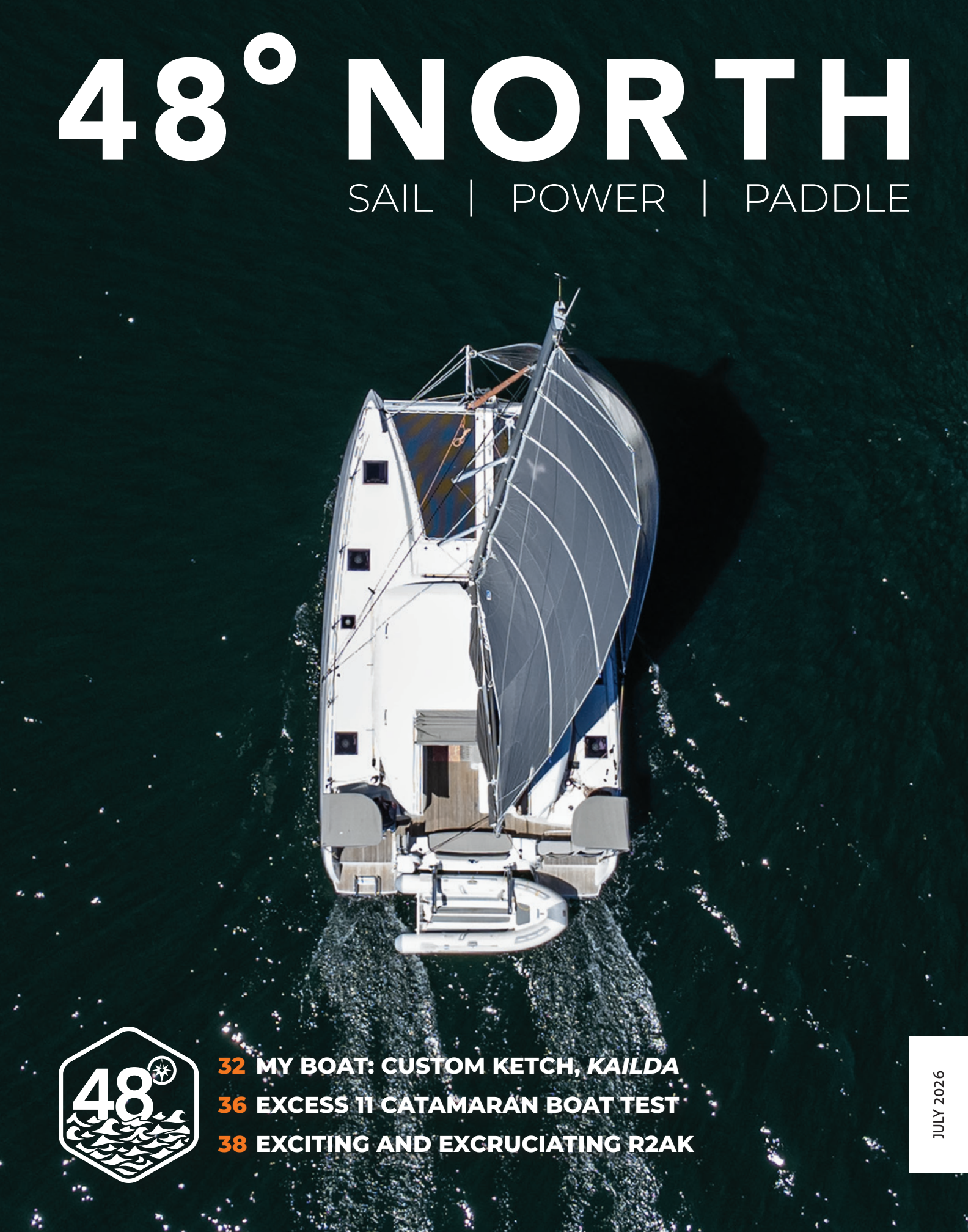
48° NORTH

SAIL | POWER | PADDLE



JULY 2026

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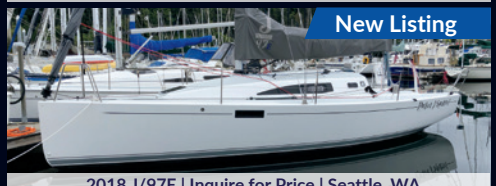
Darin Whiteman | 509.631.2663

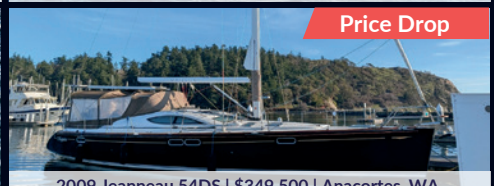
2023 Catalina 445 | Inquire for Price | Seattle, WA
Ken Monaghan | 206.910.7459

2019 Beneteau Oceanis 46.1 | $397,500 | Seattle, WA
Ken Monaghan | 206.910.7459



2018 J/97E | Inquire for Price | Seattle, WA
Ken Monaghan | 206.910.7459

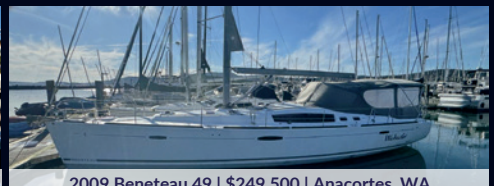
2007 J/124 | $210,000 | Seattle, WA
Ken Monaghan | 206.910.7459



2009 Jeanneau 54DS | $349,500 | Anacortes, WA
Greg Farah | 360.603.0809

2021 Beneteau Oceanis 38.1 | $229,000 | Seattle, WA
Ken Monaghan | 206.910.7459

2004 Beneteau 423 | $155,000 | Anacortes, WA
Ken Monaghan | 206.910.7459



2009 Beneteau 49 | $249,500 | Anacortes, WA
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JULY 2026

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ON THE COVER: Tre Nabstedt's Excess 11, *Why Knot*, showing her stuff with the Code Zero flying in Rosario Strait. Photo by Joe Cline.

Background photo by Taylor Amble.

6 Editor

NOT MY BOAT

Is it all sunset cocktail cruises and rippin' downwinders and rainbows and kumbaya? Well, not exactly... But of the many positives that come with my cherished role at *48° North*, the opportunity and privilege to sail different boats with different people is one of the best. In recent months, this has included a friend's 25-foot power cruiser, a 100-year-old schooner both sailed and maintained by devoted volunteers, a motorsailer optimized for the Inside Passage, and a zippy cruising catamaran design (page 36). Sometimes this sailing is work, sometimes it's play facilitated by work, a lot of times in between or beyond categorization. Going sailing is fun, as is trying out new boats—that's not news.

In addition to the joy and connection, though, this practice is remarkably informative—and not just in an, "I'm writing an article about this" kind of way. Sailing various boats is a gift to me as a sailor and as a person.

To a large extent, this reward serves to highlight the experience I'm *not* having at the moment. I'm not presently a boat owner, and am missing the depth of relationship that goes with it. About any of these boats I sail, I simply can't say, "I know every inch, every system, every minuscule quirk of *this* boat."

Instead, my involvement is akin to nautical speed-dating. I get to know a boat as rapidly as possible, asking a flurry of questions and hopefully observing with thoughtful consideration and insight. I also enjoy the occasion to apply the principles of seamanship and sailing in unfamiliar environments; the proportion that's universal is astonishing.

Along the way I get to see, and more importantly *try,* inspired and inventive aspects of boat design. Some alterations are small but meaningful steps away from convention—a cleverly rigged jib in-hauler, a more ergonomic helm station layout, a refined mainsail furling system. Others feel more significant in their evolution—a mechanical (notably not hydraulic) daggerboard system on an ocean-ready cruiser, joystick docking technology, a ramp in place of steps to get from cockpit sole to deck level, or the increasingly prevalent two-sided mainsheet rigging for cruising boats to have more trimming adjustability without the inclusion of a mainsheet traveler.

Innovations such as these often get the fanfare, but it's not what I like most about this process. I stay intentionally earnest when testing a new boat, trying to avoid the jaded 'gotcha' lens that mainly illuminates imperfections. I also don't want to be unduly rosy in my outlook, but I do seek to genuinely honor and understand both the motivations of the boat's design and also what moves a buyer toward the momentous decision to make *this boat* their own. That's where I find the most delight—I love the window into the question of "Why?" someone chooses a particular boat.

By grasping a hypothetical or individual owner's decision calculus, I get my own opportunity to "try-on" such an ownership election, which probably makes my boat-lessness a benefit. I'm not shopping (at least not until we have kids in public school and can stop sending the 'boat fund' to preschool and daycare each month), but every boat test has a not-so-subtle hint of, "Is this *MY* boat?"

Critically, the value to me and hopefully to anyone who reads any of my related articles is not dependent on the boat being a relevant purchase option, let alone a *this-is-it* forever vessel. From the first impressions to the test sail, from the system discovery to the borrowing of ownership perspectives—it's all an excuse to more deeply understand and appreciate boats and the people who are passionate about them.

I'll see you on the water,

Joe Cline
Managing Editor,
48° North

48° North

Volume XLV, Number 12, July 2026

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48° North is published as a project of Northwest Maritime in Port Townsend, WA – a 501(c)3 non-profit organization whose mission is to engage and educate people of all generations in traditional and contemporary maritime life, in a spirit of adventure and discovery.

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48° North encourages letters, photographs, manuscripts, burgees, and bribes. Emailed manuscripts and high quality digital images are best!

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42′ Grand Banks ′85	$99,000
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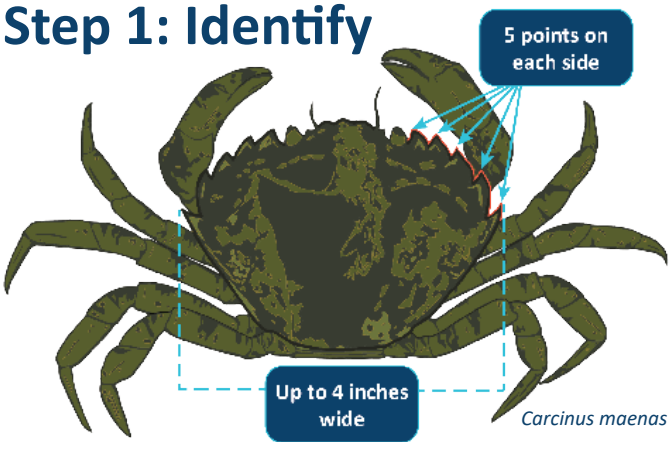
Report invasive European green crabs

Washington Department of FISH & WILDLIFE

Step 1: Identify



Carcinus maenas

Step 2: Report

If you find a suspected European green crab or their shell, photograph it, note the location, and report it.

Scan to report!

wdfw.wa.gov/greencrab

The European green crab is a damaging invasive species that poses a threat to native shellfish and habitat for salmon and many other species. They are not always green and may be orange, red or yellow. These shore crabs are found in less than 25 feet of water often in estuaries, mudflats, and intertidal zones. They are not likely to be caught in deeper water, but may be encountered by beach anglers, waders, clam and oyster harvesters, or those crabbing off docks or piers in shallow areas. **As a Prohibited species, it is illegal to possess or transport *live* European green crabs in Washington.** Shellfish growers and private tidelands owners in areas with European green crabs should contact WDFW for management support or permits. Please email at ais@dfw.wa.gov.

Request this information in an alternative format or language at wdfw.wa.gov/accessibility/requests-accommodation, 833-885-1012, TTY (711), or CivilRightsTeam@dfw.wa.gov.

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RACE WEEK SETS SAIL IN BELLINGHAM, JULY 20-24, 2026

Summer is here in the Pacific Northwest and, for sailors around the region, Race Week remains a focal point of the season's plan for fun competition and good times ashore surrounded by your sailing pals.

This year's Race Week is shaping up to be another classic, in the long tradition of this great event. Last year's participants will remind you that there was breeze every day, all day on Bellingham Bay. What if 2026 is a repeat... and you're not there?

