Navigation has made those excellent charts available at a reasonable cost.

were previously only available to Coastal Explorer customers on CD. Rose Point's Canadian charts can now be downloaded directly from the Coastal Explorer chart store for the low price of \$99 USD for raster and \$99 USD for vector. Rose Point's new chart offering significantly low-

ers the price of BC charts for mariners from a suggested retail price of \$1,200 USD for vector and \$525 USD for raster charts sold by CHS. "We are constantly looking for ways to ensure our customers have access to the most up-to-date and accurate chart data," said Rose Point Naviga-

tion Systems' Director of Business Development Jeff Hummel. "This new option to purchase Canadian Hydrographic based charts directly from Rose Point was designed to offer customers a convenient way to get the charts they need for British Columbia at a more affordable price."

Occasionally buoys are relocated and new obstructions are created. These charts include the most up-to-date data at your fingertips to ensure every trip can be made without incidents due to outdated charts.

Coastal Explorer makes it easy to purchase the most up-to-date charts. The charts are downloaded through Coastal Explorer's chart store and automatically updated each month through the software. One year of updates are included in the purchase price. In Coastal Explorer, the correct chart is always available seamlessly to the user without the need to open and select individual charts.

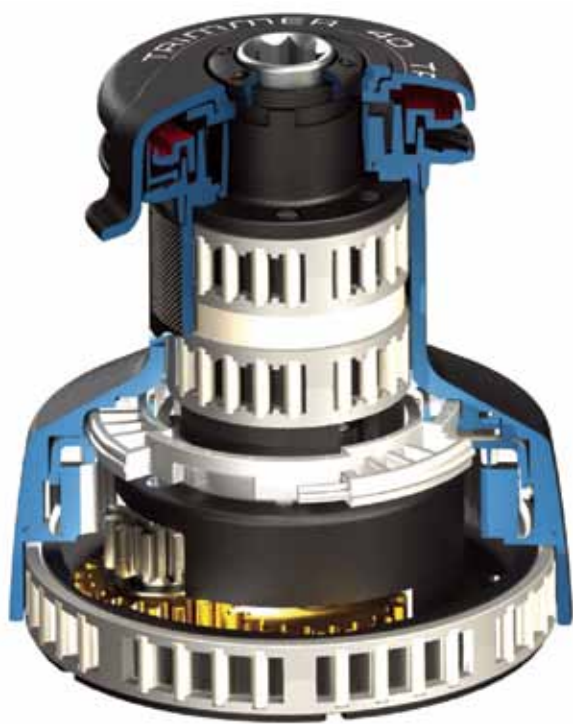
Rose Point Navigation Systems, (425) 605-0985, or visit: www.rosepointnav.com/

Pontos Automatic 4-speed Winches are Revolutionary

This is an amazing new winch system from a French manufacturer that will have many sailors rethinking whether they really need electric winches on their boats. Each Pontos winch is equipped with an automatic clutch that pops in two extra gears when loads hit a pre-set threshold. There are no additional buttons or switches; you need only change the direction of your grinding rotation when it's time to engage the lower gears, the same as with conventional two-speed winch. For those interested in performance, there's a four-speed "Grinder" model with extra-high gearing that

allows sail-trimmers to quickly and efficiently pick up scads of slack in a line without having to tail it by hand. The Grinder patented four-speed winch allows you to let off the old sheet during a tack and sheet in the new sheet quicker than two could perform the operation with a standard two-speed winch. The Grinder is that revolutionary, it changes how you tack, simply preload the new winch and crank. It's that simple

and quick. One revolution of the winch brings in over two feet of line, an astonishing feat. Reverse the direction for more power. Then there's gybing the "A" sail, same deal, two feet per turn will bring the sail around faster than you can tail. Cruisers will likely be especially inter-



ested in the "Trimmer" version, with its extra-low gearing that cuts the effort needed to handle any given load in half relative to comparable sized winches. When you're climbing a hill on your bike you reach for the lower gears to reduce the effort on your straining body, now you can have the same kind of relief for your shoulders and upper body by using the Trimmer Winch. The Trimmer has a geared-down advan-

tage that takes the strain off while you're hauling up your mainsail or cranking in your genoa in heavy air. Extra gears mean less work for you, with no extra buttons or complicated maneuvers, just by reversing the winch handle direction. The ease with which you can wind in a heavily loaded sheet is truly astonishing with the Trimmer. Plus what a great way to get the kids involved. If it's too much work they'll lose interest very quickly. If on the other hand, they grind the jib in just like dad, that's a winner.

They are on display at Fisheries Supply, so take some time to check these technically elegant winches out, they are very cool. Fisheries Supply, 1900 N. Northlake Way, Seattle, or toll free at 800-426-6930.



Pontos may have reinvented winch functionality. The inner workings, left-below, create an automatic four-speed sequence, the Grinder aimed at racing boats and the Trimmer aimed at cruisers. The four-speed solution will allow growing grinders to trim sails when before it may not have been possible. Ian, above, tested them out at Fisheries Supply.





SWIFTSURE 2015



The Cape Flattery Race start was tight with clear air at a premium. From Left to Right, Sail 1997 Occam's Razor, Sail 8939 the Cal 39 Back Bay, Sail 18193 Jackrabbit, Sail 74408 the wolf in sheep's clothing, the Hanse 400E Rubato, and sail 42382 the X-119 Dominatrix.

This was one for the ages. Just about perfect conditions at least for three out of the four long courses. On the new Hein Bank course the TP 52 *Glory*, skippered by John Buchan, was first to finish, first in IRC, and first overall averaging 10 knots around the course. The Swiftsure Classic race that went out into the ocean wasn't quite so lucky as the breeze dropped to 4-5 knots in big swells, fog and mist. *Rage* out of Portland was the first boat around the mark, rounding at about the time the first boats were finishing the Hein Bank course. What was really interesting was that *Rage* was only two minutes ahead of the second boat to round, the amazing Bieker 35 MK2 *Longboard* out of West Van. Not surprisingly, *Rage* went on to be first to finish but only about an hour and 20 minutes ahead of *Longboard* who took the overall trophy.

For the start there was about 8-10 knots of SW breeze and the key was to find clear air and get over to shore north of Race Passage where you could pick up at least a knot of extra current sweeping you through Race Passage. At the Race you had to hitch back up to the Island to stay in the current and the wind. Those who tried to head across early found

A TRULY MEMORABLE YEAR



The Northstar 1000 Tokolosh II skippered by Rolf Schmidt finished fourth in the Inshore Flying Sails Race. Photos by Andrew Madding.

themselves in much less wind and much less positive water. People kept trying to be the first to break for the American shore however as they ran out of the wind they were forced to hitch back up only to find this had cost them considerably.

About half way to Sheringham, the breeze stabilized at 12-14 knots from WNW so you could finally stay on starboard, get the big boys on the rail and sail fast towards the mark with 1 to 1.5 knots of current pushing you the right way.

Between Pillar Pt. and Slip Pt. at Clallam Bay the breeze increased to 17 knots which got everyone down to their #3's. This only lasted for about 45 minutes and then it was back to the H#1's. After Clallam Bay the breeze stayed at about 12 knots until it became the battle between the southwesterly coming over the land and the northwesterly trying to fill down the Straits. The tacticians who got it right made big gains. As you approached the Neah Bay mark the breeze dropped back to 4-6 knots.

All the forecasts showed there would be more breeze on the Vancouver Island side for the run back so most skippers tried a gybe set at the mark to get themselves back out into steadier breeze and the flooding

RACING SHEET



The J-120 Light Scout skippered by Kirk Palmer took first in Division Two in the Cape Flattery Race.

was the blazing fast Perry designed FT-10 *Flying Tigers* skippered by Daryl Homan, who was back into Victoria in time for dinner, finishing at 1913 hours on Saturday evening.

The Inshore Race continues to grow in popularity with 47 boats in the Flying Sails Division, two in multihull, and eight in the Non-Flying Sails Division. To no one's great surprise the Santa Cruz 50 *Anomaly* skippered by Bill Elmer was first to

finish taking only three hours and 33 minutes to complete the 24 mile course. First overall in Flying Sails went to the Melges 24 *Swish* who corrected out only 46 seconds ahead of another Melges 24, *Sheva*.

The Non-Flying Sail Class sailed a sensible 15 miles with the Elite *Windshear* skippered by Don Thain sweeping the fleet.

Haven't had a chance to look at the complete results however there

were certainly a lot of sailors walking around Victoria on Sunday morning with silly grins on their faces congratulating themselves for having sailed in one of the best Swiftsure Races EVER.

I should also mention that Royal Vic did their usual superb job of race management including greeting every boat at the Inspection dock with a cup of hot minestrone soup for every crew member. OUTSTANDING. www

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 40' Tripp 40 '91 Masthead \$59,000	 40' J/120 '94.....\$129,000	 40' Beneteau '08.....\$169,000	 37' Endeavour '79.....\$45,000
 36' Jeanneau Sun Odyssey \$49,900	 35' J/35 '84.....\$36,000	 33' J/100 '05 '06... 2 from \$79,000	 32' C&C 99 '03.....\$89,000
 30' J/30 '81.....\$27,900	 22' J/70 '13 #81.....\$49,900	 21' Viper 640 '13.....\$29,750	53' Andrews '90.....PENDING 37' C&C 115.....SOLD 35' J/105.....3 SOLD 35' J/35C.....SOLD 35' Schock 35 '89.....2 SOLD 22' J/70 '13.....3 SOLD

www.sailnorthwest.com

tide. It did however pay to gybe back to starboard and run down the US side when those SW puffs hit. Almost all the boats on the Neah Bay course rounded well before sunset.

As you worked your way back down the Straits, as predicted, the wind steadily built from a benign 7-10 knots to 12-15 at Sheringham. VHF weather reports had 24-knots at Race Passage so prudent skippers changed to their heavy kites and tee'd up a headsail just in case there was more wind than that and those who arrived at the Race between 2300 hrs and just after mid-night encountered gusts over 30 knots that resulted in some spectacular round-ups and totally trashed kites.

Once you turned the corner and aimed towards the finish the breeze backed right off to 10 knots and folks got ready for a dropping breeze as you got closer to the finish, or so they thought. Almost as soon as you set your kite again, the breeze came back up to 20 knots and held all the way to the finish. Unbelievable!

There might be a pattern here as on the Cape Flattery course it was the Bieker 35 *Terremotto* that totally torched that fleet, correcting out a half hour ahead of first to round and first to finish *Madrona*, Carl Buchan's beautiful 40-footer. Even though *Madrona* was 12 minutes ahead of *Terremotto* at the mark, they were only ONE second ahead at the finish.

On the Juan de Fuca Race there was finally a break in the ULDB domination of this Swiftsure when the Catalina 42, *Cantina*, skippered by Gary Sagert, while not among the early finishers was close enough to capture the overall honors having been third overall at the rounding. That had to be one very comfortable ride. First to finish and third in Class



BLAKE ISLAND RACE

IT'S PLAY FOLLOW THE LEADER, ONCE AGAIN!

Seattle Yacht Club's Tri-Island Series concluded May 30 with the Blake Island Race under clear skies, warm sunshine, and light breeze. This particular race is often viewed by the many sailors that make up the competitive Northwest sailing circuit as bittersweet. Bitter, because it means little to no weekend racing until the fall, and sweet for the exact same reason.

This is the only race of the series that allows you to choose which way to sail around the island, clockwise or counter-clockwise...that decision typically being made, not at the start line, but as you get closer to the actual rounding. It is the same every year, the majority of the fleet plays "follow the leader" and go in one direction.

Aboard *Glory*, it was about connecting the dots in fickle breeze filled with lifts and headers to get to and around the Island first. With pressure coming out of Colvos Passage it gave hope for a quick rounding, but any sort of hope was quickly extinguished as we were met by a dying breeze on the back side of the Island.

All the boats met a similar fate, and the tone was set for the rest of



The Fox 44 Ocelot and the Ker 46 New Haven chose opposite directions around Blake Island. Photo by Jan Anderson.

the day. As the rest of the fleet made their way around West Point, the leaders of each class eagerly chose their direction providing them with the best lane to carry them around the island, with many competitors don their best to cover.

As all of the competitors made it around the island in both directions, they were all met with the same fate-deteriorating breeze with a flood

tide, making it very challenging to sail back across the Sound to West Point for one last mark rounding before making the final run to the finish line off of Elliott Bay Marina. As the big boat class rounded the mark first, they were also introduced first to the glassy conditions. *Glory* almost came to a complete standstill before having to hoist a kite to make it across the finish line. Followed by

the excellently sailed Bieker 44, *Dark Star*, with the rest of the big boat fleet drifting across the finish line. Some even threw in the towel.