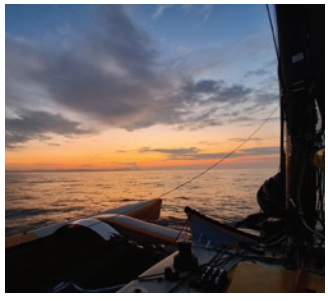
As always, all the great racing is balanced by celebratory parties following the race. There are some changes to the party set-up this year, but the venue will be the always-gracious Bellingham Yacht Club.

There's still time to be a part of this terrific PNW summertime tradition!

Check out more and register at » **www.raceweekpnw.com**

ANACORTES YACHT CLUB NORTHERN CENTURY RACE, SEPTEMBER 4-7, 2026

Anacortes Yacht Club is proud to announce the return of the Northern Century, a 100-mile and 50-mile endurance sailing race held annually over Labor Day weekend. Known for its unique "choose-your-own-adventure" routing and stunning San Juan Islands backdrop, Northern Century has become one of the most anticipated sailing events in the Pacific Northwest.



The race begins and ends in Anacortes, with competitors navigating iconic waypoints such as Point Roberts, Hein Bank, and Alden Bank. Racers have up to 48 hours to complete the course, facing shifting winds, strong currents, and nighttime navigation challenges.

"The Northern Century is unlike any other race in the region. It truly is 100 miles of awesome!" said AYC Racing Director, John Sanford. "It's tactical, beautiful, and accessible to both seasoned racers and adventurous newcomers."

Registration is now open. For more information, visit: » **Anacortesyachtclub.org/NorthernCentury**

WASHINGTON'S NEW 0.5% RECREATIONAL BOAT TAX GOES INTO EFFECT JULY 1

The following details about this new tax are courtesy of Northwest Marine Trade Association (NMTA):

Starting July 1, 2026, an additional tax of 0.5% applies to each retail sale of a recreational vessel in Washington State. The tax is due at the time of purchase or at the time of first use in Washington.

This new tax is the result of legislation adopted in 2025 after lawmakers sought additional revenue for the state's transportation budget. However, it also represents a significant advocacy victory for NMTA as lawmakers had originally proposed a 10% luxury tax on new and used recreational vessels valued at more than $500,000 with Senate Bill 5801. Had it passed, the tax would have had extremely serious consequences across the region's entire marine industry.

Working alongside partners at Recreational Boating Association of Washington (RBAW) and Northwest Yacht Brokers Association (NYBA), the coordinated effort successfully defeated the luxury tax. However, we did not emerge without some additional tax burden in the form of this new 0.5% tax.

Visit the Department of Revenue New Recreational Vessel Tax page for more information. » **www.dor.wa.gov**

WEST MARINE CLOSING 59 STORES NATIONWIDE, INCLUDING SIX IN THE PACIFIC NORTHWEST

Marine goods retailer West Marine will be familiar to *48° North* readers everywhere. The company's recent financial challenges have been well-documented and, after filing for Chapter 11 bankruptcy, changes are taking place.

A West Marine press release said, "Like many in the boating community, West Marine has faced headwinds in recent years, including supply chain disruptions, extreme weather events, and shifts in consumer behavior."

West Marine assures its customer base that after some restructuring it will continue to offer its goods and services, but the point of immediate interest to Pacific Northwest boaters is sure to be the closure of local stores. In the Pacific Northwest, Oregon's Tigard store will close; and in Washington, five stores will be closed including Bellingham, Bremerton, Everett, Port Townsend, and Spokane. Also of interest to long-distance cruisers, four California coast stores will close in Antioch, Chula Vista, Monterey, and Oceanside.

Other West Marine locations are ready to serve customers as normal, and their online platform remains fully functional through these changes. » **www.westmarine.com**

low tides » *News & Events*

REMINDER: BE WHALE WISE THIS SUMMER, STAY 1,000 YARDS AWAY

With the summer boating and cruising season upon us, the Washington Department of Fish and Wildlife (WDFW) is reminding boaters to follow the law and protect endangered Southern Resident killer whales (SRKW) by staying 1,000 yards away.

Just as this is the busiest time of year for boating in Puget Sound and the Salish Sea, it's also a busy time for SRKW following their preferred prey of salmon returning to rivers throughout the region. Orcas rely on echolocation to hunt, and vessel noise interferes with their ability to catch enough prey to survive.

"Boaters in Washington play a key role in saving our endangered orcas," said Julie Watson, killer whale policy lead with WDFW. "Staying 1,000 yards away quiets the waters so orcas get enough to eat, which can mean life or death for pregnant mothers and baby orcas."

Locals likely know about the law that went into effect in 2025 requiring all boaters—whether motoring, sailing, or paddling—to stay 1,000 yards from SRKW, but with both Seattle and Vancouver hosting World Cup matches this month, some visiting the region for the first time may be unfamiliar with these regulations.

"Boaters who are already doing their part by staying 1,000 yards away from Southern Resident orcas can help set an example for new or visiting boaters," said Watson.

If someone boating, sailing, or paddling finds they are within 1,000 yards of SRKW, they can slowly move away at a speed of 7 knots or less. If SRKW appear within 400 yards of a vessel, boaters are required to get out of the path of the whales and, as long as it is safe to do so, disengage the vessel's transmission. Once the whales are 400 yards away, boaters should proceed to move away.

Additional resources, answers to frequently asked questions, and more information about SRKW and Washington's boating regulations can be found at WDFW's website.

BE WHALE WISE ON BOTH SIDES OF THE U.S-CANADA BORDER

In April, the Canadian government announced new vessel management measures requiring boaters to stay 1,000 meters from SRKW, aligning the distance across the international border and making it easier for boaters to remember. The new Canadian measures went into effect June 1, 2026.

On both sides of the border, boaters will also need to stay 200 yards/meters from transient, or Bigg's, killer whales that are frequently seen in the Salish Sea and outer coast. However, because of the difficulty identifying the differences between SRKW and Bigg's killer whales, WDFW encourages boaters to be better safe than sorry by treating all unidentified killer whales as though they are SRKW and staying 1,000 yards away.

Boaters are encouraged to watch for the Whale Warning Flag, an optional tool from the San Juan County Marine Resources Committee, that lets others know that there might be whales nearby. If boaters see the flag, they should slow down and continue to follow Be Whale Wise guidelines and local regulations. Boaters can also plan their routes to avoid Southern Residents by checking the Whale Alert app.

Seeing whales can be a great way to connect with nature and learn about Washington's marine ecosystem. For more information about regulations in other waters and viewing rules for other whales and marine mammals, as well as steps recreational boaters can take to keep the whales—and themselves—safe, visit **» BeWhaleWise.org**.

» *In The Biz*

SWIFTSURE YACHTS WELCOMES NEW BROKERS IN SEATTLE AND PORT TOWNSEND

Swiftsure Yachts recently announced the addition of Mark Music in Seattle and Adam Jenkins in Port Townsend to its team of yacht brokers.

In keeping with Swiftsure's benchmark of having knowledgeable, personable, and experienced brokers representing their brands and brokerage vessels, Music and Jenkins are a natural fit to an already immensely qualified team.

Mark Music grew up sailing on the family's Rhodes 19 in Grand Traverse Bay, Michigan, where he found a love for all things boating related including sailing, fishing, waterskiing, and paddling. When he made his way out to the San Francisco Bay area, he had the good fortune to race with several excellent programs and people, and gained a wealth of knowledge in the process. Now residing in Seattle, he is the past owner of an Express 34 and is the current owner of a Baltic 38dp, which he sails locally.

Adam Jenkins began sailing as a kid on the waters off Port Townsend, Washington, acquired his USCG Master license at age 19, and then began working as a yacht captain and sailing instructor in Puget Sound and in the San Juan Islands. Since then, he's held numerous jobs throughout the world on a variety of vessels; from yacht deliveries to leading guests on voyages with highlights being the South Pacific islands and Antarctica. Through those adventures, he has developed a passion for working with people and assisting them in realizing their own seagoing dreams and enjoying the world of yachting.

Swiftsure partner Ryan Helling had this to say of the new hires: "It is with great pleasure that we introduce Mark and Adam as part of the Swiftsure Yachts team. Their depth of knowledge and experience speaks for itself and we know that they will be a great asset to our clients."

The Swiftsure Yachts brokerage team now has a larger reach than ever, with brokers in the Pacific Northwest, the San Francisco Bay area, San Diego, and Rhode Island. **» www.swiftsureyachts.com**

16 LETTERS

Correction to Jack Wilken's Safety Gear Article from the May 2026 Issue

Hi *48° North*,

In your article about safety equipment, there's an error. The text part of the line: "One Newton is a little less than four pounds of buoyant force, 1 N = .225 lbs. (Figure 1)" is backwards. "One pound is a bit more than four Newtons" would be correct.

James Jones

Gratitude from the Banana Stand

Hey Joe,

Thanks again for all your support and for publishing a great local sailing magazine that has featured us a few times over the years.

Cheers,
Adam Yuret, SC 27 *The Banana Stand*

Hooray for PNW Offshore Race Article by Peter Salusbury!

Hi Joe and Peter,

Thanks so much for taking time to capture the experience of the 2026 Pacific NW Offshore in your *48° North* article, Peter. You really shared the thrill!

Charlotte Gann

Sequim Bay YC Events in SARC?

Hello!

I support the racing that we do on Sequim Bay as part of the Sequim Bay Yacht Club. We are running some weekend regattas that I would love to get into next year's racing calendar, if possible. Would you let me know what you might need to include this in the next publication? What is your deadline for schedule submissions?

Cheers,
Troy Z

Thanks for the message, Troy. The SARC process gets going in the fall, with the true kick-off being a meeting of affiliated clubs in the first week of November (schedule and location TBD). If you or any other event organizers seeing this wish to send 2027 regatta dates or info before then, feel free! We'll look forward to helping get the word out about your events and lots more great sailboat racing opportunities around the region in next year's SARC.

Social Media Response to Dan Wierman's Article, "Bringing Cookie Cutter Home" from the June 2026 Issue

Carla Larson: Wonderful adventures! Thanks for the mag. I really enjoyed your story.

News from Northwest Maritime

48° North has been published by the nonprofit Northwest Maritime since 2018. We are continually amazed and inspired by the important work of our colleagues and organization, and dedicate this page to sharing more about these activities with you.

OLYMPIA OYSTER OUTPLANTING: WHERE MARITIME EDUCATION MEETS ECOSYSTEM RESTORATION

I never expected to have 413,625 pets, but this season at Northwest Maritime (NWM), we did just that. By "pets", I mean Olympia oysters, and by "we" I mean an enthusiastic team of students, volunteers, staff, and community partners. Jests aside, raising hundreds of thousands of native oysters from free-swimming larvae to spat (baby oysters attached to shells) has been one of the most rewarding projects I've ever had the honor of contributing to.

Back in the chilly days of January, our team of hatchery directors, shellfish biologists, and maritime educators from Puget Sound Restoration Fund (PSRF), Jamestown S'Klallam Tribe, and NWM gathered to begin the installation of tanks and pump systems on the NWM campus in Port Townsend. In early February, PSRF brought over the first batch of Olympia oyster larvae, packed delicately in small bags of mesh cradled by damp paper towels and ice packs. Our Workplace Experience high school students helped us carefully release these larvae into our tanks, thus beginning our journey as an Olympia oyster nursery.

Each day, we adjusted the water flow system and fed the oysters pungent slurries of algae paste. Each week, we backflushed the filtration system, did 10% water changes off our pier using hoses and a pump, and rinsed down the oysters so they'd stay clean.

Students from various NWM education programs assisted with these tasks. Team Longboat cleaned the bags of oyster shell donated by Washington Department of Fish and Wildlife and loaded them into the tanks for the oyster larvae to attach to. Workplace Experience students did feedings, filtration flushes, water changes, and system cleanings weekly. Port Townsend Maritime Academy students did a population assessment and created infographics showing the life cycle of the Olympia oyster. Maritime Discovery Program students made observations about the spat under the microscopes and played games to learn about the crucial roles our native oyster fill in the ecosystem as habitat builders and water filterers. From February to June, students were hands-on and curious about these critters.