Smiling faces, tasty snacks, refreshing adult beverages, and camaraderie were all apparent at the after party at SYC's outstation at Elliott Bay Marina. *nwy*

-Aaron "Heavy" Bronson



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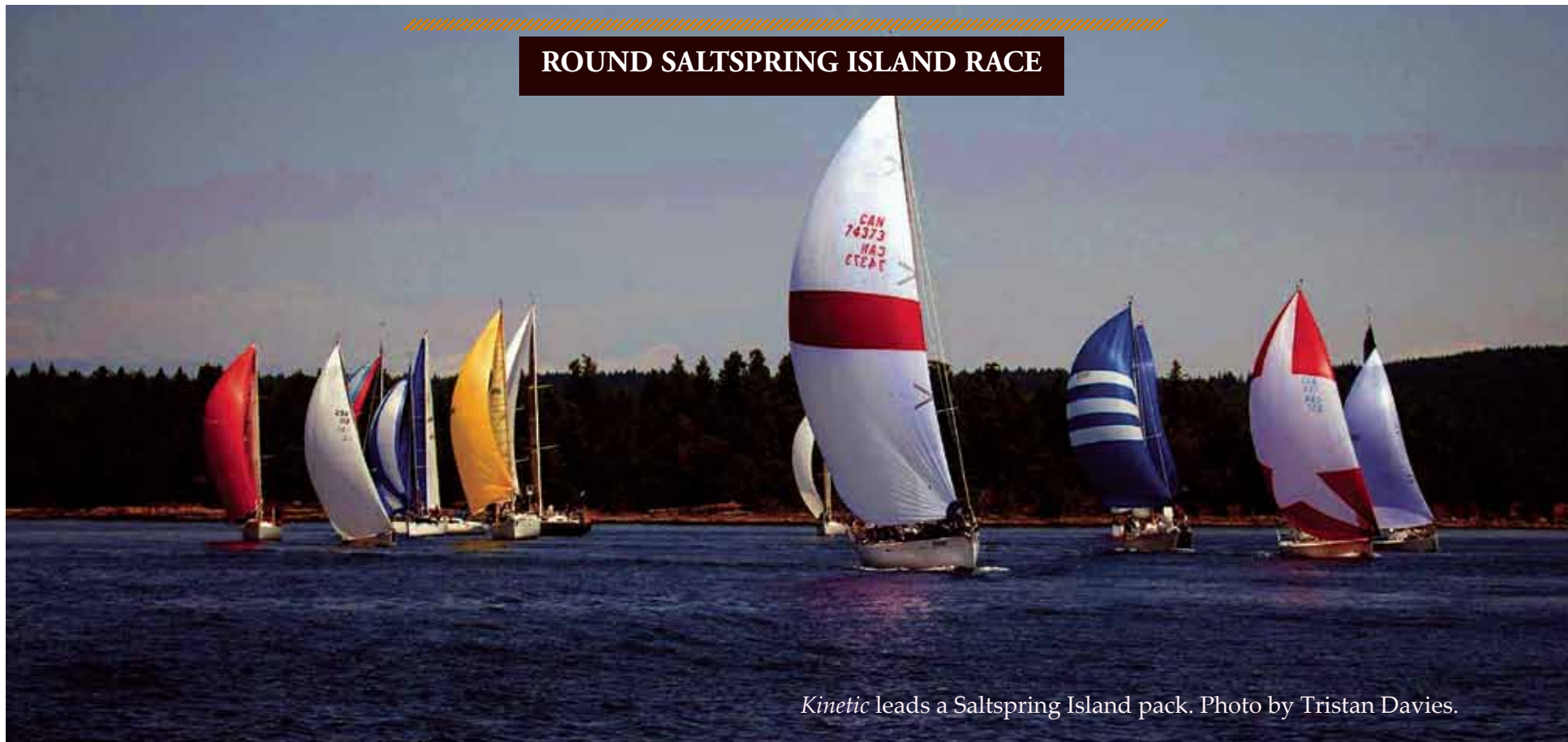
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ROUND SALTSRING ISLAND RACE



Kinetic leads a Saltspring Island pack. Photo by Tristan Davies.

baaad kitty wins Round Saltspring Island Race

Ninety-nine boats started the 2015 Round Saltspring Island Race in mid-May, and thanks to a smart call by the race committee to send the fleet around the island counter-clockwise, nearly everyone finished.

The fleet compressed at various wind-holes, and those light enough to get going on the next puff of wind fared the best.

The fleet consisted of seven divisions, and the diverse fleet included

everything from a C&C 24 *Annie* to the TP52 *Valkyrie* and the speedster *Dragonfly*. Generally speaking, the conditions dictated the smaller boats were able to correct on the bigger ones.

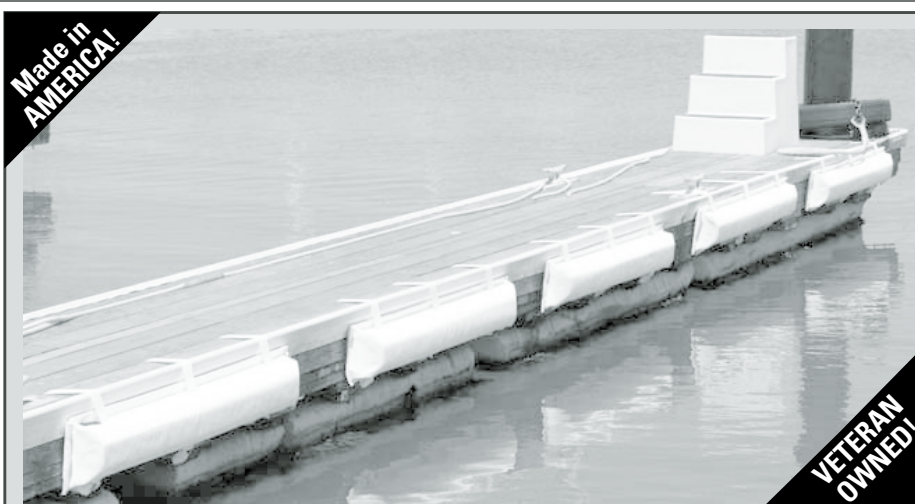
The fastest elapsed time for the 42-mile race was seven hours, 33 minutes by *Dragonfly*. Overall corrected time winner for the PHRF monohull division was the Henderson 30 *baaad kitty*. **nwy**

RACE TO ALASKA



While we know who won the \$10,000 first prize (Team Elsie Pid-dock), the set of steak knives (Team MOB) and the satisfaction (?!?) of finishing third (Por Favor), the Race to Alaska (aka R2AK) which began June 5 was still in progress at press time. Several boats had finished with more to come. And while the performance of the winners was amazing, we're pretty sure some great stories are also going to emerge from the folks who finished days later and the folks who didn't finish at all. Check in next month for a full report. Photo by Andrew Madding.

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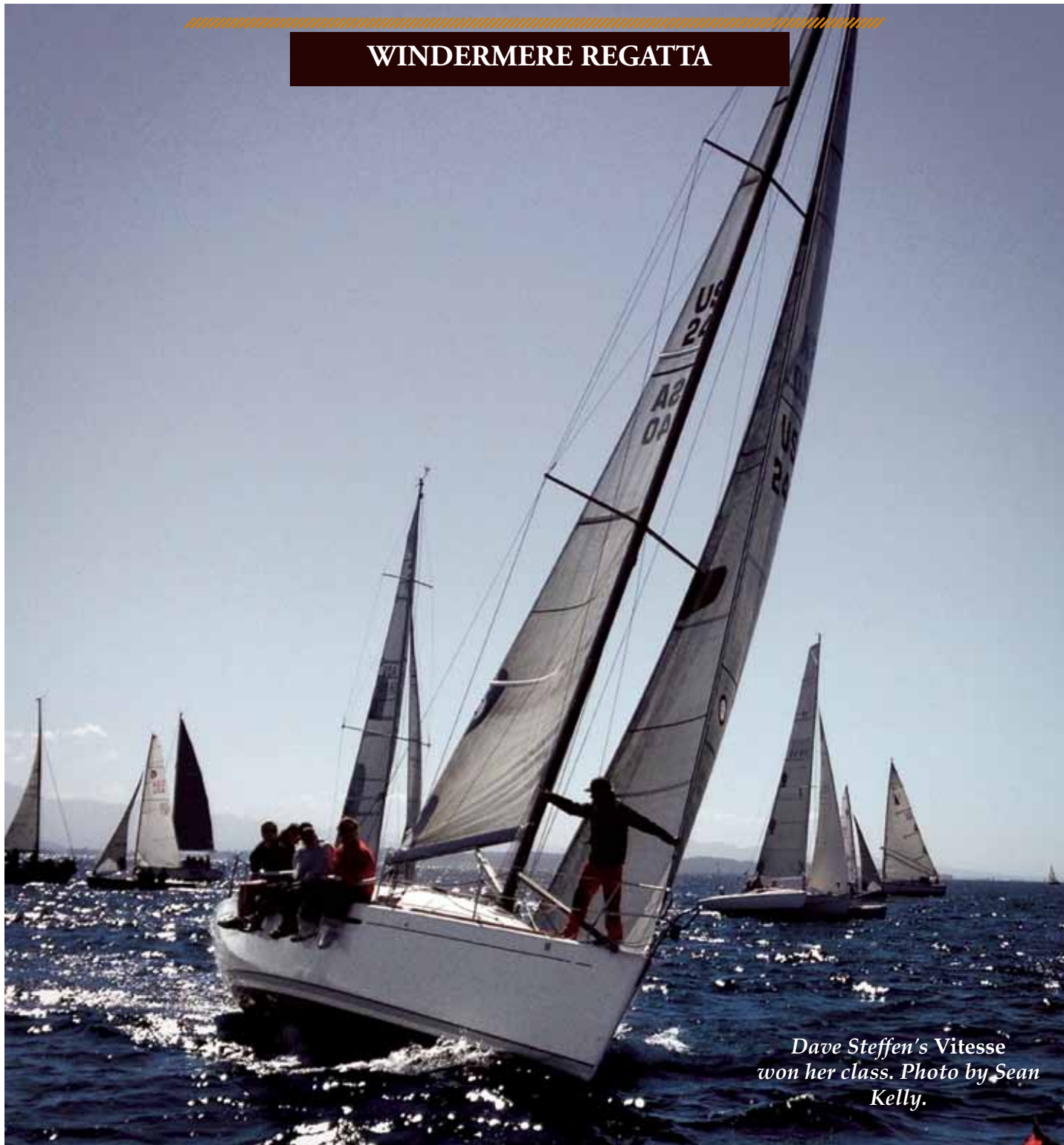
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RACING SHEET

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Dave Steffen's *Vitesse* won her class. Photo by Sean Kelly.

WHIDBEY ISLAND RACE WEEK REGATTA ANNOUNCES YOUTH RACING CIRCLE, SPECTATOR CRUISES AND 2016 DATES

Seattle, Washington: Whidbey Island Race Week (WIRW), the premier sailboat-racing regatta in the Pacific Northwest, announces the addition of a youth racing circle happening July 18 & 19 at WIRW in 2015. Racing will take place in the bay just west of the Oak Harbor Marina and is open to all youth sailors in dinghies. Expected classes are CFJ (non-spinnaker), Laser (Standard and Radial), and Optimist (including Green fleet). This is a really exciting time for WIRW as we expand the race program to include youth. The Notice of Race (NOR) can be viewed at: www.yachtscoring.com.

Erik Mann will be serving as Primary Race Officer (PRO) of the youth racing circle. Mann began sailing in Oak Harbor at the age of 14 in El Toros and San Juan 24s and has been active in keel boat racing in the Northwest for many years. In 2007, he got involved with Oak Harbor Youth Sailing (OHYS), as a volunteer instructor and later served on the OHYS board. He also coached the Anacortes High School Sailing Team for two years, and later founded and coached the Wildcat Sailing Team in Oak Harbor in 2013. Erik Mann is passionate about helping the next generation of sailors excel in the sport of sailboat racing and WIRW is very fortunate to have Erik's experience on the team.

SPECTATOR CRUISES

Whidbey Island Race Week is also pleased to announce the addition of three spectator cruises on board the historic Schooner, *Suva* in Coupeville, Washington during WIRW. Owner, Captain Mark Saia has created the Coupeville Maritime Heritage Foundation to support *Suva's* educational and preservation programs. At 68 feet overall, and with her rich history in the Pacific Northwest, *Suva's* classic design will make for a spectacular sight in Penn Cove, the primary race course location of WIRW.

Whidbey Island Race Week spectator cruises are scheduled for Wednesday, July 22, Thursday, July 23 and Friday, July 24, from 11:30 am - 1:30 pm. Participants are invited to bring their own food and beverages on board and cruises will depart from the Coupeville dock. A WIRW representative will also be

"LOTS OF FUN, LOTS OF BRUISES ... IT WAS EXCELLENT RACING!"

A stiff breeze made for lots of drama and two great days of close sailing (June 13th and 14th) - during the 29th Annual Windermere Regatta. The invitational event, hosted by the Anacortes Yacht Club, brought boats from as far away as Olympia and Vancouver, British Columbia.

This year's regatta crammed six races into two days, thanks to the expertise of Principal Race Officer, Charlie Rathkof. He is also the mastermind behind the annual Whidbey Island Race Week, held in Oak Harbor in July and otherwise known in the Pacific Northwest as Adult Summer Camp for Sailors.

Lindsay Granger who hails from Brisbane, Australia, sailed aboard MacMadenwald's *Baltic 39 Pangaea*. "The weekend provided some of the most consistent racing it has been my pleasure to experience."

Team *Emoyeni* from Anacortes placed second in their fleet, with *Econo Juan* from Oak Harbor dominating in first and the ever too close *Syndicat* rounding out the podium in third. Kyle Roethle who co-skippers the boat with his father Chris, said "Lots of fun, lots of bruises. Everyone worn out but it was excellent racing!"

In the Big Boat Fleet, *Vitesse* from Bellingham, skippered by Dave Steffan, nudged Gray Hawken's *Teddy*

Bear from the number one slot, reversing the order after the first day of racing. MacMadenwald's *Pangaea* finished in third place.

Madenwald, said "Sunshine, great wind and wonderful sailing - what more could anyone want?"

Local favorite Garrett Johns sailed his boat *Kaa* to victory in the closely contested One Design Fleet of Vipers. In spite of being ousted into second place by his boat partner, Steve Orsini, who was sailing another Viper called *Time Line*, he was still smiling at the awards ceremony.

Orsini said "The AYC did it again. Great camaraderie and a wonderful effort from all the volunteers."



on board to answer questions and offer explanations about the sailboat racing.

There are 22 tickets available for each cruise. Reservations are required and a suggested donation of \$40 per person confirms the reservation. Reservations can be made by contacting Whidbey Island Race Week directly at: (206) 384-5254 or: schellen@whidbeyislandraceweek.com

Checks can be made payable to the Coupeville Maritime Heritage Foundation and mailed to: Whidbey Island Race Week, 2400 NW 80th Street #130, Seattle, WA 98117. The Whidbey Island Race Week Kids Camp participants will also take a cruise on *Suva* on Tuesday, July 21, 2015, 11:30 am to 1 pm.

2016 WHIDBEY ISLAND RACE WEEK

Whidbey Island Race Week announces the dates for the 2016 event:

July 9-15, 2016

Dinghy/Small Boat/Youth Racing,
July 9 – July 10, 2016
Large Boat Racing,
July 11 – July 15, 2016

About Whidbey Island Race Week

Whidbey Island Race Week is the premier sailboat racing event in the Pacific Northwest. For 32 years, thousands of sailboat racers have made their way to Oak Harbor, Washington each July to participate in this week-long sailboat racing regatta. The venue for the event is the Oak Harbor Yacht Club & Oak Harbor Marina and the PHRF and One Design racing is offered inside Penn Cove near Coupeville and Saratoga Passage. Boats under 24 feet will race Saturday, July 18 and Sunday, July 19. The big boats will race daily Monday, July 20 through Friday, July 24. For the past 11 years, US Sailing Certified Regional Race Officer Charley Rathkopf has served as the Primary Race Officer for Whidbey Island Race Week and his race committee team has earned the reputation of offering some of the best race management in the country. Information about the new WIRW ownership by Schellen and Charley Rathkopf and their race and event management experience and the WIRW Advisory Board can be found at: www.whidbeyislandraceweek.com

VAN ISLE 360 RACE

The Van Isle 360 Race wasn't finished when this issue went to press, but we had boots on the deck during the ferocious upwind first half of the race. Look for a full report in the August issue.

This photo of the Nanaimo start is by Doug Wardrop.



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49	Albin	85	TD	119,900	Stan Miller Yts	11	57	Tolly	92	TD	749,000	Hebert	27	60	Bertram	95	TD	1.195M	Stan Miller Yts	11	64	Northern	98	TD	2.595M	Hebert	27
49	Beneteau	15	TD	New	Denison Yts	98	57	Tollycraft	96	TD	569,000	Stan Miller Yts	11	60	CapeFoulweath	77	TD	139,000	ChuckHovey	29	64	Ocean Alexand	08	TD	1.450M	OceanAlex	2,3,8
49	Defever	84	TD	137,500	Port Gardner	80	58	Azmut	02	TD	675,000	ChuckHovey	29	60	Compass	01	D	455,000	AAAYachts	16	65	Ed Monk Sr Cl	39	TD	149,900	WaterLine	36
49	DeFever Lind	60	D	149,000	Stan Miller Yts	11	58	Hampton 580	08	TD	1.195M	Premiere Yachts24		60	Hoquiam	94	TD	949,000	Hebert	27	65	Feadship MY	67	TD	249,000	Port Gardner	80
49	Hyundai	88	TD	149,500	ChuckHovey	29	58	Hatteras	76	TD	337,000	Denison Yts	98	60	Ocean Alexand	10	D	1.249M	AAAYachts	16	65	Fleming	05	TD	2.349M	ChuckHovey	29
49	Lien Hwa	89	TD	149,500	ChuckHovey	29	58	Navigator	99	TD	549,000	Irwin	9	60	Ocean Alexand	10	TD	1.375M	OceanAlex	2,3,8	65	Fountain	00	TD	599,000	OceanAlex	2,3,8
49	Lord Nelson V	86	D	365,000	WaterLine	36	58	Navigator	99	D	399,000	NWYachtnet	83	60	Ocean Alexand	85	D	449,000	EmeraldPac	15	65	HarkersIsland	70	TD	125,000	ChuckHovey	29
49	Neridian	07	TD	329,900	Irwin	9	58	Ocean Alexand	05	TD	849,000	OceanAlex	2,3,8	60	Ocean Alexand	86	TD	454,000	Hampton Yt4,100		65	Kha Shing	90	TD	475,000	ChuckHovey	29
50	Arcturos	05	TD	1.595M	CrowsNest	7	58	Ocean Alexand	08	TD	1.175M	OceanAlex	2,3,8	60	Sea Ranger	80	D	299,000	EmeraldPac	15	65	Pac Mariner	98	D	495,000	EmeraldPac	15
50	Chris Craft	53	TD	59,950	Irwin	9	58	Ocean Alexand	09	TD	1.125M	OceanAlex	2,3,8	61	Navigator	02	TD	895,000	CrowsNest	7	65	Pac Mariner	98	TD	699,000	Premiere Yachts24	
50	GrandBanks	74	SD	235,000	Hebert	27	58	Offshore	97	TD	695,000	EmeraldPac	15	61	Ocean Alexand	97	TD	649,000	OceanAlex	2,3,8	65	Realship	98	TD	849,000	Denison Yts	98
50	Island Gypsy	79	D	129,000	Tradewind	85	58	Offshore	98	D	795,000	EmeraldPac	15	61	Offshore	91	TD	575,000	Hampton Yt4,100		65	Tug Conv.	53	D	399,000	Irwin	9
50	McKinna 481	05	TD	399,000	Premiere Yachts24		58	Regency	07	TD	995,000	Hampton Yt4,100		61	Tollycraft	83	TD	514,900	Irwin	9	65	Vic Franck	91	TD	599,000	Irwin	9
50	Mikelson	97	TD	375,000	ChuckHovey	29	58	Riviera SY	12	D	1.595M	EmeraldPac	15	62	Angel	85	D	369,000	EmeraldPac	15	65	Viking	01	TD	1.895M	CrowsNest	7
50	Nova	88	TD	199,000	Northwest Yts	20	58	Viking	00	TD	595,000	Stan Miller Yts	11	62	Blanchard	58	TD	349,000	Hebert	27	65	Viking	03	TD	1.295M	Stan Miller Yts	11
50	Oc Alex Sedan	89	TD	209,000	Premiere Yachts24		58	Viking	96	TD	495,000	ChuckHovey	29	62	Monk McQueen	74	TD	199,700	NWYachtnet	83	65	Western Craft	58	D	359,000	EmeraldPac	15
50	Ocean Alexand	06	D	495,000	OceanAlex	2,3,8	58	Viking	98	TD	569,000	ChuckHovey	29	63	SeaRay	92	TD	349,000	CrowsNest	7	66	Cheoy Lee LRC	91	TD	395,000	Northwest Yts	20
50	Ocean Alexand	84	TD	199,000	Denison Yts	98	59	Grand Harbor	89	D	349,500	Hampton Yt4,100		64	Grand Alaskan	01	TD	959,000	SJYachting	59	66	Sabre	17	TD	Call	Bellingham	6
50	Ocean Yachts	04	TD	595,000	Stan Miller Yts	11	59	Rutherford	83	D	249,000	MarineServctr	23	64	Litt Hoq Traw	99	TD	875,000	NWExplor	13	68	Nordlund	86	D	599,000	EmeraldPac	15
50	Pacifica	82	TD	549,000	Stan Miller Yts	11	60	Bertram	90	TD	475,000	ChuckHovey	29	64	LittleHoquiam	99	TD	599,000	ChuckHovey	29	68	Nordlund	93	TD	1.050M	OceanAlex	2,3,8
50	Sea Ray	96	TD	139,900	ChuckHovey	29																					
50	Seahorse	05	D	620,000	ChuckHovey	29																					
50	Stephens	29	TD	219,000	ChuckHovey	29																					
50	Symbol	97	OB	349,000	Hampton Yt4,100																						
50	Viking	07	TD	545,000	OceanAlex	2,3,8																					
51	Symbol	86	TD	199,950	Irwin	9																					
52	Bayliner	01	TD	329,000	AAAYachts	16																					
52	Californian	90	TD	159,000	ChuckHovey	29																					
52	Cruisers	08	TD	439,000	Hampton Yt4,100																						
52	G Banks Eurpa	03	TD	699,000	NWExplor	13																					
52	G Banks Eurpa	98	TD	699,000	NWExplor	13																					
52	Grand Banks	98	TD	729,000	Stan Miller Yts	11																					
52	Hatteras	84	TD	195,000	NHarborYS	81																					
52	Nordic Sedan	87	TD	249,000	NWExplor	13																					
52	Nordlund Pilo	70	D	114,000	WaterLine	36																					
52	Tiara	05	TD	575,000	OceanAlex	2,3,8																					
52	Viking	07	TD	995,000	Stan Miller Yts	11																					
53	Canoe Cove	81	TD	199,950	Irwin	9																					
53	Carver	00	D	359,000	OceanAlex	2,3,8																					
53	Carver	98	TD	329,000	CrowsNest	7																					
53	Defever	86	TD	299,057	Stan Miller Yts	11																					
53	Eagle	14	TD	Call	SeattleYachts	47																					
53	GB Aleutian	11	TD	1.649M	Stan Miller Yts	11																					
53	GB Aleutian	12	TD	2.050M	Stan Miller Yts	11																					
53	Grand Banks	12	TD	1.625M	OceanAlex	2,3,8																					
53	Pacemaker	67	TD	89,500	Port Gardner	80																					
53	Selene	01	D	649,000	Hampton Yt4,100																						
53	Selene	07	D	985,000	Denison Yts	98																					
53	Selene	07	D	899,000	Premiere Yachts24																						
53	Skookum	78	D	199,500	ElliottBay	31																					
53	Symbol	90	TD	184,900	ChuckHovey	29																					
53	Tollycraft	89	D	279,000	EmeraldPac	15																					
54	Bracewell	00	TD	625,000	ElliottBay	31																					
54	Krogen	88	D	439,900	NWYachtnet	83																					
54	Mediterranean	02	TD	495,000	ChuckHovey	29																					
54	Ocean Alexand	02	TG	699,000	OceanAlex	2,3,8																					
54	Ocean Alexand	88	TG	269,000	OceanAlex	2,3,8																					
54	Ocean Alexand	96	TD	699,000	Denison Yts	98																					
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54	Sabre	16	TD	Call	Bellingham	6																					
54	Seahorse	11	D	759,699	WestYachts	37																					
54	Townsend Bay	05	TG	699,000	Swiftsure	3,57																					
55	Californian	11	TD	550,000	OceanAlex	2,3,8																					
55	Chris Craft	85	TD	295,000	Denison Yts	98																					
55	Defever	90	TD	235,000	ChuckHovey	29																					
55	Fleming	02	TD	999,000	ChuckHovey	29																					
55	Fleming	91	TD	460,000	ChuckHovey	29																					
55	Fleming	94	TD	625,000	ChuckHovey	29																					
55	Fleming	99	TD	599,000	ChuckHovey	29																					
55	Hampton	04	TD	499,000	Hampton Yt4,100																						
55	HiStar	89	D	215,000	EmeraldPac	15																					
55	JonesGdell	90	TD	825,000	Hebert	27																					
55	Offshore	91	D	535,000	EmeraldPac	15																					
55	Santa Barbara	73	TD	100,000	ChuckHovey	29																					
55	Sea Ranger	80	TD																								