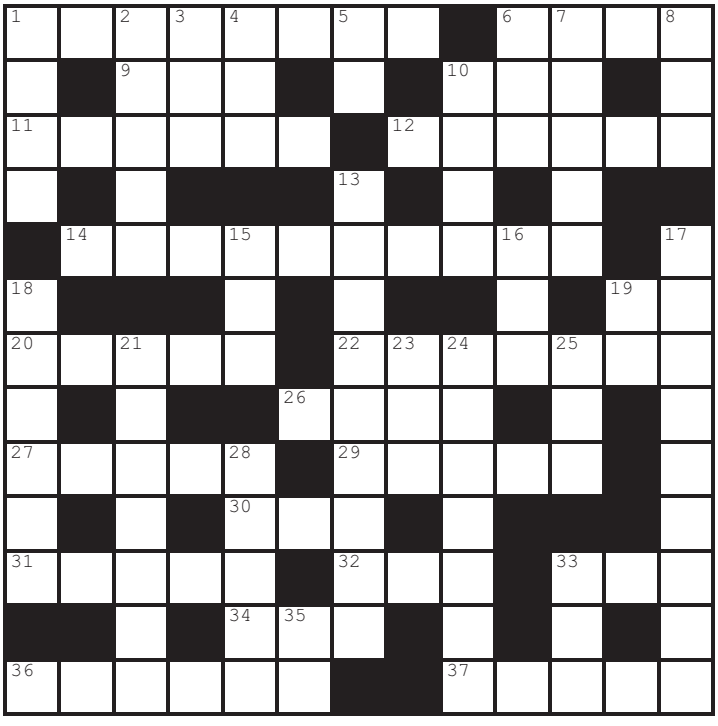
In the 1850s, there were 10,000-20,000 acres of oyster bed habitat in our region. After overharvesting, habitat loss, pollution, and invasive species took their toll, only about 150 acres remain today. With each batch of oysters we outplant, the likelihood that this species will reestablish itself grows.

With that hopeful vision in our eyes, on June 10th, we loaded the bags of oyster shells and spat into a truck, drove it onto the ferry and across to Chuckanut Bay in Whatcom County. The larvae came from a population in Fidalgo Bay, so to preserve genetic diversity, they went back to a nearby site. Northwest Indian College met us with a boat to assist the process, and the Whatcom County Marine Resources Committee coordinated the outplanting process. With a lot of excitement, smiles, and high fives, 27 community members were on the beach to help load bags, representing 12-plus different local organizations. It truly felt like a celebration of resilience and an act of joy being there amongst passionate folks giving back to the Salish Sea.

Olympia oysters are ecosystem engineers: they create and build their communities shell by shell as they grow. But they too connected all of us: building a community of stewards from students, staff, and volunteers across organizations and counties, shell by shell.

By Simona Clausnitzer, NWM School Programs Manager

18 CROSSWORD *AND* TRIVIA



ACROSS

1 Navigation using visible landmarks
6 Military jail
9 Greatest boxer
10 Life story, in brief
11 Steering device
12 A small boat often used as a tender
14 Instrument that measures wind speed
19 Twin cities state
20 Rig out
22 Structure where vessels are brought for repairs out of the water, 2 words
26 Largest of seven
27 Sunsets
29 Bar or rail controlling position of a sail
30 Prefix with lateral
31 Marsh growth
32 ___ jacket
33 A __ above the rest
34 Hellos
36 Send off again
37 Combined

DOWN

1 Left side of a vessel
2 Burdened
3 Antiquated
4 Secure
5 Green light
6 Trash container
7 Pirate flag, The Jolly ____
8 Rope used to brace something
10 Strong vertical post on deck for securing lines
13 Central area of a boat
15 Cleaning equipment
16 Final part
17 Untied a rope, say
18 Transport boat
19 Event controller, abbr.
21 Winter coats
23 Brazil city
24 Spar part
25 Single unit
28 Raw fish dish
33 Crew chief, in a boat race
35 Internet address

» See solution on page 51

DID YOU KNOW?

by Bryan Henry

The Nile crocodile carries up to 20 newly hatched young in her mouth for protection against predators.

Just a 12-ounce bottle of seawater may contain five million microscopic plants and animals.

Remoras sometimes attach to divers, leaving painful bruises.

The Ganges River and Indus River dolphins have no functioning eyes, depending entirely on echolocation to navigate and to hunt prey.

In 2008, the Chinese river dolphin, or baiji, found only in the Yangtze River, became the first cetacean in modern times to be officially declared extinct.

Unlike humans, marine mammals rarely form lifelong monogamous pairs.

While flamingos are usually tropical or subtropical, there is one species that lives high in the Andes Mountains of South America.

Scientists estimate that the deep seas may contain 10 million species of invertebrates—far more than the number living on land.

The intestine of a manatee can be more than 150 feet long.

Certain insects such as sea skaters and water striders use water's surface tension to walk, feed, and mate on the surface of ponds, lakes, and oceans.

How was the wood eaten away from the Titanic? Shipworms, which thrive in the North Atlantic.

Saint Peter, the patron saint of fishermen and other occupations involved with the sea, gave us the standard English peterman for a fisherman and peterboat for a fishing boat with stem and stern alike.

In 1967 the minisubmarine *Alvin* was attacked by a 200-pound swordfish at 1,800 feet. It was raised, cleaned, and eaten.

Antarctica receives more sunlight than the equator, but the ice sheet and sea ice surrounding the continent reflect the heat back into space.

low tides » *Products News*

» SEIPEL MARINE 10-FOOT BOAT BUMPER

Having proper fenders for your boat is a must, but they are rarely convenient to store when not in use. The Seipel Marine 10-Foot Inflatable Boat Bumper is an oversized fender engineered to provide maximum hull protection during docking and while your boat is moored. With a 20-inch diameter and a full 10-foot length, the bumper delivers a wide, cushioned contact zone that shields your boat from the scrapes, dings, and dents that can result from contact with docks, pilings, or other vessels. Constructed from durable inflatable materials, the bumper features a smooth, cylindrical surface and a convenient inflation valve for easy setup and adjustment and, best of all, it can be deflated for compact storage when you leave the dock. The fender comes in two colors: gray and black.

Price: $79.95 » www.SeipelMarine.com

» DUBARRY COWES WATERPROOF TRAINER

Optimized for performance like an Admiral's Cup raceboat, Dubarry's new Cowes sailing trainers are waterproof as well as lightweight and highly breathable, with full anti-odor treatment. NonSlip-NonMarking™ outsoles with unique water dispersion channels give a sure-footed grip on wet decks and flexible mesh uppers and supple soles keep you nimble during fast-paced maneuvers. Overlays of stiffer material hold your feet precisely in place and protect your toes in contact with things like winches and cleats. Shock-absorbing midsoles cushion your feet when you're standing at the helm or working on deck. The waterproof lining goes up to the ankle and the shoe is designed to dry quickly, with removable footbeds, when they get wet inside.

Price: $200 » www.Dubarry.com

» RAYMARINE RCU-1 WIRELESS AUTOPILOT REMOTE

Raymarine recently announced the launch of the RCU-1 Wireless Autopilot Remote, which works in conjunction with their Evolution autopilot systems. The unit allows users to manage the vessel's heading and navigation data from anywhere on deck via a Bluetooth connection to a dedicated gateway. It also functions as a secondary data instrument, giving you real-time vessel data, including heading, speed, depth, and active waypoint information through the sunlight-viewable color display. One of the most innovative features of the unit is the Solo Sailor Mode, which is specifically designed for crew overboard scenarios. If the Bluetooth link between the remote and the gateway is severed—indicating the wearer has fallen overboard or moved beyond the 98-foot operational radius—the system automatically initiates a recovery maneuver. The RCU-1 and WG-1 Starter Kit includes the handheld remote and the wireless receiver unit required for network integration.

Price: $549.99 » www.Raymarine.com

BECOMING A MASTER *DIAGNOSTICIAN*

by **Meredith Anderson**

The sun is shining and you are in your happy place, out on the boat. Friends and family are happily chatting onboard as you set your course for the next destination and you sit back in your seat behind the helm. You know your boat inside and out, and feel good about the maintenance and repairs you have completed to get to this point... when suddenly you feel a minor lurch followed by the engine struggling to run.

The moment sends a shockwave through you and you jump out of your seat wondering what just happened. Before you can react, the engine returns to its normal operation as if nothing happened and you are left wondering if you should turn around or pretend you didn't notice the momentary RPM fluctuation. The rest of the trip goes as planned, but the entire time you are in fear the engine will fail in some way.

Your confidence is shaken, and you realize maybe you *don't* know everything you thought you did. After all, you have no idea where to even start with diagnosing what happened in that moment. Beyond praying it doesn't happen again, how do you prepare for the odd events that may take place? Learning to diagnose problems with your engine is not an easy task and will take years of learning. However, it is absolutely possible for the committed DIYer who wants to pursue that path.

When I started on the path of becoming a diesel mechanic, I was overwhelmed by all I didn't know, and sometimes I still am with all of the new technologies coming out each year. As a boat owner myself, I want to understand every aspect of what my engine needs to run well and, if it doesn't, I need to know how to find the problem quickly and efficiently. While I do this professionally and am expected to identify problems on clients' boats, I can commiserate with them because I have certainly panicked and blanked-out when something has gone wrong on my own boat.

Learning to slow down and process the situation is one of the most valuable critical thinking skills, it's the foundation to a positive outcome, and I want to break it down for you as you learn to diagnose a problem. Note, if some of this rings a faint bell and you read my September column about addressing a dead diesel... that's not a coincidence. The situations and symptoms may change, but the fundamental practice of working through the essential elements that make a marine diesel function are quite consistent, and represent the foundation of diagnostic analysis. Let's take the example from above and work through it in a diagnostic fashion.

- **Give yourself a moment to process what just happened:** You're motoring along and the engine RPM changed or the engine is about to die. What does that mean? Whether normal functionality returns or the engine does in fact die, when something happens, I often need a solid minute to just calm myself down and think. Then, my mind can gather important information to move forward. Get yourself and the boat into a safe place and pause.

- **Process what is actually happening:** The engine RPM changed. Did the engine die? Did it go right back to normal like nothing had happened? Did the symptoms return, and with what frequency? Resuming normal operation tells me whether something is minor and is currently developing, but not critical yet. If RPM is fluctuating, one of the most obvious systems that could be the culprit could be fuel, but how do I know that?

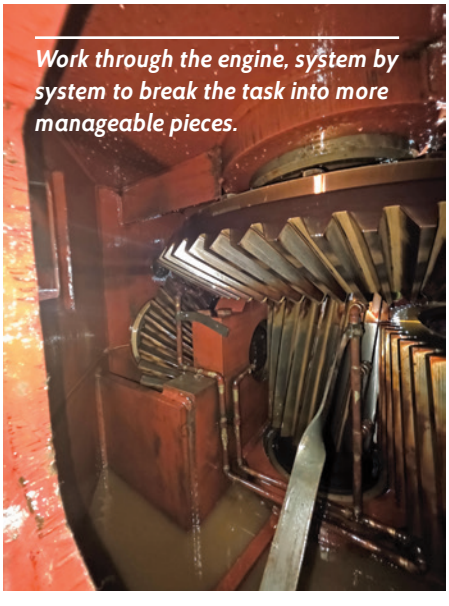
- **Mentally divide the engine into systems:** Raw water, fresh water, fuel, air, exhaust, etc. Which of these systems could cause a fluctuation in RPM? Which is the most obvious to start with? My mind goes to fuel in this example, but don't forget to think about what systems could overlap? By having a basic understanding of all these systems, you'll know that a clogged exhaust could also cause the engine to struggle. Or maybe even a clogged air cleaner or failing turbo.

- **Note the full array of symptoms during the time of the event, I recommend writing them down:** Is there any smoke when the engine is struggling? If so, what color is it? Is there an oily sheen in the water? Even if you're pretty sure you know what to do with the information at the moment, try to remember the details of what occurred and what made it worse or better. Think like another type of diagnostician, a doctor: when you come in with an emergency, they try to get as much information surrounding the actual event as possible to establish timelines and a solid time frame of when things were normal versus when things weren't. In our example, let's say the engine had some notable puffs of grayish/black smoke during the RPM fluctuations. Once the engine recovered, the smoke went away.