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
68	Ocean Alexand	09	TD	2.100M	OceanAlex	2,3,8	84	Horizon	15	TD	5.525M	EmeraldPac	15	20	Vivacity	67	G	4,500	Bristol	84	34	Roberts	81	D	36,000	Swiftsure	3,57
68	VikingSC	01	TD	1.195M	CrowsNest	7	84	VikingSC	03	TD	2.295M	CrowsNest	7	22	Beneteau Firs	15	OB	39,900	Signature	19	34	Taylor Rhodes	54	D	29,500	ElliottBay	31
70	North Star	88	TD	799,000	NWYachtnet	83	85	Burger	65	TD	495,000	Hampton Yt4,100		22	J/Boats J/70	13	OB	49,900	SailNW	75	35	Beneteau Firs	15	D	219,900	Signature	19
71	AdmiralMarin	96	TD	1.199M	CrowsNest	7	85	Onetta Boat W	70	TD	987,000	Denison Yts	98	22	Nonsuch	84	D	17,500	Bristol	84	35	Beneteau OC	15	D	Call	Signature	19
72	CheoyLee	04	TD	1.850M	CrowsNest	7	86	Cheoy Lee	98	TD	1.495M	ChuckHovey	29	25	Beneteau Firs	15	D	Call	Signature	19	35	C&C	83	D	30,000	Signature	19
72	Grand Banks	97	TD	995,000	Stan Miller Yts	11	86	Horizon	07	D	2.995M	EmeraldPac	15	25	Harbor	08	G	52,500	Signature	19	35	C&C	86	D	32,500	Port Gardner	80
72	Monk McQueen	77	TD	599,000	AAAYachts	16	86	Queenship	00	TD	2.295M	AAAYachts	16	26	Haida	69	OB	14,000	Swiftsure	3,57	35	CAL	74	D	29,950	Tradewind	85
73	Alaska Tug	40	D	85,000	WaterLine	36	88	Ocean Alexand	10	TG	3.975M	OceanAlex	2,3,8	26	J Boats J/80	00	OB	24,500	SailNW	75	35	Catalina	04	D	112,500	NHarborYS	81
73	Classic MY	22	D	150,000	WaterLine	36	90	Cheoy Lee	06	TD	2.650M	ChuckHovey	29	27	Catalina 275	14	D	Call	SeattleYachts	47	35	Catalina 355	14	D	Call	SeattleYachts	47
73	CustomSteel	85	TD	1.800M	Hebert	27	90	Sovereign	01	TG	2.450M	OceanAlex	2,3,8	27	Ericson	73	G	7,500	Port Gardner	80	35	Ericson	76	OB	26,500	SeattleYachts	47
75	Fleming	01	TD	1.799M	ChuckHovey	29	90	Vic Frank	99	TD	1.690M	Denison Yts	98	28	Alerion	10	D	115,000	Northwest Yts	20	35	Ericson	77	D	19,900	MarineServctr	23
75	Kha Shing	89	D	699,000	EmeraldPac	15	92	Allseas	10	TD	7.500M	WestYachts	37	28	Catalina MkII	07	OB	69,900	SeattleYachts	47	35	Glen-L PH 35	92	D	49,500	MarineServctr	23
75	Monk Classic	46	TD	150,000	ChuckHovey	29	92	McQueen	84	TD	750,000	CrowsNest	7	28	Corsair F28	00	OB	64,500	MarineServctr	23	35	Hunter	90	D	54,500	ElliottBay	31
76	Far Ocean Str	92	D	999,000	EmeraldPac	15	92	Pilothouse	18	D	84,500	NWYachtnet	83	28	Farrier	08	OB	49,995	Bristol	84	35	Hunter	93	D	45,500	ElliottBay	31
76	HudsnAlum	72	TD	675,000	Hebert	27	97	Transworld	03	TD	2.370M	Hampton Yt4,100		28	Islander	76	D	18,000	FridayHarborYt33		35	Huntingford	85	D	29,500	MarineServctr	23
76	LeClercq	01	TD	849,850	Irwin	9	99	Azimut	86	D	750,000	EmeraldPac	15	28	Sabre	81	D	23,000	MarineServctr	23	35	Isl Pack Cat	93	D	139,500	MarineServctr	23
76	Monk McQueen	80	TD	349,000	Denison Yts	98	110	Horizon	13	TD	9.900M	EmeraldPac	15	28	Telestar	09	OB	62,500	MarineServctr	23	35	Island Packet	02	D	145,000	MarineServctr	23
76	Striker	92	TD	1.099M	Denison Yts	98	111	Nordlund	14	TD	12.995M	EmeraldPac	15	29	CAL Jensen	73	D	16,500	MarineServctr	23	35	J	87	D	34,995	Bristol	84
76	Willis J Reid	32	TD	192,500	ChuckHovey	29	116	Transworld	14	TD	7.495M	Hampton Yt4,100		29	J/Boats J/88	15	D	175,000	SailNW	75	35	J/105	94	D	35,000	Swiftsure	3,57
78	Nordlund	91	TD	1.265M	ChuckHovey	29	125	Boeing of Can	30	D	2.495M	EmeraldPac	15	29	Ranger	71	D	15,950	MarineServctr	23	35	J/109	12	D	229,000	Swiftsure	3,57
78	Ocean alexand	12	TD	3.550M	OceanAlex	2,3,8								30	Baba	78	D	47,500	Port Gardner	80	35	J/Boats J/109	03	D	164,900	MarineServctr	23
78	Stephens CMY	70	TD	250,000	WestYachts	37								30	Baba	80	D	69,000	FridayHarborYt33		35	J/Boats J/35c	94	D	84,500	SailNW	75
80	Frank/Garden	90	TD	865,000	Irwin	9								30	C&C	80	D	19,900	Port Gardner	80	35	Jeanneau	04	D	98,500	MarineServctr	23
80	Horizon	15	TD	New	EmeraldPac	15								30	Catalina	10	D	89,900	Stan Miller Yts	11	35	Schock	89	D	45,000	SailNW	75
80	Lazzara	01	TD	895,000	OceanAlex	2,3,8								30	Catalina	82	N	16,000	Stan Miller Yts	11	36	Bavaria	01	D	89,900	SeattleYachts	47
80	Ocean Alexand	07	TD	2.095M	OceanAlex	2,3,8	14	Weta Trimaran	10	N	9,950	MarineServctr	23	30	Fisher	75	D	99,700	NWYachtnet	83	36	Beneteau 36.7	06	D	99,900	Swiftsure	3,57
80	Ocean Alexand	10	TD	2.950M	OceanAlex	2,3,8	20	Harbor	15	E	34,500	Signature	19	30	Hunter	89	D	31,500	ElliottBay	31	36	C&L Explorer	83	D	49,900	NWYachtnet	83
82	Horizon	06	TD	1.685M	EmeraldPac	15	20	Laser SB3	08	N	29,500	MarineServctr	23	30	J/Boats J/30	81	D	27,500	SailNW	75	36	CAL	67	D	38,000	Tradewind	85

SAIL

BARGAIN BOATS FOR SALE!
See details and photos at:
www.PacificMarine.org

SAIL

60' Dutch M/S, steel, Iveco dsl. '85 Refit, 'round the world boat!
48' Perry sloop, '80 Custom built, strong, Perkins diesel. See her in July!
37' Tayana, '77 Beautiful, solid, offshore cruiser. Ready to inspect.
35' Ericson, '71 Been outfitted for two Trans-Pac races. Newer Yanmar 2 cyl.
30' TaShing "Baba", '79 Great little all-weather sailboat! Volvo diesel.

POWER

110' USN Barge, 2-story, 34' beam, conversion for crew, shop, lodge?
54' Garden PH Trawler, '68 NEW restoration photos online! Tw Cummins, 12kw gen.
32' Maxum, '95, New cockpit upholstery, clean & good running. New outdrive service.
28' Carver Voyager '85 Great family boat, twin gas, good shape, low price.
21' Eliminator Eagle XP, '08 New custom trailer, 20 hr. engine, fast!
10' Rhino Rider, '99 RIB, Merc 4-stroke 15 hp, trailer, a go-fast play boat!

CALL/EMAIL FOR BOAT DONATION INFO

(206) 225-3360

info@pacificmarine.org

Bristol Yachts NORTHWEST



38' 1991 Beneteau 38s5 \$68,500



40' 1987 Ponderosa \$99,950



28' 1968 Tolly Sport Fish..... \$18,000 \$53,95



38' 1966 Columbia..... \$48,500



34' 1967 Pearson..... \$17,950



30' 1977 Vashon PH..... \$19,950

64' 2005 Lucander \$140,000
42' 2008 Simpson Fidelity SOLD
42' 2005 Catalina (1/8th Share) \$25,000
42' 1990 Corsair..... \$49,500
40' 1946 Pilothouse Motorsailer \$15,000
40' 1987 Ponderosa \$99,950
38' 1991 Beneteau 38s5 \$68,500
38' 1983 Beneteau..... SOLD
38' 1966 Columbia..... \$48,500
37' 1982 Tayana SOLD
35' 1994 Bounty..... \$105,000
35' 1987 J/35..... \$34,995
34' 1967 Pearson Cruiser PENDING
32' 1986 Bayliner \$34,999
31' 2002 Catalina 310 SOLD
30' 1999 Bayliner..... \$34,950
30' 1984 Newport..... SOLD
30' 1977 Vason PH PENDING
30' 1980 Catalina \$19,500
28' 2008 Farrier Tri..... \$49,995
28' 1968 Tolly FBSF \$18,000
26' 2011 Custom Bartender \$78,000
26' 1977 Tollycraft..... \$16,000

381 Beneteau 99 D 99,900 Port Gardner 80
382 Beneteau 98 D 74,950 Port Gardner 80
38 Kettenburg 54 D 20,000 Port Gardner 80
38 Malo 116 84 D 200,000 NWYachtnet 83
38 Marina Berth 95 N 28,000 WaterLine 36
38 Nauticat 85 D 149,900 NHarborYS 81
38 Nauticat 86 D 139,000 MarineServctr 23
38 Nauticat 38 01 D 269,000 MarineServctr 23
38 Nauticat 38 84 D 89,500 MarineServctr 23
38 Nauticat MS 82 TD 109,000 MarineServctr 23
38 Ohlson 71 D 23,900 Tradewind 85
38 Pearson Sloop 91 D 79,900 WestYachts 37
38 Shannon Ketch 81 D 98,500 NWYachtnet 83
38 Shannon PH 82 D 95,500 NWYachtnet 83
38 TaShing Panda 78 D 84,900 ElliottBay 31
38 TaShing Panda 86 D 149,900 NWYachtnet 83
38 Waterline 89 D 49,000 WaterLine 36
39 Bavaria 94 D 89,999 WaterLine 36
39 Concordia 57 D 195,000 Swiftsure 3,57
39 Laurent Giles 70 D 49,500 ElliottBay 31
40 Beneteau 94 D 85,000 ElliottBay 31

NORTHWEST YACHTING

July 2015



WASHINGTON

SEATTLE

BOAT STREET
Bob Picot
Wolfe Marine

EASTLAKE/FAIRVIEW

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

BELLVUE/EASTSIDE

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

NORTHLAKE

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

SHILSHOLE/BALLARD

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

WESTLAKE

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

NICKERSON

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

FISHERMAN'S TERMINAL COMMODORE WAY

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

SALMON BAY MARINE CENTER

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

ELLIOTT BAY

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

MISCELLANEOUS

Bob's Boats
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 Yachts
Anacortes Marina
Anacortes Marine Insurance
Anacortes Yacht Brokerage
Anacortes Yacht Charter
Banana Belt Boats
Cap Sante Boathaven Office
Cap Sante Marine
Marine Servicerter
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 Wharftside
Doc's Marina Grill
Eagle Harbor Books
Eagle Harbor Marina
Eagledale Moorings
The Harbour Pub
Mahina Cruising Yachts
Winslow Wharf Marina Office
Parfitt Way Chandlery

BELLINGHAM

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

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

BLAINE

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

BREMERTON

Bremerton Yacht Club
Port Washington Marina
West Marine

BRINNON

Pleasant Harbor Marina
Pleasant Harbor Old Marina

BROWNSVILLE

Brownsville Marina
Port of Brownsville

DES MOINES

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

EDMONDS

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

EVERETT

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

FEDERAL WAY

Quartermaster Marina

FIFE

West Marine

FREELAND

McQueens

GIG HARBOR

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

HOQUIUM

BottomSiders

ILWACO

Englund Marine
Port Of Ilwaco

KENNEWICK

Clover Island Yacht Club

KEYPORT

Keyport Mercantile

KINGSTON

Kingston Marina Office
Kingston Yacht Club

LACONNER

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

LANGLEY

Langley Clock & Gallery
Port of South Whidbey

LONGVIEW

Longview Yacht Club
Willow Grove Marina

LYNNWOOD/BOTHELL

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

MARYSVILLE

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

MT VERNON

Sunchaser Yachts

NINE MILE FALLS

Harborside Yachts

OAK HARBOR

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

OLYMPIA

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

PASCO

Columbia Marine Center
Richland Yacht Club

POINT ROBERTS

Point Roberts Marina Resort
West Wind Marine

POULSBO

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

PORT ANGELES

Mariner Yacht & Boat Sales
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
Sinclair Inlet Marina
The Swim Deck Gastro Pub

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
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

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

UNION

Alderbrook Marina

WESTPORT

Englund Marine

ALASKA

ANCHORAGE

Redden Marine
West Marine

KETCHIKAN

Ketchikan Yacht Club

JUNEAU

58*22' North Sailing Charter
Juneau Yacht Club

SEWARD

Sailing Inc.

SITKA

Fisherman's Quay

COLORADO

HIGHLANDS RANCH

West Marine

OREGON

ASTORIA

Astoria Mooring Basins
Englund Marine
Pier 39

CHARLESTON

Englund Marine

CRESCENT CITY

Englund Marine

EUGENE

The Sailing Center
Eugene Yacht Club

MEDFORD

Collins Sailing Center

NEWPORT

Embarcadero Resort & Marina
Port of Newport - South Beach

PORTLAND

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

SALEM

Dennis' Boat Shop

SCAPPOOSE

Channel Marine Services

ST HELEN'S

St. Helens Marina

UMATILLA

Umatilla Marina & RV Park

WILSONVILLE

Riverside Yacht Club

YACHTS

Dublin House

CANADA

CAMPBELL RIVER

Ocean Pacific Marine

COAL HARBOR

Grand Yachts
Westerly Yacht Sales

VANCOUVER

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

RICHMOND

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

LADNER

Ladner Yacht Club
Massey's Marine

NORTH VANCOUVER

Burrard Yacht Club
Calibre Yachts
Marine Systems/Coastal Engines
Marisol Marine
Popeyes 2
Pro-Tech Yacht Services
Quantum Sails
WEST VANCOUVER
Boat Centre
Sewells Marina
Thunderbird Marine
West Van Yacht Club
Ya Ya's

SUNSHINE COAST

B & J, Halfmoon Bay
Bittersend Marine, Gibsons
Gibson's Yacht Club
John Henry's Marina, Garden Bay
Petro Can, Madiera Park
Secret Cove Marina
Taylor Electric, Secht
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
Boater's Exchange
Capital City Yacht Club
Grand Yachts
JKK 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 Center
West Marine

NANOOSE

Schooners Cove Yacht Club

PARKSVILLE

Pacific Boat Brokers

FRENCH CREEK HARBOR

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
Oceanic Yachts
West Marine

VENTURA

West Marine

WILSONVILLE

Riverside Yacht Club

ADDITIONAL

WEST MARINE STORES

Dana Point
Marina Del Rey
Oakland
Orange
Palo Alto
Redding
Sacramento
San Jose
San Pedro
Santa Cruz
South San Francisco
Stockton

IDAHO

BAYVIEW

Bitter End Marina

COEUR D'ALENE

Yacht Club Sales & Service

ARIZONA

LAKE HAVASU CITY

West Marine

HAWAII

HONOLULU

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KO OLINA

Ko Olina Marina

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With **FREE Full Color!**

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



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THIS!

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

Note: Additional words accepted at the rate of \$.75 per word over 30 words. Banners are an additional \$10

Ads may be placed in person, by mail or email. Visa/MC accepted. Payment must accompany ads.

THE DEADLINE FOR CLASSIFIED ADS IS THE 5TH OF EACH MONTH

"Run 'til you sell" ads run up to six months maximum. Please notify us when your boat sells.

Please check ads for mistakes or corrections the first month.

After the second month no changes will be made except for price or phone numbers.

For photo ads, please include a digital color print. (no slides or negatives please).

MC/VISA # _____ EXP. _____ 3-digit Verification Code (located on back of credit card after account number) _____

To place an ad electronically please go to our website: www.nwyachting.com



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**



SPARKMAN & STEPHENS LOKI-CLASS YAWL "IROLITA" 40' LOA. built by H. Heidtmann, Hamburg, GE in 1953. Extensively refurbished by The Jensen Motorboat Company, 1417 Boat Street, Seattle, where she will be moored after October 1. Bristol. \$100K. Bill Frame, **612-803-6596**. frame@augsborg.edu. **S340-2**



FASTNET 45' - BOAT SHOW SPECIAL \$75,000. At 3/lb - Cheaper than coffee! Holland-built, squeaky clean and bristling with high-end gear, this all-fiberglass sloop has a newer sail inventory and Yanmar turbo diesel. Two spacious staterooms fore and aft have heads of their own and lots of storage. (509) 682-5950. Go to Vimeo.com/81840185 for video tour. **S - 5**



CASCADE 29, 1972 NW BUILT SOLID FIBERGLASS NICE inside/out. 18hp newer Yanmar, Force 10 heater & cookstove. Bottom paint & zincs in 2014. VHF, DS, Inverter, Extra sails, many recent upgrades. **\$18,500obo** llwaco, **360-665-3633**, beachcom@willapabay.org. **S351-9**



1989 X-119 (40') by X-YACHTS of DENMARK High-quality racer/cruiser. Beautiful teak interior with enclosed head and three double staterooms. Specifications and photos: www.cacciapomodora.com **Asking \$89,500.** Bring all offers. (206) 601-3867. **S318-6**



CATALINA 320 1993, great family cruiser sleeps 7, Perkins diesel low hours, dodger, d/c refer, GPS, many extras, moored in Port Townsend. **360-379-1512. \$50,000 S346-7**



BLUEWATER INGRID 38 Fiberglass hull, sail-ready, go-anywhere cruising ketch. **\$60,000.** Beautiful traditional sea-kindly design, comfortable liveaboard. Many upgrades with offshore cruising planned. Details/contact info/photos on website: ingridketchseptember.webs.com **S348-8**



PILOT HOUSE-1981 SATURNA 33 Designer William Garden. Cruise year round comfortably. **\$59,000** Survey valued over \$266,000 before recent improvements. Yanmar Diesel under 450 hours. Pictures @ "slowdancing.shutterfly.com" Tom: **206-450-9920 S352-9**



1988 NORDIC 44 Two separate staterooms. Lots of recent upgrades including new Garmin radar, GPS map, battery charger, dodger, life lines. Details and photos available www.yachtsoffered.com. **\$149,900** **Judy 206-963-3560 S319-7**



GARDEN KETCH PH CT-41' #7 1973, CT-41 PH LOA 48', fiberglass hull (#7), 75hp TAMD30V-Penta, radar, autopilot, CQR anchors, chartplotter, VHF, furling jib, staysail, Windlass. Fuel 150 gal. Water 90 gal. LPG stove/oven, shower, 9' dingy. Moored at Poulsbo YC, WA \$65k Contact: (509) 943-4638, rrjordal@att.net. See photos: <http://albatrossct41.shutterfly.com/> **S347-8**



40 HUNTER 1989 - \$65,000 Excellent condition, 2 cabins & heads, shower, Furuno radar/plotter/GPS, full canvas, 100 amp Balmar charger, Espar heat, Seafreeze coldplate freezer, spinnaker, newer upholstery & cockpit cushions. Phone: **425-357-6065 S357-7**



CATALINA 42 MK II 1996 Bristol condition. Popular 3 stateroom layout. Lots of recent upgrades including new B&G instruments, radar & autopilot, charger/inverter, dodger/bimini, folding prop, life lines, bottom paint. Details and photos available at www.yachtsoffered.com **\$124,500** Andy **206-923-8420. S355-9**



39' FOOT WOODEN CUSTOM CUTTER 39' custom designed cutter built in 1931. Structurally rebuilt in the 1990's. Needs cosmetic work, possible interior update. Full set Dacron sails, cotton square rig. **\$25,000. 360-424-7107 S341-2**



CUSTOM HERMANSON 44 Looking for the ultimate ocean steel liveaboard cruiser? Look no further! **\$99,999** Has income potential www.dutchlove.com **305-989-7181 S349-8**



1949 PHIL RHODES WINDWARD 34 LOA 34'6", beam 8'6", fir planking, oak frames, Yanmar 2GM diesel 100 hours. Lot of upgrades last 5 years. Ready to sail. **\$32,000.** In Port Townsend. Details and photos www.seamarineco.com or Bill at brockbb66@gmail.com **S350-8**



1989 GULF 32 PH Designer William Garden. Excellent condition with fully enclosed cockpit. All upgrades, routine maintenance and recent survey available. Sitka, Alaska Reduced to **\$40,000.** ewindahl1940@gmail.com **907-321-2663 S358-12**

CLASSIFIED



C&C SHARK 24' — \$2500 This solid Canadian sailboat is lots of fun to sail. It is easy to sail for a beginner, but will perform for an expert. It is stable, well-built with strong fiberglass hull and iron fin-keel. Trailerable (no trailer). Many extras: 3 Jibs, 2 mains Spinnaker, Johnson 8 outboard, stove, compass, knotmeter, etc. Moored in Seattle. **206-550-4332. RobtBg@gmail.com. S359-12**



SEARAKER 50 One of 7 blue water cruisers built by Windward Marine, Inc. Visit: www.sites.google.com/site/searakersvtrumpeter/ for more information or with your preferred browser, search *Searakersvtrumpeter*. **S340-7**

Power



330 SUNDANCER 1997 Loaded. Twin 350s V-Drives Port = 4.4 hrs., starboard - 775 hrs. 4.5 kW generator. Perfect condition. Fresh bottom paint, zincs (6 mo.), new 8' dinghy, 2.2 Merc. OB, 3 sets canvas, TV, stereo, Furuno electronics. **\$51,500 obo 206-419-4436 P476-11**



1999 37' SEA RAY SUNDANCER. Rare optional high gloss cherry interior with many up-grades. Less than 400 hours on 330 HP Mercruiser's and 5 KW gen. Air conditioning, Radar, GPS, Sounder, VHF, Stereo, new 30" flat TV, Power windlass, new polycarbonate enclosure, good canvass, always waxed and kept in covered moorage. Excellent condition. **\$89,900.** Call **Brian 206-669-1197 P175-4**



50 Ft U.S SKOOKUM FIBERGLASS TRAWLER 1972 Commercial quality built trawler for all your fishing and pleasure cruising @ 5 gph 8-10 knts. Truly well built. Powered with a single Volvo 120 Tamd engine, 384 hp. 3 staterooms. 2 bath. Interior upgrades. Force 10 propane stove/oven. Large refrigerator/freezer. Separate 12 cft chest freezer on flybridge. For more information and pictures, call **888-641-5901, or nwyacht.net.com. \$99,500.** Possible financing. **P151-5**



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**



24' MAXUM 2006, rarely used, 50 hours on 5.0 liter Mercruiser, new drive, SS duo props, CD, DVD, Navman Tracker, SL Windlass, 8' AB, 4 HP Yamaha, Sea Wise davit, gal. trailer, Surveyor valuation \$29,500, **michaeld@rockisland.com P304-6**



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**



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**



36' CARVER MY, '06. Immaculate and fully outfitted - dinghy and Honda outboard. Ultraleather lounge w/integrated dinette, great galley, two TV/DVDs, Sirius radio and AM/FM/CD stereo provide for dockside entertainment. Two heads. T/Volvo Penta gas engines. **\$199,900.** (360) 866-0251. **P864-10**



54' WM. GARDEN DESIGN, built at Philbrooks yard 1968. A luxurious yacht for the Northwest, two staterooms, twin Cummins, 12 kw genset, double cedar planked. August 2014 hull and topsides survey states; "good condition, better than most of her peers". We just finished a sixteen-week 'restoration' from keel to mast head light and had her professionally painted. She's absolutely beautiful - see twenty new exterior photos online at pacificmarine.org. Call David **206.225.3360** to make an appointment to see her. **P918-1**



57' CHRIS CRAFT CONNIE 1965 ESTATE SALE, 8V71 Detroit, Mathers, 12KW Genset, 27' Flybridge, \$120K Retrofit, Excellent Live-A-Board, All Equipment, Boston Whaler, Seattle Live-A-Board Moorage Available, **Reduced \$145,000, Specifications (520) 749-5983, (206) 697-2005 P308-8**