An oily sheen in the water is a symptom that must be included in your diagnosis.

- **Start with the basics first:** Check your records for work done previously that could've caused the issue at hand and could point you in the right direction. Were you working on the fuel system prior to the trip? Changing filters perhaps? Replacing a turbo charger yourself the month prior? Decided to throw on a new air cleaner while you were at it? Checking the basics like fuel filters are the best starting point but, if it's not that, where do you go next? Trace your steps if work has been done, and double check those things. In this hypothetical, you had changed your filters the week prior with no issues.

- **Do your best to isolate the problem:** If you are suspecting something in the fuel system, fill a remote fuel tank and run the engine off of that to see if it helps. Let's say it does, what does that tell you? If it tells you everything prior to your "remote tank" is now part of the problem. Time to work backwards towards your boat's fuel tank. Start checking fuel lines, filter housings, the tank pickup tube(s), 12v or mechanical lift pumps, etc. You find excessive algae buildup in the tank's pickup tube. Fuel filters were clean, but maybe you'd never had the tank serviced in your time onboard the boat. You found the problem!



Work through the engine, system by system to break the task into more manageable pieces.

Diagnostics aren't an easy thing to master, but teaching yourself about engine systems will allow you to break down a problem into manageable pieces and reverse engineer the problem until a solution is found. Medical professionals must have a deep understanding of the human body to be able to diagnose what's happening—you can't just throw parts at a patient most of the time.

Think of an engine in the same manner. Try to break each system up into separate pieces that you can investigate or isolate. If you make some progress, dig deeper and before you know it, the problem may be right in front of you. While I can't teach you the entire art of diagnosing engines in one article, I hope I can help build a good diagnostic foundation for those of you who want to tackle problems on your own. After all, the mechanic can't always be there to magically fix the problem. Good luck diagnosing and happy boating!

Meredith Anderson *is the owner of Madame Diesel, LLC, where she operates a mobile mechanic service and teaches hands-on marine diesel classes.*

A master diagnostician at work.

24 HIKES FOR BOATERS

by **Michael Boyd**

Photos by Karen Johnson

WEST COAST VANCOUVER ISLAND
CAPE SCOTT TO *NOOTKA SOUND*

Most boaters visit the northern half of the West Coast of Vancouver Island as part of a counterclockwise circumnavigation, heading down the coast from north to south. This article is written with that in mind. Moreover, we're now entering the most common window—late June to the first weeks of August—for this quintessentially adventurous voyage, considered by many boaters to be the ultimate Pacific Northwest boating challenge. Reverence for the undertaking and the rugged beauty of Vancouver Island's West Coast notwithstanding, many may be surprised to hear there are some outstanding hikes to be had along the way. Here are some of our favorites on the northern half of the island.

SEA OTTER COVE

The first protected anchorage you come to after rounding Cape Scott and heading south down the coast is Sea Otter Cove. Some people skip it, in part because of the tricky entrance, but it is more than worth the stop. There isn't as much anchoring room as you might expect, as the larger part of the cove dries at lower tide. But there are several public mooring buoys suitable for large fishing boats during major storms. The buoys are so large that tying to one from a small boat presents its own challenges; but once tied you are totally secure.

The hike from Sea Otter Cove to Lowrie Beach forms the pattern for many great hikes along this coast: anchor in a protected bay around a corner from the ocean, walk across the intervening land to an ocean beach then hike the beach. From the trailhead near the head of Sea Otter Cove a one mile trail that is crudely marked with surveyors tape crosses low land to Lowrie Beach. Much of it is marsh, so rubber boots are definitely the recommended footwear.

And what a spectacular beach it is—beautiful white sand open to the full force of the Pacific Ocean with Cape Scott

Sea Otter Cove's namesake wrapped in kelp near Gillam Islands.

Animal prints on Shed #4 Beach.

The trail transition from woods to Shed #4 Beach.

in the distance. We were awestruck when we first saw it. At its southern end is a small emergency shelter cabin for any mariners that might be shipwrecked on this beach. When we were there we saw no flotsam or other sign of human presence and no footprints other than our own. And at that time, the water and beach were covered with by-the-wind-sailors, a jellyfish-like sea creature we had never seen before. For us, this was one of those magical hikes and an awesome introduction to the truly remote West Coast of Vancouver Island.

COLUMBIA COVE

Columbia Cove is at the southeast corner of Brooks Peninsula and it is the perfect place to stop after rounding the Peninsula from the north. There is anchoring room for five or six boats, more than you are likely to see in this remote place. The only downside is the constant wind coming off the high Brooks bluff overlooking the cove. There was a relentless 15-knot wind here, even when it was calm just outside the cove. And even though it was sunny in the cove, we never saw the top of Brooks as it was shrouded in fog the whole time. It's said that Brooks Peninsula makes its own weather and, from Columbia Cove, we could see that in action.

From the head of Columbia Cove, a trail crosses low and somewhat marshy terrain to a beach on the south side of Brooks Peninsula. Named Shed #4, it is the easternmost of the southern Brooks beaches and collects large quantities of driftwood and flotsam of all kinds. We didn't find any glass floats but we did find large amounts of styrofoam, which we unfortunately had to leave there. The beach is also a popular surfing site—at least as popular as could be expected for a beach on the Brooks Peninsula—and one person from a neighboring boat did carry a board to the beach.

RUGGED BEACH

Located at the southwest corner of the entrance to Kyuquot Sound, the Rugged Beach anchorage is a shallow bay, fully open to the northeast and exposed to ocean swells wrapping around Rugged Point. We anchored in the bay, being careful to avoid the reefs, just for the hike out to the beach. We didn't stay the night, weighing anchor after our hike and moving to a more secure location farther into the Sound.

Like other hikes on this coast, a path from the anchorage demands only a short walk as it leads to a sandy ocean beach. This hike had more actual *trail* than some of the others, which were often marshy; definitely nice for a change. When we were there, the weather was beautiful in the anchorage but foggy at the beach. Such is the nature of the West Coast, completely different conditions at two places within half a mile of each other.

FRIENDLY COVE

Friendly Cove, in Nootka Sound at the southeast corner of Nootka Island, was the original meeting place between the late eighteenth century Spanish and English explorers, with names like Quadra and Vancouver, and the First Nations people of the West Coast. It is still a First Nations community and has much to offer. The cove has plenty of room to anchor and the protection is good. We prefer to stay at the small public dock just for the

Collecting sand dollars at Rugged Beach.

Walking Rugged Beach, there are sand patterns resembling miniature dunes, but the actual topography is perfectly flat.

Enjoying the beach while also checking the map for side-trails back to Friendly Cove.

Visting the Friendly Cove Light Station, one of the last manned lighthouses on the West Coast.

Friendly Cove Catholic Church, with its many First Nations additions.

First Nations carving inside the Friendly Cove Catholic Church.

convenience because there are a lot of different things to see and do in Friendly Cove.

Our first walk is to visit the caretaker, pay our dock fees, and get information on the local attractions and especially the church. From a stained glass window depicting the first encounter with Europeans to the iconic First Nations house poles and carvings—the beautiful decorations inside are totally unexpected in a Catholic chapel. It is definitely an enlightening church to visit.

Jumping ahead to the modern, we would take the walk to the light station that is one of the last manned light stations on the West Coast. The keepers love to chat and tell you about their job and their life there. It doesn't seem to have changed all that much from a hundred years ago, though the helicopter pad does make it a bit less isolated now. We learned that in the service, Friendly Cove is the location most in demand, so it is manned by keepers with the greatest seniority. We could definitely see why.

For a real hike, head for the beach. The first part of the trail heads north through a campground run by the local First Nations community before hitting the beach and continuing for many miles. It's a great beach walk, and even though it doesn't have the primitive feel of the smaller beaches farther north, we definitely liked that you don't have to walk through a swamp to get there. Friendly Cove feels very civilized after those more remote hikes.

The West Coast is a uniquely rewarding boating and hiking experience that all adventurous Pacific Northwest boaters should consider. If you're planning a circumnavigation of Vancouver Island, seek out our column in the December 2025 issue of *48° North* that offers hike suggestions on the southwest coast, making it a good companion to this article for those completing their counterclockwise cruise.

***Michael** and **Karen** have been cruising the Salish Sea and beyond for more than 20 years, hiking every chance they get. For more resources for hikers visit their web site at* **mvmischief.com/library/**

BAGUETTES AND *ROQUEFORT*

A DIFFERENT FLAVOR OF POWER CRUISING ON CANAL DU MIDI

I don't remember when it started, but Tekla and I, along with our friends Al and Sue, have been talking about taking a canal boat trip in Europe for several years. What an adventure it would be. Somewhat suddenly, it came up again this spring when Alan mentioned that he'd been looking at tour companies and places online. One night, he called saying he found a canal boat experience in France that looked interesting and that the company's booking schedules were filling fast.

We wondered aloud in our group phone call, "Should we book it?" Yes, was the answer, "Go ahead and book it." Then came finding flights, hotels to stay in before we made it to the south of France where the canal began, hotels before our return, train reservations, and all the other travel logistics that I dislike doing. It turns out Alan doesn't like that stuff either but, thankfully, he found the resolve to take care of most of it. He said, "If I don't do it, we'll never go!" I'm sure he's right.

On May 1, 2026, Tekla and I took a nine-hour flight to Paris on our way toward a seven-day trip up the Canal du Midi beginning near the Mediterranean Sea. As is often the case, a big transit like this changes more than just one's location; and a particularly big shift was the crossing of time zones that made us all a bit loopy for a day or two before we caught our train for the small village of Agde near our put-in on the canal. Just before we reached our station, the train was traveling through a marshy tidal area and I spotted flamingos out the window. Wow, I've never seen flamingos in the wild!

We hiked with our luggage to the hotel where we struggled with language a little bit at the front desk, checked in, dumped our bags and went looking for a beer, which we found in a beautiful setting along the river Herault. Our boat check-in was at 9:00 the next morning, so we had a little time to explore the very old town of Agde in the pleasant light of a spring evening.

Canal du Midi.

In the morning, we hailed a cab to get us all to the Le Boat office and marina about 20 minutes away, where we went through a whirlwind check-in process of signing papers and agreeing to instructions we mostly understood. We dragged our stuff onto the 40-foot boat, where our liaison Claire led us through a tour of the vessel, a check of systems, and a run-down of how to operate everything.

As primary captain, Alan's turn was first for the sea trial, and the five-cylinder diesel engine sounded strong and throaty as we rounded out of the marina and onto the canal. Claire coached

by **Dennis Bottemiller**

Claire from Le Boat explains the boat on our sea trial.

The sign says "No Experience Needed" but some experience is definitely helpful!

The unnerving entrance to Malpas Tunnel.

him through the boat's paces and then a turnaround with the single prop and tiny rudder, throttling forward and reverse to get the big boat turned around in a tight space. Then, it was my turn. Running back up the canal at top speed of 5 knots, my exercise was to back the boat into a narrow space for our first attempt at a "Med Moor". This was an exciting maneuver and ultimately successful. Minutes later, Claire said, "You're all checked out and ready to go, bon voyage!"

Though we didn't really *feel* ready to go, it was nonetheless time to go. Off we went, and the first half hour or so felt surreal. I had the feeling that we were on some kind of Disneyland ride through the beautiful French countryside with millions of red poppies blooming along the banks below the endless and meticulously cared-for vineyards. I kept expecting an animatronic hippopotamus to pop up alongside and roar before receding into the water.

This fantasy ended as we approached our first of many locks. The light was red, conveying the universal signal to stop: do not proceed. We side-tied to bollards that were clearly placed there for waiting traffic and sat wondering what to do. Tekla got off the boat and walked up to the lock. Soon, the light turned green and the big gates slowly opened. We started the engine and moved forward into the basin, where Tekla caught the lines we threw fore and aft and wrapped a bollard; she then threw them back for us to tend on deck. The gates closed behind us and the sluice gates in front started to open with an oncoming rush of water under great pressure churning the big boat around in the basin.