43' FOOT WELLCRAFT PORTOFINO BEST VALUE IN BC, PORTOFINO IN EXCELLENT CONDITION, SLEEPS 6, ALL OPTIONS, 31 MPH, GOOD RUNNING CONDITION, stored indoors every winter, used in fresh water only, twin 454 mercruiser straight drives, rebuilt port engine 75 hours, starboard approx. 800 hours, 4.5 kw kohler genset, sleeps six, full galley, full bathroom with shower, two wet bars, stereo, two tvs., new fridge, microwave, tv., twin airconditioners, new upholstery on aft deck, new sunbrella top, sits twelve on aft deck, anchor winch, and much more. JUST SURVEYED VALUE \$78,000. New replacement value \$500,000. **ASKING \$68,500. Call for details and more pictures...**250 804 8007** or toll free **1-866-675-3007. P317-4****



32' MONSON SEDAN CRUISER '65 very well equipped. Seeps 6 - moored in slip allowing "liveaboard" Hull sound - 11 mo's bottom painted/zincs. Needs cabin work, etc lots. \$7,000 spent last 2 yrs updating. Plus, \$1,400 engine upgrade, Turbo Carb and fuel injection. Last long cruise, 4wks Desolation Sound - 500 miles. Selling due to health problems. **Best reasonable offer accepted.** **206-824-1146 P247-9**



35' MARINER / HELMSMAN 2007 DEMO, 380hp. Cummins, bow & stern thrusters, genset, inverter, 2 refers, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. **Bring Offers: www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-10**



63' FIBERGLASS NORDLUND, Built 1978, Twin turbo 903 Cummins, 400+hp. 3 Staterooms, 2 Heads. Professionally maintained with fresh bottom paint, zincs, brightwork, teak decks. Engines and transmissions serviced. 2 Northern lights gensets. Located in Roche Harbor. **\$169,000 360-317-8956 P432-7**



1990 GB 49 CLASSIC Cat 3208s, Aquadrives, bow thruster, Full flybridge enclosure, Sea Recovery watermaker, 2 gensets, stand-up engine room, and more. Beautiful condition, Great live-aboard. Bainbridge Island, **\$299,999. 206.595.7805 P413-2**



40' TROJAN SUNDECK 1980 - PRICE SLASHED - now 73,000 C\$. - bring reasonable offer. Fully enclosed; twin diesels; 10 kw geny; 3500 inverter charger; mechanically sound; all season cruiser or spacious live aboard. 2 staterooms (1 island queen) - 2 heads both with separate showers. **604-817-9090 www.40fttrojanyachtforsale.com P356-12**



73' CLASSIC WOODEN YACHT Argonaut II is a well-maintained and updated yacht. Perfect Northwest cruiser, also a great liveaboard. Gardner 6L3 diesel, 2.5 gal. per hr. at full speed. Possible transferable liveaboard slip in Ballard, Seattle. Check <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. Call owner at **206-313-0223. P405-5**



32' RAWSON CABIN CRUISER Very low hours on 210 Cat diesel, 10 knot cruise. New wiring & panel, new inverter, new fridge, new stove. Nice head & shower. Very sharp and ready to go cruising! Located at Jarrell's Cove Marina, Harstine Island, Shelton, WA. **\$19,200** Contact Bob for more info or to set up showing at **360-229-0399. P372-2**



26' FIBERGLASS GENTLEMEN'S SEAWORTHY LAUNCH 2005 12 knots topo with 56hp Yanmar diesel, 250 mile range. Bow thruster, electric head, GPS, VHF radio with hailer, stereo, spot light. Reduced to **\$39,900. 714-271-2628. P383-6**

CLASSIFIED



57' CHRIS CRAFT CONNIE 1965 Outstanding condition. Twin 8V71 Detroit Diesels. Excellent Live-A-Board, approx. 1,000 SF furnished, Living Space. Custom 27' Flybridge, wraparound teak steering station, hand rails,, large solid teak serving table. Three staterooms, plus Queen Hide-a-Bed, Two Vacuflush Heads/Showers, Full Galley, Dinette. Varnished throughout. Lots of storage. Ready to Cruise, Live-A-Board or Charter. Seattle Live-A-Board Moorage Available. Exceptional Buy at only **\$145,000**. Photos/Equipment List. (360)928-9724, (206)697-2005, schoboatseattle@hotmail.com P308-2



2010 47 DH SELENE as new, approx. 60 engine hours, state rooms, heads, galley never used. Outfitted with the very best equipment and ready to sail anywhere in the world. The boat will come as clean as new with all manuals, service records current and fresh bottom paint. **\$725,000**: Docked in dry storage in N. Harbor Diesel in Anacortes, WA. For complete details and specifications, serious buyers contact Gary Mullard: northernstone@pmt.org Phone: 208-862-3353 Fax: 208-862-3846 P309-2



27 ft. SEA RAY AMBER JACK & HEAVY DUTY TRAILER Twin 170 hp. Super fishing boat. Two tops, full galley, enclosed head and shower. Sounder & GPS, 2 down riggers, Fresh water boat. Look, only **\$14,800**. Bob 360-229-0399. Shelton. P326-11



\$17,500 - INEXPENSIVE QUALITY 31' UNIFLITE EXPRESS - 1972 Located in Anacortes, WA The most solid boat on the water. Clean No Blisters. Updated Cabin, Twin Rebuilt Chrysler 318's (300 hrs), New Fuel Tanks & Mufflers, New Canvas. Great boat for Family Cruising, Fishing & Crabbing. 206.931.9352 P375-2



32' BAYLINER - 1988 low hours on twin 135hp Turbo Charged Hino's. "Destiny" is a well maintained Pacific Northwest cruiser - with aft hardtop. 3 separate sleeping quarters / galley down / full head with stand up shower / inside & flybridge helms / large cockpit suitable for fishing / Garmin 5208 Chartplotter / 10KW Genset. Located at the Port of Brownsville, Bremerton, WA. For more info contact Jim at (360) 930-5373 or email jim@jimjohnson.info \$34,500 P417-6



36' GRAND BANKS CLASSIC 1976 Twin Ammarine 6404 John Deeres. 7.5kW Onan genset, Espar heat. Desirable S. Lake Union covered moorage. Great family boat. **\$82,000**. 509-388-1773. P373-1



1984 SUNDOWNER 30 TUG Excellent, well equipped, full electronics, webasto, refrigerator-freezer, huge storage, everything works perfectly, engine runs well, new oil change, filters, belts. clean & neat. Bellingham. **\$65,500.00**. 360-720-4480 P409-11



MAXUM 3200 SCR 1995. Newer full canvas aft deck enclosure, new helm seats and fabric cockpit seating. Outdrives serviced, bottom paint and new prop completed early May. A well built boat with enormous interior space and sleeping arrangements for six. Large aft cockpit with a custom made over-sized swim platform. Twin 5.7 MerCruiser V8. Great for a family or two couples for overnights or an extended vacation on the water this summer. At our docks now. Jim 253.332.5813. Twenty five photos and all details at: pacificmarine.org



32' BHM FLYBRIDGE TRAWLER, 1992 A True "Downeast" Duffy style, Lobster yacht built by the Atlantic Boat Company in Brooklyn Maine. Excellent condition, 210 Cummins diesel with 2,995 hours. Well equipped and many upgrades. Recent zincs and service. A well built go anywhere vessel at 8 knots or 16 knots. Boathouse kept. Boathouse available in Olympia. **REDUCED! \$88,000**. Owner will consider small trade. (360) 956-1992 P391-11



41' ROUGHWATER 1977 PH SEDAN 185 hp Perkins diesel, 8k westerbeke generator, vhf, radar, chart plotter, Fathometer, autopilot, new upholstery, new sanitation system. All systems go. **\$49,000**. located Anacortes P395-10



42' CANOE COVE SPORT SEDAN CRUISER Well maintained 1984 Canoe Cove. Twin diesel Volvo 250 HP 16XX hours. Updated salon walk around queen in master cabin. For pictures and specifications: <https://sites.google.com/site/canoe Cove42> P416-6



55 FOOT 1932 STEPHENS MOTOR YACHT 1932 Stephens Motor Yacht Total restoration 2008 including new engines/genset/electronics/mechanical/electrical. Seattle area. See photos, history, complete details, and contact information at <http://www.MVSeaDog.com> **\$375,000 P406-11**



C-HAWK 23.5 FISH/SCUBADIVE 1996 on Shorelander dbl/axle trailer. New 2008 Yamaha F225XL/4stroke only 41 hours. New Yamaha T-9.9Gxl/4stroke only 5 hours. SS-ladder/SS davit. New Lowrance HD55Gen2 fish/chartplotter. **\$23,750** or best offer. Call Rob: 360.876.4584. P407-5



1985 KADEY KROGEN 42' Well maintained, boathouse kept, pilothouse trawler, single Ford Lemman 135hp with hydraulic bow thruster. Teak throughout. Ready to Cruise. Additional pictures and specs visit <https://sites.google.com/site/1985krogen> P415-6



32' UNIFLITE SPORT SEDAN 1976 Twin Crusader 350, full galley with sink, frig, propane stove, microwave, 2500 watt inverter, Head with updated toilet, sink, shower, HW, GPS Plotter, Fish Finder, Radar, VHF, stereo, hailer, windless, heater off engine, 120volt heat, shore power, wash down pump, down riggers, new bottom paint, 200 gallons fuel on board, dinghy. Great NW boat in good condition. **\$21,900**. Dry dock, Port Angeles, 360-332-9526 P414-6



IMPECCABLE 1999 RIVIERA 48 PLATINUM Well known for their high quality and performance Australian Yacht builder Riviera produced the Platinum Convertible Flybridge from 1993 to 2002. The high quality construction, open layout, extended cruising capability and command flybridge made her popular with cruisers and sport fisherman alike. This is as fine and well appointed example as you will ever find and will not disappoint the discerning buyer. Exceptionally equipped luxury and performance, professionally maintained and attractively priced at **\$305,000**. 206-708-3056 P337-12

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



2006 RANGERTUG 21 POCKET TRAWLER Excellent condition, 30hp Yanmar Diesel, camping interior, pressure water system, stove & head. V-birth sleeps 2, Garmin Chart-plotter, VHF, shore power charging. Pocket trawler, displacement cruising speed 7 knots. Fuel efficient. Warm pilot house, Secure cockpit. Located Lopez Island. 360-468-2051 P419-7



1989 55' HISTARCPMY 2 Queen staterooms with head compartments. Fold out couches. Two 375hp Cat Diesels, 8kw Generator, 13' dinghy w/25hp Yamaha, autopilot, Nobletec Navigation, possible Lake Union Moorage. **\$219,000** 425-422-2922. P423-7



1970 23' UNIFLITE SPORTSMAN W/ FLYBRIDGE Great northwest boat. Rare flybridge model. New engine professionally done by Anacortes yard including all new: exhaust components, electronic ignition, carburetor, alternator etc. Transmission serviced and new bearings in v-drive (no expensive outdrive to maintain. Many other options and new items. Priced to sell at **\$12,500**. 360-421-2771 P427-7



41' CANOE COVE 1981- 41' Canoe Cove, 13'2" Beam, 3'6" Draft, Fiberglass hull, fiberglass nonskid weather deck, below deck vinyl overhead, teak panels with trim, Corian counter, carpet sole. Detroit Diesel 6V 53, flybridge and fantail canvas (completely enclosed with windows, screens, etc.), battery charger: trace inverter/charger RC5 remote & solar panel charging. Surveyed 6/3/2013 Michael McGlenn. Market value **\$86,400**. Asking **\$65,000**. 360-332-4112 P431-7



Beautiful Restored 1963 **36 FT. TOLLYCRAFT CABIN CRUISER 1963** 80% restored 36 ft. Tollycraft. \$85,000 in mechanical and wood-working upgrades. Incredible Pacific NW cruiser inside and out. Boathouse kept 41 of last 42 years. Twin 327 gas engines, rebuilt with less than 500 hrs. Sleeps 6. Fiberglass bottom. Wood boat..African mahogany & oak. Turn-key. Possible live-aboard. Location: Port of Everett Marina **\$39,500** 425-446-9018. Serious inquiries only. For sale by owner and kim@crosswateryachtsales.com. Call for showing/sea trial. P424-7

CLASSIFIED



85 FT. CANEX-SURVEYVESSEL, mv PARRY Heavy wood construction, built 1941, 240 HP Vivian Diesel 8.5 kts @ 6 gph, 2800 mi. range. Accom: 14 pass, 6 crew, live-aboard, charter vessel. Roomy lounge with fireplace, large galley and wheelhouse, excellent condition, New generators, batteries and laundry. Coast Guard inspected. **\$395,000. 604-760-8892 P420-7**



50' WESTCOAST 46 CUSTOM YACHT - MINT 2004, Twin Cummins 270, genset, inverters, bow thruster, espar heat, AC heat, 3 fridges, deep fridge, Beautiful Galley, seawise davit with 12' RIB enclosure, must be seen. **\$389,000 USD 250-468-7042 www.westcoastpowerboatforsale.com P430-7**