Tekla lining one of the many locks on the Midi.

Captain Alan awaiting the opening of the downhill gate.

One of the first thoughts we had about this recreational locking was that it could never happen in our country. Inexperienced boaters from abroad running big boats in locks with no railings or safety equipment, and the crew is unable to understand much of the language the lock master was throwing at us. How many things could go wrong? You could get killed doing this! Nobody died, the lock gate opened in front of us, and we went merrily on our way once again through a spectacular landscape. Amazing!

After transiting several underpass bridges barely large enough to fit the boat through and one more lock without incident, we decided it was time to stop for the night and enjoy some of the wine and cheese with our fresh baguettes we had provisioned with before boarding.

Earlier, Claire had informed us that the anchor on the bow was just for decoration and tripping over, and never to use it. Instead, she showed us two big spikes and a small sledgehammer and suggested we should pull up on the bank and pound stakes into the ground and tie our 40-foot 10,000-pound boat to them. I thought, "sure that sounds rational," so when the time came I jumped down (I know, no jumping) into the tall grass and pounded the stakes. There are no tides and barely discernable current so it worked out just fine, and we had our first thoroughly enjoyable evening on board and fell asleep knowing the anchor would not drag.

The Canal du Midi was built over a period of 14 years beginning in 1666, and was completed in 1680 to speed shipping commerce and avoid pirates through the Strait of Gibraltar. It was an idea that long predated the principal architect Pierre-Paul Riquet's concept, but he was the one to solve the problem of supplying water at the high point of elevation to get continuous water from the mountains to the canal. The marvel of engineering that it is was recognized in 1996 as being worthy of designation as a World Heritage site by the United Nations Educational, Scientific and Cultural Organization (UNESCO). In travels up to this point in my life so far, places with this designation have been well worth seeing.

This is one of the oldest canals in Europe still in operation and is now only used as a recreational and tourism pathway. Its commercial potential peaked in 1856 with 110 million tons of shipping and 100,000 passengers, before its use saw a steep decline with the advent of railway shipping and travel. Today, approximately 10,000 pleasure boats pass through the canal annually, with the majority of tourists being from the UK, Germany, and Switzerland. In 1787 Thomas Jefferson, as an ambassador from the United States, went to study the Canal du Midi envisioning a similar canal to connect the Potomac River to Lake Erie.

A highlight of the trip for us—among many but truly a pinnacle for me—was brought on by a poster that Tekla saw for a show that was happening the night that we were in the village of Capastang. The group was a band called Velo Swing and they happened to have a free show that night. It sounded very interesting, but we really didn't know anything about them, the venue, or their music. We showed up a half-hour before at a venue for exposition of literary types, poetry, readings, music, and exchange of ideas and art: La Maison Romane.

The setting was something I couldn't have imagined. It was a house built in the 12th century on a tiny medieval street with a

small front. Inside, there were 30 chairs set up in a small room with floor space against the front wall for the three-piece band consisting of a chromatic accordion, a pushbutton accordion, and an upright bass. The members of Velo Swing were touring on their bicycles from Barcelona, Spain, to Italy for a Critical Mass bicycle rally. They were good humored, telling jokes and stories and playing heartfelt songs of folk and swingy gypsy jazz with joy that was evident in every face. It was one of the most engaging concerts I have seen, even though I couldn't understand a word of the French they were speaking. We left the show feeling ebullient and walked on clouds all the way back to the boat for the night.

The adventure continued with two features of the canal that felt bizarre and very surreal to us. The first was boating through a tunnel. I have never experienced the feeling of driving a boat into a blind tunnel almost two football fields long. The Malpus Tunnel was the first canal tunnel ever built. At the beginning of the trip, Claire told us to honk the horn before we entered. We did, but it wasn't reassuring.

The next feature was less alarming but still unsettling; floating over an aqueduct high above roads and a river below. We had the feeling of being on a freeway overpass but on water and cruising slowly along as if all were normal.

Re-crossing both of these features on our return trip was even more fascinating as the initial astonishment was gone, allowing for deeper realization of what a remarkable feat of engineering this canal represents. It was all dug and built without the advantage of the big machines we possess in our modern age.

We returned to the homeport marina after our sightseeing adventure on the canal for another whirlwind procedure with the LeBoat staff. We said our "Au revoirs" and dragged our luggage and memories to the train station. Reflecting along the train ride, I thought: 'What a spectacular boating experience surrounded by history and human achievement, scenery, culture, good food, flora and fauna, and great friends.' In my mind during the ride, I closed my eyes and recited "There's no place like home," clicked my heels three times, and I was back home planning our next trip on the Salish Sea. This time, I want to see giant cedar trees and whales and bears! The canal was fun but I think my spirit is more in tune with natural history than human achievement.

Dennis, Tekla, *and* ***Tim Tim*** *the salty old sailor dog can mostly be found floating around on Case Inlet waiting for orcas to swim by.*

MY BOAT
KAILDA

Anneliese happily at the helm of a boat she describes as more alive than other vessels.

Every sailor knows the feeling of being drawn in by a boat that catches their eye and holds their attention for days, months, or even years. Maybe it's just a small ad in a classifieds section, a listing on a broker's website, or a boat that turns your head at a dock in a foreign port. For Anneliese and Aron Johnson, it was the latter.

After starting their sailing journey a few years prior, they were inspired by a trip to the Wooden Boat Festival and decided that they really wanted a different kind of boat than the ones they'd been learning on—something unique that could take them anywhere they wanted to go. The seed had been planted, but the actual boat didn't turn out to be a Festival find. The meet-cute with their custom 41-foot wooden keel ketch, *Kailda*, came at a Canadian dock.

While cruising through the Gulf Islands on a club boat that they had rented, the Johnsons came upon *Kailda* at Poets Cove on South Pender Island, British Columbia. They had just pulled in on their charter and Anneliese immediately noticed *Kailda* and said, "Now that is the kind of sailboat I would like to have." As luck would have it, she was commenting on the exact boat they had recently been fawning over on YachtWorld. A year after that chance encounter, the long-planted seed to find just the right one-of-a-kind vessel bore fruit, and they finally had the opportunity to make *Kailda* their own.

The Johnsons bought *Kailda* in November 2018 right after Thanksgiving, and then spent five years restoring her. She was relaunched in October of 2023 and has been sailed locally and up through Desolation Sound and the Octopus Islands, and down

through the San Juan Islands over the past two summers.

48° North: Tell us a little about your boating background?

Anneliese Johnson: About ten years ago, we decided to take up sailing as a fun, family activity. We had each sailed just a bit when we were younger but had never owned a boat of our own. I believe that we actually spoke to Joe Cline, who worked at the Seattle Sailing Club at the time, about joining the club in order to gain some sailing experience, which we ultimately did. We enjoyed sailing with the club for several years with our daughter. Then one fateful September, Aron attended the Wooden Boat Festival in Port Townsend and our journey with wooden boats began. From our marvel at the craftsmanship to the community spirit, we quickly realized that dream of owning a unique wooden boat enthralled us, and *Kailda* fit that bill perfectly.

Tell us about your boat's history and what makes it unique.

Kailda is a custom ketch designed by Ernie Simmerer, who was born in Seattle and designed the boat for his family. *Kailda* was built in 1972 at the yard of Hawaiian Tuna packers at Kewalo Basin, Honolulu, Hawaii. Notably, internationally beloved Pacific Northwest legend John Guzzwell was engaged to work on and direct *Kailda's* construction and also built her spars.

From there, the Simmerer family sailed her around Hawaii and through the South Pacific. Then the next owner, a man from Bella Coola, BC, purchased *Kailda* in Hawaii and sailed her back to Canada and then down to the Bahamas and Caribbean and trucked her back up to Canada. The boat certainly has some miles in her wake!

Tell us about your boat's name.

The boat was named *Kailda* when she was built. We understand that the name means 'Bright Start' in the language of the Haida First Nation. We need to sail up to Haida Gwaii to verify this information for certain, but that is what the daughter of the designer told us, as did the previous owner.

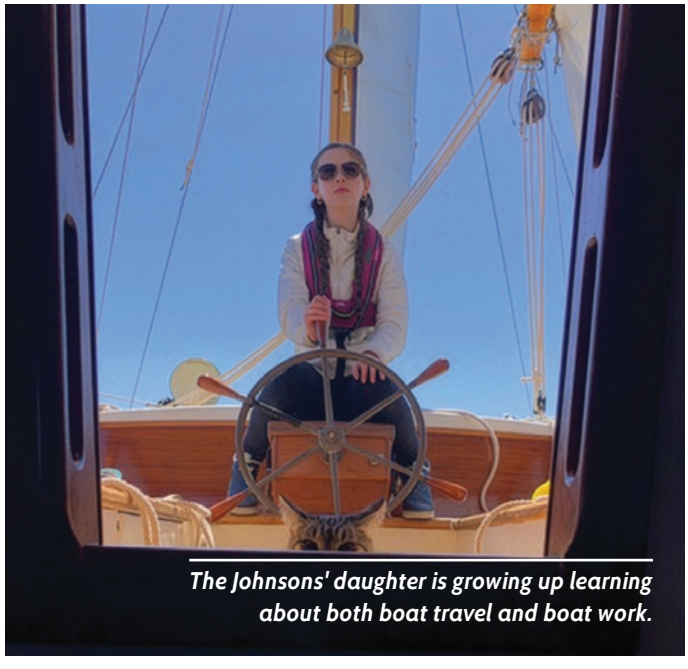
What do you like best about your boat?

Kailda is a very sea-kindly and comfortable boat. Even when the sea is rough, she is stable and cuts through the waves like a dream. She is actually quite fast for a full keel, heavy displacement boat and our favorite way to sail jib and jigger—foregoing the mainsail, for the ketch-unintiated—wafting about in the bay in front of Port Townsend.

What do you know now about your boat that you wish you'd known when you bought it? Would that have changed your mind?

Kailda looked beautiful when we bought her. Though we knew some repairs would be needed, we had no idea that the prior owner had literally pumped her full of epoxy, which is death to a wooden boat. The stem was filled with little pieces of wood all held together with glue. The transom also needed to be replaced. And the deck, which was a teak overlay over fiberglass also needed to go. Her hull was stable, though we

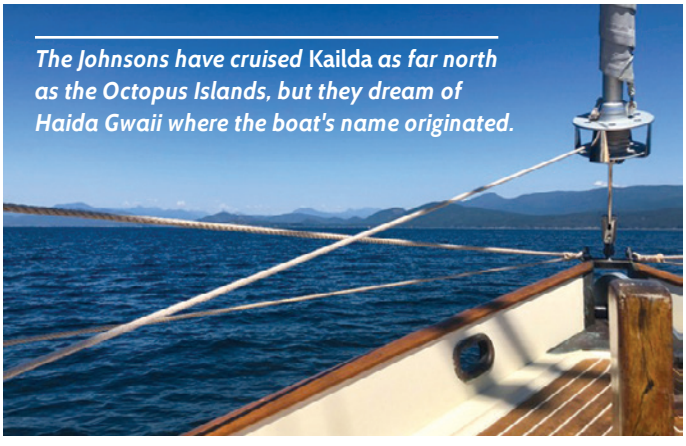
Mother and daughter enjoying bow time underway on Kailda.



The Johnsons' daughter is growing up learning about both boat travel and boat work.

A five-year refit was more than the Johnsons intended, but this special boat now has their full trust.

As a shipwright once told Anneliese, "There's nothing wrong with taking care of something." And she thinks about that each fall during varnishing season.



The Johnsons have cruised Kailda *as far north as the Octopus Islands, but they dream of Haida Gwaii where the boat's name originated.*

After the work of the refit, there's even more to relish about getting to go cruising.

This family wanted something unique, and Kailda *fit the bill perfectly.*

did need to replace 24 planks, but we ended up rebuilding her from the hull up with new, traditional framing, new cabin sides, new yellow cedar deck, a new doghouse, etc. Daniel Hawkins of Haven Boatworks of Port Townsend was the lead shipwright on the project.

What's your favorite story involving your boat?

I love that the spars were made by John Guzzwell. I also love that my daughter grew up working on the boat alongside us, though I am not sure those weekends and holidays at the boat yard are yet her favorite memories.

I think my favorite memory was bringing *Kailda* back to Poets Cove to anchor. It is such a gorgeous spot, one of our favorites, and to visit the location of our first encounter cruising the boat we dreamed of those years ago was really special.

We've also had remarkable cruising highlights, like sailing to Lund for the first time and seeing grey whales off the stern; and making our way through Hole in the Wall after sailing through the most gorgeous morning mist.

Describe the most challenging situation you've experienced on your boat and how it performed.

We had a little situation with our dinghy in the middle of the Strait of Georgia and had to haul her on board while our daughter was steering. That was a bit of fun I might not like to have again.

Otherwise, we have been in a few lumpy seas crossing the Strait of Juan de Fuca and some windy anchorages, but each time *Kailda* held steady. Because we are so familiar with how she was built, we have a lot of confidence in her performance and know that the boat can withstand much more than we think we can.

Where do you plan to take your boat? Do you have a dream destination?

We plan to sail as far north this summer as we can before it is time to head back for school. Ultimately, we would love to just leave and sail where the wind takes us for as long as we please.

If you could have any other boat, what would it be and why?

We love this boat. She is, however, not the easiest boat to steer, especially in tight quarters or in reverse. So, if she had a bow thruster, that would make docking so much less exciting.

Adding self-steering gear would also be nice, but otherwise, I don't think we would trade her for another boat.

What didn't we ask you about your boat that you wish we had?

I once heard an old shipwright say that there is nothing wrong with taking care of something. I remember that often over the weeks of sanding and varnishing every September. We certainly have taken care of *Kailda* and continue to do so. Having a wooden boat is expensive and sometimes quite thankless, yet I think it is so important to maintain our maritime heritage and the craft and skills that allow such beautiful vessels to be made by one's own hands. That is why I love wooden boats, and this boat in particular.

The varnish may not be perfect, a few bungs may be cracked, but I varnished those cabin sides and tapped in those bungs. My daughter tapped each copper nail of the tingle she placed on the hull. My husband has spent countless hours, sanding, varnishing, boat souping, designing, constructing, you name it. And each shipwright and each person who has touched the boat has helped to make her what she is today, and she lives on with every sail, every motor, every adventure.

Somehow, *Kailda* feels more alive to me than other vessels. Probably because there is so much of our family in the boat itself—blood, sweat, and tears. We wouldn't have it any other way.

If you'd like to share the story of your boat in a MY BOAT article, we'd love to hear from you. Please email 48° North *Editor Andy Cross to get started (***andy@48north.com***).*

EXCESS 11 CATAMARAN

48° NORTH BOAT TEST

by **Joe Cline**

Having sailed a variety of boats from 10 to 100 feet, my default preference is a small-to-midsize monohull keelboat with performance chops. Cruising catamarans are seldom at the front of my mind, though I know they intrigue many fellow sailors. So when Tre, an old pal and new owner of an Excess 11 catamaran, invited me to go sailing, obviously I said yes; but my excitement was driven by the opportunity to discover something outside my comfort zone.

I'm late to the party on the Excess 11. My first real exposure to the impressive line of Excess catamarans came at the Annapolis Sailboat Show. For those who aren't steeped in cruising cat trends and evolutions, the Excess 11 debuted in 2020; and Tre's boat is the first example in the Pacific Northwest. Displaying speed and offshore prowess, an Excess 11 won its class in the 2021 ARC Rally. Such a prominent result, paired with a couple big-name Boat of the Year honors, make it a darling of multihull cruisers and media alike. Tre described the Excess 11 as "a sailor's cruising cat." There's more to it, obviously, but after sailing the boat, I find that characterization as apt as it is succinct.

The Excess 11 is ostensibly 11 meters in length, with length overall just over 37 feet. With a dry displacement of 19,845 pounds, that positions the Excess 11 a couple thousand pounds lighter than its heaviest competitors, while making it 1,000 pounds or more heavier than some of the more performance-oriented options in that size range. The Excess has two different rig options, and the one I sailed had the taller "Pulse Line" rig that increases mast height by three feet from standard and adds a flattop main, pushing the sail-area-to-displacement ratio from the high teens (a typical range for production cruising cats) to just above 20 (near higher performance designs).

Much of what wowed me through my test sail aligns with the accolades the design has enjoyed, and centers around this idea: This sub-40-foot catamaran, which is competitively priced, both *sails* and *lives* as well as larger, more expensive competitors.

The Excess has stylishly sporty exterior aesthetics, with attributes like the narrow entries at the near-plumb bows and molded bump-outs in the hull sides that boost interior volume without increasing wetted surface.

Stepping aboard from the swim-step, it was only a single step to the starboard helm station which is situated at deck level, bucking the cruising cat trend of the raised helm station. Especially for a mainly-monohull sailor, I appreciated this familiarity—moving from one helm to the other provided the different perspective I always value with twin helms, both when looking forward and when checking the sails. For entertaining under sail or more time with the family, the proximity of the helmstations to the cockpit will be a major advantage over the raised-helm alternative.

The cockpit seating area has a settee and table to starboard, and a settee positioned to port across the walkway to the cabin. Adding seats on two sides comfortably seats four (the boat comes with soft upholstered modular seats), and adding another table connects the two settees and creates a single dining area for a larger group.

The cockpit's living area is covered by a retractable awning between the two rigid aft-running extensions on either side of the coachroof. This awning's stowability is a sail-friendly attribute, increasing visibility to the rig and sails. Each helm station also had a canvas bimini—the perfect array for our sunny June sail—but the helm biminis' 270° Isinglass panels would be a welcome addition in cold and wet conditions.

As we motored out, I became aware of the placement of twin Yanmar 30hp diesels under each helm station. At the helm, there's a bit of vibration and more engine noise than I'm used to while driving; but having them well aft of the main cabin is an enormous quality of life improvement for anyone in the salon–including someone driving by autopilot remote from the navigation station.

Soon, we were head-to-wind, and I was jumping the 2-to-1 main halyard at the mast. The factory configuration for Tre's boat has a self-tacking jib, and Tre had rigged up the Code Zero which tacks to the aluminum bowsprit extending from the bow beam. The mast is positioned quite far forward, so it's a fairly small triangle for the jib on the fractional rig. The newest Excess 11s are now delivered with a traditionally-sheeted overlapping genoa. Not only does the genoa increase upwind sail area, but it also should appeal to the sailor this boat targets—someone eager for a more fun, hands-on sailing experience.

The Pulse Line rig's extra height helps the smaller jib, and the square-top main is clearly the workhorse in the sail plan. The boom is positioned as low to the coachroof as possible without a vang, thus maximizing sail area. The mainsheet system is similar to one I've seen on many new boats recently, with a dedicated mainsheet to port and another to starboard. Functionally, this set-up increases trimming adjustability with neither a mainsheet traveler nor a boom vang. The windward sheet acts like the primary mainsheet and also enables you to position the boom to weather for twist, while trimming the leeward sheet acts more like a vang.

With the main and jib set, sailing upwind in 4-7 knots, we were moving nicely against a waning flood in Guemes Channel. I've witnessed conventional cats' notoriously underwhelming light-air performance; and thus I was pleased to find the Excess 11 a facile sailor even in gentle breeze. I braced to be in irons through the first few tacks, but we were easily through on every maneuver. Though the now-standard genoa would have been an upgrade in this day's conditions, the jib had a nice shape and was easy to set-up. In

breeze this light, the boat's ability to point has a ceiling—it was happy around 40° apparent, but tipping into the 30s felt too thin and slow. As the breeze builds, Tre assured me that sailing close-hauled at 30° apparent is the norm.

Given that the boat felt decently powered-up in less than 10 knots, I was curious if it was a reef-early kind of ride. The factory recommendation is to reef at 23 knots apparent. In other words, there's a great deal more sailing excitement to be found on the Excess 11 than I saw, but my stoke meter was still high.

As with almost any production design today, ease is a clear priority. The sails were up, down, in, and out without anything that felt strenuous. The array of control line clutches and a primary winch near the starboard helm station is the hub for actual sailing. In this case, the primary winches are dual-speed electric.

With the boat trimmed for the conditions and the diesels off, we got into a rhythm. Hand on the helm, I was struck by the responsiveness. And by responsiveness, I mean I was oversteering... a lot. I always (wrongly) look for more helm feel than there is on a cat. Still, the steering system is definitely tuned for a light touch. The system uses textile lines and is entirely mechanical (not hydraulic), well-suited to the spirit of the design. That I found the groove fairly narrow was more about *my* tuning as a driver than the boat's tuning in the system.

One of any cruising catamaran's main virtues is interior space, and this is another area where the Excess 11 shines. The main salon is enticing and the views are as good as any cat competitor. The forward L-shaped settee and table to port are balanced with the aft-facing L-shaped galley to starboard. While multihull marketing often displays tropical scenes, I maintain that this mostly covered indoor/outdoor living experience with 360° of expansive windows can also be considered tailor-made for enjoying coffee on a misty morning when stern-tied next to an Inside Passage waterfall. Palm trees not required.

Underway, this visibility through the salon windows is also important, since the deck-level helms require looking through salon glass some of the time. I wager this is a useful but imperfect solution, and not nearly as important or preferable as the ability to switch control from one helm to another easily for a better view.

Tre's Excess 11 is the three-cabin layout, with one hull dedicated to the private luxuries of the owners' suite, including a desk as well as a head with walk-in shower that's approximately as spacious as one in my house. Fitting two private double-berth cabins into the other hull, with a head (also with separate shower) between them feels anything but cramped. A few aspects of interior build quality signal efficiency over extravagance—there was a bit more cabin sole creak than ideal for me, for example. But the overwhelming impression of the interior is one of comfortable quality, well-appointed layout, and functional spaciousness. All in a 37-foot package, and one with rewarding sailing manners. Impressive.

Under each berth and throughout the cabins as well as in the bow's lazarettes and garages, the storage capacity boggles the mind. It borders on problematic. The Excess 11 is thoughtfully drawn and constructed to keep the boat's weight in check—extremely important to multihull performance. With so much space for storage and living, it would be incredibly easy to fill the available spaces with thousands of pounds of gear and provisions and risk reducing its capability for good performance. Thoughtful packing will keep the boat as sailor-friendly as intended.

Now plying the waters of Rosario Strait, we got to bear away and unfurl the Code Zero. It wasn't a surprise, but cracking off and adding a much bigger sail took this from a "nice" sailing experience to a *legitimately fun* one. An apparent wind angle of 60° was no problem at all, meaning there's only a 20° course/wind deviation between close-hauled with the jib to rolling out the Code and turning the "yahoo!" dial up a few notches. With the versatile sail, deeper reaching angles are also on offer. There can be precious little reaching for many PNW cruisers, but I'd plan itineraries to maximize time in this mode.

Zooming out and considering what enthralls me most about the Excess 11, some of its PNW appeal might apply to any cruising cat—huge windows to take in the exquisite surroundings and bring in daylight even on gray days; built-in cockpit covering for better outdoor living in damp conditions; given our generally flat sea states, you don't have to stow every last belonging before weighing anchor; the factory-option dinghy davits can accommodate a 12-foot rib; and there's great maneuverability and reassuring redundancy afforded by having twin diesels.

Then, there are a host of things I appreciate specifically about the Excess 11. I love the position of the mast forward of all living spaces—the bilges were bone dry, and they have a better chance of staying that way with fewer holes in the deck above the cabin. I really appreciated the interior layout; I honestly wouldn't change a thing. But most of all, I loved its focus on a great sailing experience. All boat design is a compromise, and I think the Excess 11's compromises fit neatly with my own preferences.

In sum, I'm in on the Excess 11. The sailing experience isn't hype, it's actually good; the interior is the picture of boaty comfort; and the design choices align with the ways that I would want to use a boat like this for cruising the Salish Sea. 48°

Thanks to Tre Nabstedt for taking me sailing. For your own experience aboard the Excess 11, it is the vessel used for multihull sail training through Seattle Yachts Sailing Academy in Anacortes.