52' NORDIC RAISED PILOTHOUSE WITH FLYBRIDGE. Original 1989 and upgraded interior and equipment in 2008 by manufacture and continuous upgrades since. Hauled and bottom painted and surveyed Jan 2015. Great layout with bright open galley in large salon plus the raised pilothouse has great viewing and U shaped seating for socializing while cruising. Also large aft cockpit for table/chairs, walk thru transom, side entry gate and large swim step. "Escape" is easily maintained with stainless rails and no teak decks. Pride of ownership shows through out. Twin 375 Caterpillar Diesels - 15 Knot Cruise - 20 Knots Max - Electronic Engine Controls - Bow Thruster - 8 KW Northern Light Generator - Hydronic Diesel Cabin Heat - Watermaker - Avon RIB W/2 hp Honda on Davit, Furuno/Standard Horizon electronics. Fully outfitted for Charter. **\$298,500 San Juan Yachting in Bellingham, Wa. - (800 677-7245) brokerage@sanjuanyachting.com P437-8**



73' CLASSIC WOODEN YACHT Argonaut II is a well-known northwest cruiser with a fascinating history. Her Gardner 6L3 diesel uses only 2.5 gph at full speed. Check out <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. **\$195,000. Call 206-313-0223. P440-9**



1980-40' SEAHORSE TRAWLER Fiberglass Single Diesel with Thrusters, **\$125,000** Full keel, dual navigation, autopilot, 5KW generator, inverter, diesel furnace, dinghy/outboard, bimini. 2 queens, 2 heads, interior teak. Spare parts. 300 gal fuel. CAT 3208NA. Extensive records. Extras! Beauty! **205-355-1921 P428-7**



1991 TOLLYCRAFT 44' CPMY Beautiful condition : Detroit 6V53TI Diesels, Genset, Outback Inv, Bowthruster, Espar heat, Vacuflush heads, Watermaker, New Refrigerator, Ice maker, Gas stove, TracVision, Davit with 12' RIB and much more. **\$229,500.00 253-856-7770 P370-8**



41' LUHRS SPORTFISHER 41' Luhrs Sportsfisher, 14' beam, Built 1973, never been in saltwater, Twin 440 Chrysler engines, Chart plotters both helms, new canvas, Spacious cabin, clean, smooth-running boat. **\$45,000.00 Call (541)620-2657 P446-9**



1976 PACIFIC TRAWLER US built pilot house trawler. Flybridge. Shed kept. Lehman 1.5 gph. Well maintained. Many recent upgrades. Newer electronics, new fridge, inverter, batteries, bimini, windlass, ground tackle, head. **\$134,900. cdunwoody1953@gmail.com 604-929-7364 P425-7**



1983 41' CANOE COVE FLYBRIDGE SEDAN DIESEL Well maintained, perfect for livaboard. Fresh water kept. Twin Detroit Diesel V653T, Genset, Bowthruster, A/C, updated galley and salon, two cabin, sleeps 6, RADAR, VHF **\$79k Email4photo link. ronmicjan@gmail.com P433-8**



34 PDQ POWER CATAMARAN 2006 - Twin 100 hp Yanmar diesels, 2 private cabins, Webasto hydronic heating throughout. Great economical cruiser. 7 kts @ 1.5 gph or faster cruise 14 kts @ 5 gph. Very maneuverable, stable ride. Raymarine Electronics package at both helms, 10' RIB dinghy on stern davit w/2HP Honda. Great income opportunity in charter fleet. Let us show you how you can own this fine vessel and defray much of the costs thru charter service. **\$279,500 San Juan Yachting in Bellingham Wa. (800-677-7450) brokerage@sanjuansailing.com P438-8**



28' CAVER MID CABIN EXPRESS 28' Carver with Trailer and twin V6 Mercruise outdrives. 221 hours, Boat and Trailer garaged and used only in Fresh Water. Like NEW condition. **\$35,000 Brookehaven Yacht Sales, 360-951-5900 P454-10**



54' PILOTHOUSE TRAWLER COASTAL CRUISER Aluminum 1993, twin Cummins, 2200+ nm range. 20kw gen, 3 staterooms, 2 heads, up galley. Bristol condition. Perfect live-a-board cruiser. **\$389,000. 360-640-0507 tom@capsanteyachts.com P418-6**



52' 1953 CHRIS-CRAFT MOTORYACHT 2014 People's Choice Winner of the 25th Annual Chris Craft Rendezvous Economical 6-71 Detroit. Riva has been well cared for and continuously upgraded in electrical and mechanical. A major restoration just completed to all brightwork as well as bottom paint and bootstripe by VIC FRANCK Co. All new starting and house bank batteries for 32v and 12v system as well as newly rebuilt starters (2) new fuel pumps (2). Outback 12v and 32v charger/inverter, Espar hydronic heating system. The engines have been serviced and are ready to go. This motoryacht is in BRISTOL condition and is ready for your enjoyment. Covered moorage available to qualified tenant. For more information please visit www.1953chriscraft.com or call **206-963-3799 \$165,000** No brokers please. **P436-8**



1982 GB 42 CLASSIC T120 Lehman, Excellent Condition, 8.5 Onan, Inverter, Watermaker, 3 Heaters, 2 Freezers, Power Davits, Extensive Refit, AutoPilot, 400' chain, New Windlass, New Varnish, Bottom paint, Mast, Davit, **604-328-8872 \$189,000 USD obo.** Info, photos, blog: adagioiv.blogspot.ca **P214-9**



CLASSIC 35' ROUGHWATER PILOTHOUSE TRAWLER boathouse kept, John Deere 6068, Twin Disc transmission Olsson davit, CQR anchor, EGT indicator, isolation transformer, Aluminum fuel tanks, Furuno Radar, anchor wash down system, Garmin chartplotter, Lofrans WINLASS, much more, 1975. **\$44,500 P442-9**



2005 TUG BOAT 20' Jay Benford Design and 3 Axel Custom Trailer Fiberglass hull, Yanmar diesel 50 HP (200hrs), 20' detachable mast/boom, VHF, GPS, Depth, Inverter, Charger, GoLight Searchlight, Muir Cheetah windlass, Yankee Skipper Head, macerator, much more, **\$16,700 BO. 206-406-7080 P426-7**



41' ROUGHWATER 76 TRAWLER, single Perkins 185hp, 3.5 KW gen in sound shield, inverter, radar, depth sounder, gps & windlass. Two heads, one shower, 150 gals water, 250 gals fuel, sleeps 6, makes a good live aboard. **Asking \$29,000.** email: manana@whidbey.com phone **360 9450701 P412-6**



32' TOLLY '64 Eng rebuilt, new manifolds, exhaust 2010. New teak swim grid 2011, 2 VHF, 2DS, GPS. Sideshift Stern Thruster 2012. Fresh bright work and paint. **\$8,500.00 US 604-619-5434 P234-8**



2008 SEASWIRL STRIPER 2601 WALKAROUND Volvo XDP 280 HP, duo-prop, fwc, hydraulic steering; 180 hrs. Yamaha 9.9 HP, electric-start with remote electric steering. Alaska Hardtop Package with cabin heat. Marine head with storage tank/macerator. Raymarine GPS with C-90W chartplotter, depth finder, 4 KW radar, VHF radio. EZ Loader bunk trailer. **\$49,900. 206-200-3842. P445-9**



TIARA 33 OPEN 1988 One of Tiara's most popular models. Twin Crusader power, genset, radar, teak and holly sole, auto pilot rev. air/heat and more. Owner will trade up to 40-43 sedan cruiser. Asking **\$46,500 US.** contact Jim Gladstone **604-781-2764** or alliedyachtsales.com **P429-7**



28' CUSTOM LOBSTER YACHT This head-turning classic was originally built as a C.R. gillnetter in the '40s. John Deere 4045T diesel has only 600 hours. Up-to-date electronics and more. Asking **\$28,500; P439-9**



1979 TOLLYCRAFT 30 Excellent condition. Lifetime under cover. Newer dripless shafts, holding and fuel tanks. Twin Merc 350's low, low hours, transom door, extras, shower. Fresh bottomkote and zincs. Full survey 2015. **\$32,000** Owner **(425) 241-6276 P368-12**

CLASSIFIED



38' BERTRAM 1973 with twin 903 CUMMINS diesel engines, low hours, Raymarine electronics, Maxwell anchor winch, Boston Whaler with 4HP Yamaha, 8 KW Northern Lights genset. samleclercqmarine@gmail.com **\$60,000 206-947-7717. P421-7**



**PRICE REDUCTION
\$39,000**

42' MONK TRI-CABIN 1961 Great live-aboard. Pristine. Yellow cedar hull, GMC diesel, Whaler dinghy & motor, 300 gal. water, 500 gal. fuel. Full electronics. Ready to cruise. Boathouse available. Dick - Port Angeles **520-664-5698 mdbaty@centruylink.net. P465-11**



PRICED TO SELL - \$195,000 US DOLLARS
1982 65 ft x 20 ft beam **Skylounge** - set up for NW cruising. All fiberglass - Lamphere, built in Westport WA. 4 stateroom, 5 heads, upgraded interior and cockpit, 3100 hrs GM diesels; bowthruster, 2 radars, 2 GPS, 2 VHF, Large-screen sounder, inverter-charger, 2 low-hour gens. Electric galley & heat, 15 ft whaler with 30 HP on davit. Bottom paint Aug 2013. Located Madeira Park, BC in boathouse. **604-883-9718 P443-9**



2013 WOOLDRIDGE 29FT PILOTHOUSE Fishing boat extraordinaire. This boat has ever bell & whistle any fisherman could ever want. The list is way too long to even start but it includes twin 200 hp Evinrude E-tecs ho's, state of the art electronics, digital controls at both main station & rear helm station, plus so much more. **\$165,000.** Located in Port Townsend, WA. **601-613-8876 P447-9**



50' GRAND BANKS 50' Grand Banks always been in boathouse and professionally maintained. 64 mile radar. Good electronics. Excellent live a board. 1500 mile long-range cruiser. Stabilized. \$235,000 - serious offers welcomed. **503-260-6806 P448-10**



2000 BAYLINER 4788 Beautifully maintained & serviced, updated electronics, gen. & inverter, Novurena dinghy 30 Honda, full enclosures, 45,000 BTU furnace, Sat/TV systems, 1130 hrs. Twin 370 HP Cummins diesels. **250-247-9199 \$225,000. P450-10**



1989 29' BARHOPPER Twin inboard Volvo 350's with 959 hours. Has head with shower, Wallas diesel heater stove, DF, GPS, sleeps 4 good condition. **360-414-9468 P451-10**



2858 BAYLINER IN GREAT CONDITION! Mercruiser 454, 7.4L I/O Bravo II drive 330HP - New batteries, charger and canvas - Sleeps Six - Norcold 110/12v refer - Marine head w/ shower - Updated electronics: VHF - GPS - Depth. 253-297-0510 **P456-10**



36' CONVERTED FISHING VESSEL 1976 M/V Liz B. Cummins 6B-5.9M, with 2000 hours, 1.5 gal / hour @ 7.5 knots. E-mail: ggwickman@gmail.com for survey & photos. Friday Harbor WA **\$34,000- OBO 360-317-5475 P464-12**



380 SEARAY SUNDANCER 42' loa '00 ORIGINAL OWNER w/Bow Thruster. Twin fresh 380 hp engines only 20 hrs. 7kw generator New Camper Canvas. Auto Pilot, Raymarine RL80 color open array, North Star 6000 Chart Plotter, Fish Finder etc. Sleeps 6, two cabins, Cherry interior, TV, Stereo A/C, fridge/freezer(2), cedar lined closets, etc. 10 1/2' ZODIAC rigid inflatable w/ 8 HP Mercury engine davit system Full Canvas. Boat Looks like NEW call **IRWIN YACHT SALES (206)632-2900 PRICE \$135,000.00 P452-10**



CRUISERS INC. 3375- GORGEOUS Cleanest 33' express cruiser in existence ~BAR NONE! Professionally maintained, only used couple weeks year. Recent \$8,000. full enclosure helm/cockpit. One brand new reman engine with 2 year warranty, manifolds, risers, elbows replaced, Nuetra-Salt system added. RIB with Honda 4 stroke engine, SeaWise davit system. Interior is LIKE NEW! **360-201-9141 \$64,900. P458-10**



1983 36FT ISLAND GYPSY EUROPA TRAWLER \$59,500 Twin Lehman 120's 2000 hrs, full canvas, bow thruster, watermaker, washer/dryer, two staterooms, Apex hard bottom dingy, 5hp Mercury, lots of spares, ready to sell. **360-786-1829 P455-10**



SISTERSHIP

2003-38FT. SEA SPIRIT SUNDECK FAST TRAWLER 13' beam, 370 hp Yanmars, generator, heat and air conditioning, loaded, Flybridge and Sundeck Rainer enclosures. Asking **\$198,000. 714-271-2628 P463-10**