More photos at **www.48north.com/boats-and-gear/excess-11**

R2AK 2026

AS EXCITING AND EXCRUCIATING AS EVER

Team YES! sails out of an Inside Passage fog bank on their Hobie 33. Photo by Taylor Bayly.

by **Andy Cross**

The largest R2AK fleet in history starting out from Victoria. Photo by Jim Meyers.

I'd be remiss here if I didn't start with the facts. Race to Alaska (R2AK) started in Victoria Harbour on Thursday, June 17 at high noon. Five days, eight hours, and four minutes later, Team Northbound Nutters rang the bell in Ketchikan to win first place and the $10,000 prize. The contingent of experienced sailors aboard was Nigel Oswald, Gavin Brackett, Michael Holt, and Rob Woelfel on their bright yellow Farrier F-32SR. In more ways than one, these guys were hard to miss and exciting to follow. Congratulations!

Yes, the winners were in the night before this magazine went to press, but there is still and will continue to be *so much* happening on the Inside Passage. Indeed, one of the things I love most about R2AK is all the smaller races happening within the larger context of the race itself. A dude on a SUP is still in it. There are kayakers and rowers making northward progress with every straining stroke of paddle and oar. A wide mix of mono and multihull sailboats and rowcruisers are chasing each other and fighting to just keep going. Two rowcruisers are approaching Seymour Narrows as I write this! This is what R2AK is all about—the race to complete more than the race to compete—and the adventure is fun to follow to the very finish.

FIRST, SOME CONTEXT

For the uninitiated, R2AK is a 750-mile biennial boat race from Port Townsend, Washington to Ketchikan, Alaska, with no engines and no support allowed. It is intentionally simple. There are two stages to the race: The Proving Ground from Port Townsend to Victoria, BC, which started on Sunday, June 14, 2026. And then the Full Race from Victoria to Ketchikan, which started on Thursday, June 17. Other than two waypoints—Seymour Narrows and Bella Bella—there is no official course to Ketchikan.

This is the biggest fleet in R2AK history, with 70 teams starting in Port Townsend and 65 starting in Victoria. The payout for first place is the aforementioned $10,000 cash nailed to a log. Second place is the set of steak knives, which are actually quite nice. Everyone else? They get the satisfaction of putting themselves, their crew, and their chosen boat through the ups and downs and wonders the Inside Passage throws at them. And trust me, there is a lot of adversity to fight through in order to finish this race, let alone win. Ask me how I know.

I've been a fervent R2AK fan since the first race in 2015 and was fortunate enough to join three great friends to form Team Wild Card aboard our Santa Cruz 27 in 2018. The four of us gave it everything we had and ended up in third place that year. I look back on the race fondly because it was such an incredible experience in so many ways, some of which I'll share here. When this time of year rolls around and a new batch of R2AKers hits the Inside Passage, I try to put myself in their shoes as they pedal, row, paddle, and sail north into the unknown. When you leave the comfort of Victoria Harbour in a flurry of excitement, you don't know what's going to happen, which is part of the race's allure. For me, though, I follow the race updates and tracker with the respect of a fellow finisher and insight borne of personal experience with some of its biggest challenges and joys.

THE GOOD

For better or worse, I'm an eternal optimist by nature and I can truly say that racing through this part of the world on a small boat with no engine is one of the most amazing things a person can do. You're close to the water, close to nature, close to wildlife that swims, flys, and walks around you, whether you know they are there or not.

You're also very close to your crewmates, and the bond this race creates can be unmatched. There are tense moments for sure, but the light moments and camaraderie on your own boat and between teams—before the race, during, and after—is like no other race any of us will be a part of. It's something to savor.

Photo by Taylor Bayly.

A pivotal part of the race course, as always, the battle for the steak knives unfolds in Seymour Narrows.

Team Celerity's Hobie 33, upwind in some of the breeze the whole fleet faced early in the race. Photo by Taylor Bayly.

Teams returning after not making it in a past edition–like Team Dogsmile Adventures–are always fan favorites.

Photo by Taylor Bayly.

While following this year's race, I've been struck by how much footage is being collected by the race's media team and the competitors. Yes, we live in a very digital world full of quick hits and soundbites, which can be nauseating at times, but I love the videos and images coming from the race course this year. These are some of the best representations of the beauty of the Salish Sea and Inside Passage. Whales following close to boats or breaching in the distance, the mountains on all sides, and the water's moody changes from flat calm to flat-out terrifying.

Another aspect of what makes R2AK so good is that the whole concept is, by and large, fascinating to the average person, not just sailing aficionados. It's easy to like because the racers aren't paid professionals on high tech racing sleds with massive budgets. Most R2AKers are getting to the start line on modest budgets with kayaks, vintage sailboats, and home-built creations of various shapes and sizes, to name a few.

Take this year's race for instance, by my count there are six rowcruisers, there's a homemade outrigger sailing canoe, a SUP, and 18 trimarans. Then you have the crowd of classic plastic sailboats that include Ultra Light Displacement Boats (ULDBs) from the 1970s and 1980s, which are always a big part of the R2AK because they're relatively inexpensive to purchase and outfit for the race. And they always seem to do well, which has proven true again this year. I've especially been keeping an eye on the young team from Seattle, Darwin's Interns aboard their Santa Cruz 27; Team Tips Up on the ultralight Diam 24 trimaran (both Darwin and Tips Up are short-tacking inside Aristazabal Island right now); Team Much Ado About Muffin on the Santa Cruz 33 (in Hecate Strait west of Banks Island); and what's not to love about entering this race in a Cal 20 for Team Pelagic Banana Slug (presently in Port McNeill).

There's also the intrigue of innovation and the spirit of resourceful inventiveness with the various ways that teams have figured out how to propel their boats onward in the absence of wind. The rowers and paddlers obviously have it figured out, but the sailboats have to get creative. On Wild Card (which is owned and raced by Team Salish Seasters this year, who are presently stopped in Helmcken Island's Deer Cove) we had a pedal drive unit that was very slow and, being a light wind year, we lost ground to our closest competitors any time there was no wind. We just couldn't keep up unless we were sailing. Such is life in R2AK.

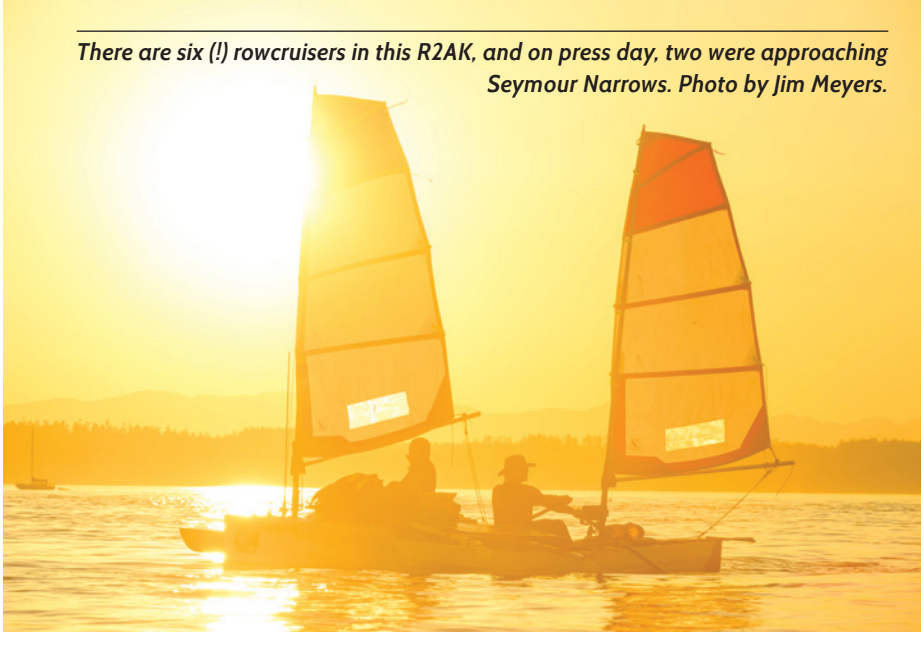
So that's some of the good, but we all know that no adventure is perfect, and there are no easy rides to Ketchikan.

THE DIFFICULT

In my mind, the biggest challenge to R2AK is wind and current. Too much wind, and the fleet is halted; this year when near gale force winds overwhelmed the competitors on day two, the Gulf Islands looked like an R2AK parking lot. You might be prepared and experienced enough to fight through it and keep going, but your boat needs to be able to withstand the pounding too. Some boats and crews can, others cannot. The right judgement calls make all the difference. From what I could tell, teams Norn to Be Wild, Casuals, Jackalope, and several of the kayakers made good use of these stops and put themselves in a position to push on when the weather was right.

Conversely, when there is no wind, some boats are making gains while others are wallowing or pedaling in misery. This year's Proving Ground stage was a classic tale of wind and current and who it favored. There was no wind and an ebb tide at first, which favored the paddlers and rowers as they glided over a smooth Strait of Juan de Fuca to arrive in Victoria—a human-powered boat won this leg. Unfortunately for the slower and heavier sailboats, the lack of wind put them in a disadvantageous position and when the helpful ebb turned to a flood, many boats were pushed eastward away from the finish line.

From the get-go, currents are king, and their influence builds for the first half of the race. Competitors have to make the call on where and when to exit the Gulf Islands out into the Strait of Georgia and how to negotiate the currents in those various passes. From there, the Seymour Narrows choke point will stop you in your tracks or whisk you right through. As video from the media team showed, one Ketchikan-bound sailboat spun 360s in whirlpools at the Narrows and they couldn't do anything but laugh at their own plight.



There are six (!) rowcruisers in this R2AK, and on press day, two were approaching Seymour Narrows. Photo by Jim Meyers.

The next big difficulty is logs; they don't suddenly disappear at night. Littering the Inside Passage, log strikes are one of the scariest and most unpredictable risks to accept when thinking about joining this race. Aboard Wild Card in 2018, we were all experienced PNW sailors and had our fair share of log strikes in our past. But that didn't make it any easier when thinking about sailing at night and not knowing what's out there. We hit one really hard on the first night while sailing 6 knots in the Strait of Georgia. Fortunately, it didn't end our race, but

With stops in Campbell River and Port McNeill keeping them fresh and a mid-Hecate repair to keep it interesting, Team Northbound Nutters sailed smart and fast to win R2AK 2026. Photo by Jim Meyers.

logs have caused several teams to drop over the years.

Whether for wind, current, logs, or breakage, it seems that most teams this year have done a good job of making the call on when to stop and when to go. Some years, we've seen teams go the distance without stopping, and in 2018 our team only stopped once for about an hour and a half. But every race is different.

This year, already leading the fleet, Team Northbound Nutters stopped before Seymour Narrows to wait for the current to switch—doing so in style and banking a shower, a meal, and a nap. Then again near the top of Vancouver Island, they stopped to wait for strong wind to abate. Both were good calls—they were able to maintain their lead while getting some rest and reducing the risk of breaking the boat. Not saying it was easy, but they seemed pretty fresh upon arrival in Ketchikan, and those stops had to be part of that.

THE FINALE

With all the high highs and low lows that this race can bring, one thing for certain is that it ends. While Team Northbound Nutters took first, even the battle for the steak knives is still unfolding and there are 53 teams still adventuring on at the time of this writing, fighting to bask in R2AK bell-ringing glory. The 11 teams who have already called it quits had to let go of a dream, a difficult choice regardless of the circumstance. Attrition is part of any race, but in R2AK it can be especially hard to call it. The R2AK spirit endures, though, and the race has a long tradition of early exiters returning for another go. To say yes to this wild adventure is to succeed; no matter what, they are part of what makes the fabric of this race so special.

Reflecting on our R2AK finish aboard Wild Card in 2018, it's still hard to describe the immense sense of elation and excitement. We didn't win or get second, but we were happy

Big congrats to these Nutters, but the story of R2AK will continue to be written as long as there are other nutters out there still bound for Ketchikan.

with how hard we fought. Beers, hugs, and laughter were shared throughout the docks and bars in Ketchikan and it was a unique feeling to say that we'd done it... together.