1967 44' GARDEN TRAWLER Wood hull, twin Perkins, 8KW gen., 1040 gals. fuel, six berths in three cabins, enclosed flybridge, diesel heat. Health forces sale. **\$69,000 www.mvgreenstreet.com 503-313-8818 P466-11**



2008 C-DORY VENTURE 23' Yamaha F115TLR T8 kicker; EZ-Loader dual axle trailer; Wallas stove/heater; frig; sink; water heater; Lowrance MFD w/Broadband Radar; full camperback; Quilcene, WA; **\$52,000. 360-765-0762 P467-11**



FORMER BC FOREST SERVICE VESSEL 1962 65' Cruise Anywhere In Comfort & Style. More Photos hecateranger.blogspot.com. Inquire to **peter@marshallscovepaint.com P472-6**



1972 ALBIN 25 W/HARDTOP & TRAILER Full electronics, 1/3 gal/hr., shower, diesel heat, ex. Albin 22 diesel, microwave, toaster oven, 2 door refer, propane stove, windlass, auto-pilot, Bellingham, **\$19,500. 360-720-4480 P473-11**



53' MERIDIAN 490 PILOTHOUSE-DREAMIN' One owner. T/330 hp Cummins, 9kw genset, 3kw inverter, bow thruster, Raymarine electronics, 12' Caribe with 40hp 4stroke Honda. 3 staterooms. Fully furnished. **\$255,000** Details and photos **480-513-8944 marrisonhome@msn.com P468-11**



40 PRESIDENT SUNDECK FULLY ENCLOSED 1993 Two staterooms with walk-around berth in master stateroom. Beautiful all ash interior with teak and holly cabin sole throughout. Twin Cummins 300s, 2 heat pumps, A/C, 2 heads, 2 frig, ice maker, 8kW gen., inverter. Fresh water boat on Cour D' Alene Lake, ID. **\$129,000. 509-993-1812. P459-10**



42' NORDIC TUG FLYBRIDGE 2006 Pristine 2 stateroom/2 full-head layout, 530 HP Cummins electronic diesel, 10' Boston Whaler with electric downriggers/25 HP 4-stroke Merc, washer/dryer, full Raymarine electronics, ESPAR hydronic zoned heating, BOSE sound systems, ONAN genset, propane 3-burner stove/oven. Located in Victoria. Priced extremely well at **\$499,000 USD. Call Mark at 250-549-0357 or Brian at 415-999-3069. P469-11**



1983 23' CHRIS CRAFT SCORPION SL \$9500 obo 260 HP Mercruiser, Alpha 1 Stern Drive. 4 blade SS prop, Bennett Trim Tabs, Dual Batteries, Bimini Towing Cover. Full instrumentation, VHF Radio, Galvanized Trailer, 975 hrs. Many Accessories. **253-377-2801. P470-7**



55' CLASSIC CHRIS CRAFT CONSTELLATION 55' Chris Craft Constellation with twin Detroit 671's, recent rebelled decks, W/D, micro, 3 burner propane stove, refer. 900 sq ft of living space. Great live-a-board or ocean cruiser. Photo's and spec's. **\$63,000 or OBO.** Berthed in Newport, Oregon. Illness forcing sale. **seaweedwilliams@aol.com P471-11**



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SEA SPORT 27' NAVIGATOR Volvo 7400 AP, immaculate. This boat has everything and is in excellent condition. E-Z Loader trailer. Fresh water boat. Evenings: Jerry **509-447-7989. \$60,000. P491-7**

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1999 Bayliner 5288 Pilothouse - Large salon/galley area & spacious pilothouse w/ great visibility. Generous mid-ship master stateroom w/ ensuite head, & 2 nice guest rooms. Well equipped: Twin 610 MAN engines. 1710 hrs, 15 kW main generator, 3 kW aux generate, Magnum inverter/charger, bow thruster, washer/dryer, Vacuflush toilets, hydronic heat, reverse cycle heat/air, central vac, davit and dinghy. Contact Trevor at 1-877-564-9989 or **www.yachtworld.com/northpacific** A great value at **\$264,900 USD P489-7**



2012 CUTWATER - \$114,432 - Best deal for a Cutwater 26 on the market - Nice dual axle aluminum trailer, Yanmar 180, bow thruster, stern thruster, trim tabs, Webasto diesel heat, windlass, inverter, new AGM batteries, solar panels, propane stove, Fusion stereo system, full cockpit enclosure, dinghy, nice Garmin electronics - well maintained - in great condition - recent survey - Call Trevor **1-877-564-9989 P490-7**

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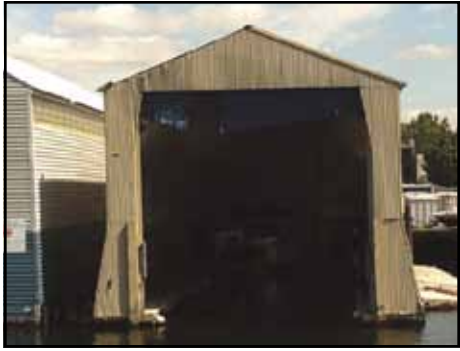
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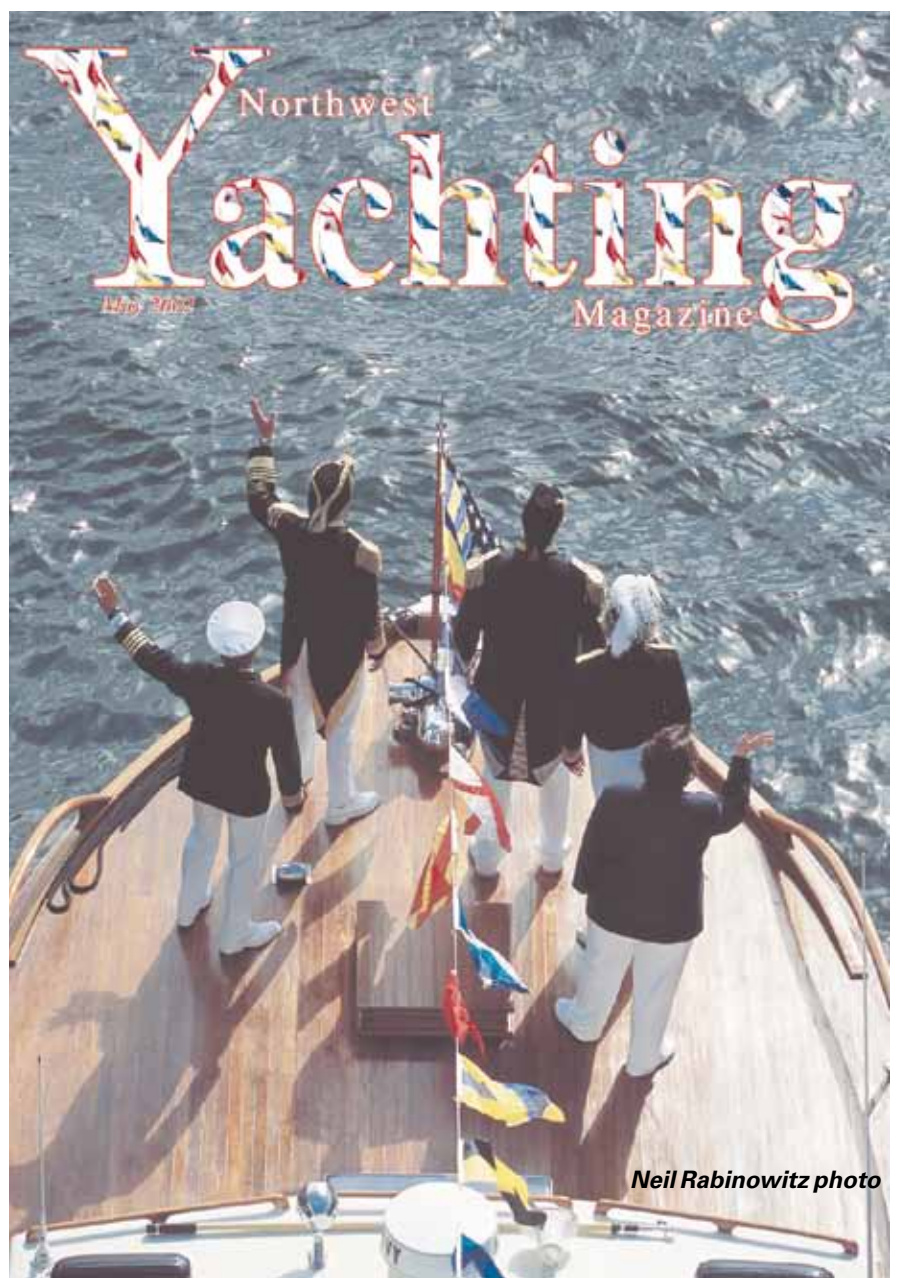
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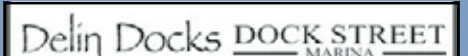
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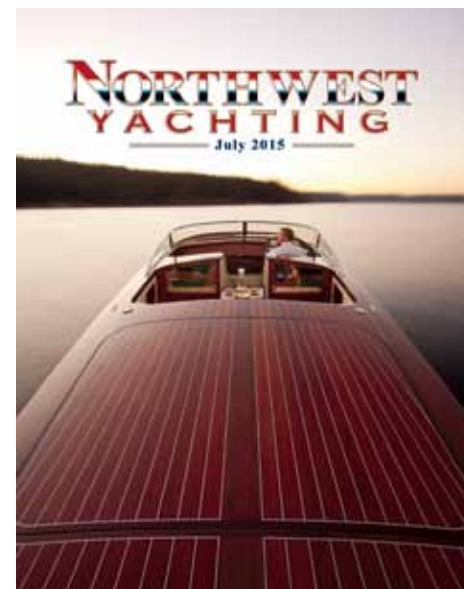
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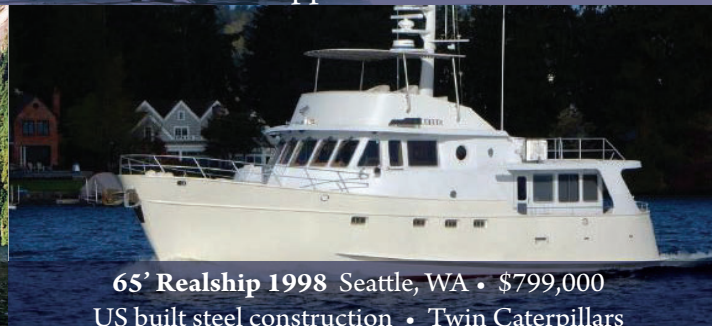
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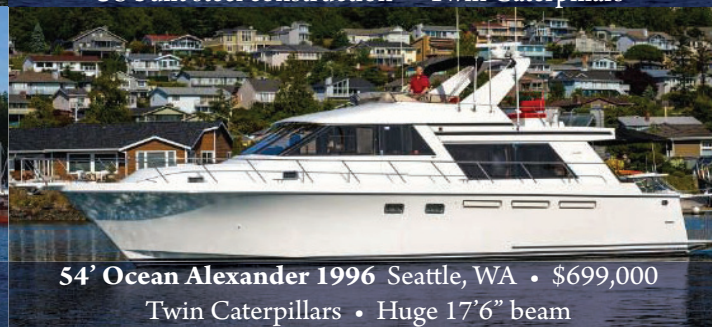
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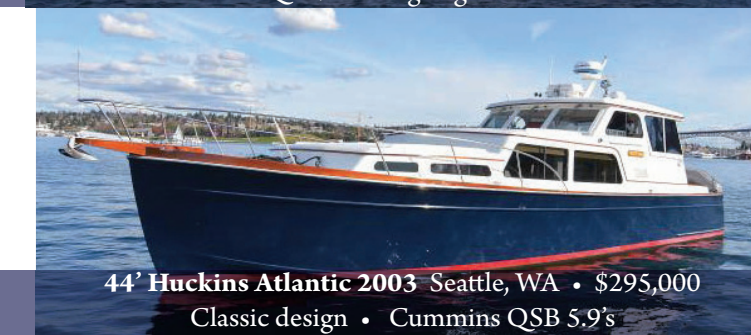
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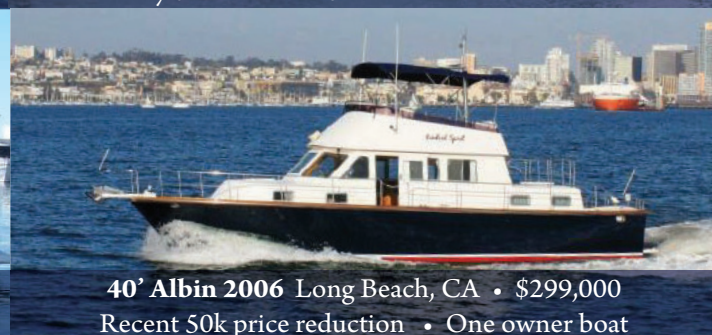
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