It also made me realize what so many continue to appreciate—R2AK is more than a race. Each time it happens, I continue to be amazed how much more important the community is than the race, and how the stories of human endeavor inspire far more than any result. The race teams, many of whom have never met, make an indelible bond with one another that lasts well beyond the event. Their adventures touch the lives of staff and volunteers, fans and followers and fellow racers—literally thousands upon thousands of people. Truly, there is nothing like it.

From this side of our press deadline for this issue of *48° North*, we send our well-wishes to the 53 teams still chasing the far side of the finish line in Ketchikan. To those who have made it, well done! And to those who are still on the race course, I hope to welcome you into the R2AK Finishers Club when you do!

Andy Cross *is the editor of* 48° North. *After years cruising the Pacific Northwest and Alaska with his family aboard their Grand Soleil 39,* Yahtzee, *they sailed south and are currently in the islands of the Eastern Caribbean.*

For the latest about the ongoing race: **www.r2ak.com**

EPIC AS EVER, NOT QUITE AS PLANNED

Photo by Richard Marshall.

SWIFTSURE 2026

by **Alyosha Strum-Palerm**

GOOD ADVICE AND THE WINDING PATH TO THE CAPE FLATTERY WIN

Year in and year out, the Swiftsure International Yacht Race hosted by Royal Victoria Yacht Club, seems to teach me lessons about preparation. Of all the races in the Pacific Northwest, preparing for Swiftsure most closely resembles preparing for the other ocean-racing classics around the world, and I have found that building good habits here has helped me tremendously elsewhere.

This recap is going to be a little different. While I will recount some of the stories and interesting moments from this year's race, I also want to share the lessons, triumphs, and mishaps from our crew, using some good advice from excellent sailors and friends as a framework.

Five days before the race, Terramoto *was in the shop with her rig down. Race on!*

For the crew of *Terramoto*, the now 30-year-old Paul Bieker-designed Riptide 35 MK1, preparation for the 2026 Swiftsure Race started back in December 2025. The catch was that our core group on *Terramoto* had been planning to sail this year's race on the new-to-town Melges 40, *Blackbird*.

For those of you who do not know, a Melges 40 is a full-on Grand Prix inshore race boat designed for windward-leeward racing in the Mediterranean Sea. Every sail-control system is led through holes in the deck. It is pretty much the wettest boat any of us has ever sailed that still has a keel. Oh, and about that keel: it is a 3.2-meter strut with an 1,100 kg bulb that cants 45° off the centerline—not exactly a typical 40-foot race boat.

Due to quite a few scheduling conflicts, we were unable to fit any races into our schedule before Swiftsure. However, we were lucky enough to get two weekends of practice leading into the race. In hindsight, we learned more in those four days of practice than I have learned during an entire racing season on other boats. For us, reefing was a primary concern with the Melges 40, which brings me to:

EXCELLENT, RELEVANT ADVICE #1

Jonathan McKee taught me that you must be able to reef in any condition and without hesitation. Come up with a system, make a checklist, and practice!

On *Blackbird*, the boom was not set up for reefing, and the main halyard had only one halyard-lock bullet. We installed a Karver Reef Hook system at the end of the boom and added another lock bullet to the halyard. We took detailed measurements of the areas with extra track reinforcement on the mast to avoid damaging the track in the reefed position. Once completed, we went out and practiced reefing and unreefing several times—some in "slow-motion" mode to make sure the system worked and some in full-on race mode. In the end, we felt confident in our ability to reef if needed.

However, the best-laid plans do not always work out, and one week before the race start, we discovered structural damage in our keel fin. Our race was over...

Or was it? I quickly sent an email to my friend Jim Betts and asked what the likelihood was of getting the Riptide 35 *Terramoto* out of his shop and ready to race in seven days. About 20 minutes later, I got a response saying, "Let's make it happen."

Another quick call to *Terramoto's* owner, Bill Weinstein, to see if he wanted to go for it:

"Absolutely."

The catch was that *Terramoto* was currently sitting indoors in Anacortes with the keel off and the rig down. Five

days later, *Terramoto* was rolling down the road in Anacortes. Forty hours to race start... oof.

Luckily, our crew had an uneventful delivery to Victoria and immediately got into the nitty-gritty of preparing for what was expected to be a wet, windy race, despite not having put a sail up on *Terramoto* in over a year.

We checked all our batten tensions, hoisted jibs to make sure the head-strop lengths were appropriate for our halyard lock, checked our rig tune against historical numbers, secured any loose nuts and bolts, conducted a rig inspection, and verified that we had all the required safety equipment.

One of the most important aspects of any offshore or coastal race is having the right mix of food on board. In recent years, we have moved away from freeze-dried meals for races as short as Swiftsure because of the added complexity of preparing hot water. Instead, we stick to cold food, including sandwiches, bars, and three large pizzas, which we "meal prep" into Ziplock bags.

With pizza and crew loaded aboard, we made our way to the start off Clover Point. Conditions were moderate to begin with, with only 12–15 knots from the west. However, wind readings farther up the course showed gusts into the 30s.

We started with the J2 and full main, expecting to switch to the J3 or J4 by the time we reached Race Rocks. As expected, the breeze built into the 20s, and we began our jib change, just as we had practiced.

But wait, *Terramoto* has a twin foil setup versus *Blackbird's* single foil. We began dragging the J3 up the inside of the J2 for our sail change, but soon remembered that we had only one jib cunningham to tension the luff (*Terramoto* has a jib halyard lock). We would have to do a "hot swap" of the cunningham onto the new sail to achieve proper luff tension. As we were doing this, we began tearing the old sail out of the headfoil. Not good.

We tried to speed up the process of getting the new sail up and onto the lock, but it also began tearing out of the foil. Oh no.

As I watched in horror while we double-zipped both sails out of the headfoil, I thought of advice from my friend Andrew

Terramoto *beating past Race Rocks in building breeze.*

When planing, the Riptide 35 hit boat speeds exceeding 20 knots.

McCorquodale, who taught me to use a jib-tack safety during a headsail change. This advice is:

EXCELLENT, RELEVANT ADVICE #2

On an asymmetrical boat, Andrew recommends clipping the spinnaker tack line to the jib tack to prevent the sail from tearing out of the track while hoisting the new jib or tacking off the old one. This is especially important on a boat with halyard locks.

Having forgotten this excellent advice, we now had two jibs flying free from the top of the rig in an impressive display. The crew sprang into action, and everyone who was not holding the tiller was soon on the bow wrestling the sails back aboard.

Once things settled down, we hooked up the J3 again and, rather than tempt the zippering gods a second time, performed a downwind hoist to prevent it from tearing out of the foil. I'll admit, it is an unpleasant feeling to be sailing downwind at 10 knots knowing you still have 45 miles of upwind sailing ahead of you.

We continued through Race Rocks in a pretty robust sea state, encouraged by nearly four knots of current and 25 knots of breeze. At this moment, we should have reefed. However, we had not practiced reefing on *Terramoto* in over a year, and I was worried about tearing the bolt rope out of the track. I was kicking myself for not following my own rule from Advice #1. Luckily, we were able to manage the boat with a full main and J3, although it was far from ideal.

After this, our strategy was relatively simple: continue to the U.S. shore, play the shifts up the Washington coast, and stay out of trouble. We managed to do just that (other than pinging the wind gear off the top of the rig during an especially hard landing) and rounded Neah Bay around 4:30 p.m. We set the A2 spinnaker and began sailing down the Strait in pursuit of Club Swan 42 *Free Bowl of Soup*, Santa Cruz 52 *Rosebud*, Carkeek 40 *Zvi*, and IRC42 *Zulu 5*.

Conditions swung in favor of the Riptide 35 as we began planing downwind at speeds exceeding 20 knots. Soon, we were closing in on Sheringham and managed to pull off the first of two jibes in more than 25 knots of breeze.

We were now gaining on *Zvi* and *Zulu 5*, both of whom we could see ahead without spinnakers set. We made our final jibe toward Race Rocks, and the wind kept building. Knowing our time with the spinnaker up was limited, we rigged for a letterbox takedown well in advance. This is something our crew has practiced extensively, and everyone knew exactly what to do. This brings us to:

EXCELLENT, RELEVANT ADVICE #3

Tim Scanlon taught me how important it is to know how to execute a letterbox takedown quickly and confidently.

A letterbox takedown is when you pull the spinnaker down between the mainsail foot and the boom using the lazy guy or lazy sheet. This blankets the sail behind the main and unloads it. The key steps are:

- Lead the lazy sheet between the mainsail and boom, through a snatch block on the high side, and then to a winch.
- Ease the outhaul to increase the gap between the main and the boom.
- Prepare the tack line to run.
- Take up tension on the lazy sheet using a winch handle.
- Blow the tack line and begin grinding in the lazy sheet. The clew should pass through the gap between the main and boom and move to the weather side.
- Gather the entire foot, including the tack.
- Drop the halyard.

Perhaps our lack of wind instrumentation made us a bit braver than we should have been, but we eventually doused the kite about two miles from Race Passage. When we finally had a chance to look around, we realized the wind had likely been well over 30 knots.

Victoria was now in our sights as we planed toward the finish under main and jib. The wind slowly began to ease and lift, so we hoisted the A5 for the final few miles into Victoria before crossing the line a little after 8:45 p.m. It was the earliest I had ever finished the race, and it was incredible to be able to go out for a normal dinner at 9:30 in the evening on Swiftsure day. Adding to the positive experience, we are proud to have come first overall among ORC Monohulls on the Cape Flattery course.

Despite the mistakes we made along the way, we still managed to sail safely and have an incredibly fun time with a group of people I have sailed with for many years. Swiftsure gave us what it always does, a taste of ocean racing among excellent sailors in one of the world's most beautiful venues. This year's addition of cooperative tides and big breeze made it one that will surely live large in the memory bank for every sailor fortunate enough to have made the journey.

Full results **www.swiftsure.org/results**

IRC42 Zulu 5 in the foreground, with Terramoto charging behind.

by **Peter Nelson**

Photo by KayLee Brown

FRIENDS, REMEMBRANCES, AND A GREAT EVENT

LIVE ON THE EDGE *MULTIHULL* REGATTA

Sometimes the biggest blessings come from the smallest places!

Take, for instance, the MadCatter 50 Hobie Cat regatta in Syracuse, New York, held this year on May 14-17. Shale Pagel of Ashland, Oregon and I traveled out for this 50-year reunion of old... er... *long-time* friends and were greeted by over 100 Hobies (and even more pals) for what was, by any measure, a big and exciting regatta!

Fast forward just three weeks to the Fern Ridge Reservoir outside of Eugene, Oregon and another group of friends assembled for the Live on the Edge Multihull Regatta. This year's event drew a whopping 20 boats—measurably smaller than MadCatter, but differently remarkable.

Live on the Edge is unique in many ways. It is open to any boat with more than one hull, and this year included Hobie Cats, A-Cats, a Prindle, and Weta trimarans. Classes with fewer than five boats were handicapped using the Portsmouth yardstick. The regatta uses a SailGP-style course with a reaching leg as the initial and final legs. And one last thing that sets Live on the Edge apart is the awards structure, with both a class and overall trophies as well as a team award. Teams of three or four boats are randomly drawn across all the fleets. Competitors still get to race within their respective fleet, but scores are combined with their teammates to determine the overall Jerry Valeske winner.

My crew, Holly Deuterman, and I traveled to the event with one goal: win the Jerry Valeske Team Trophy. This trophy is named after a good friend of mine and big Hobie contributor, who passed prematurely in 2018 while leading the Hobie 18 fleet around the weather mark at Lake Quinault with his crew Jennifer Olegario.

We wanted to win this one to honor Jerry, and give whatever prize was given to his spouse, Laura Sullivan (also a huge Hobie contributor). The prospects for achieving our goal looked good on Saturday morning when we learned we were teamed up with some friends (and good sailors!) Kelly Havig on the Hobie 17 and Tim and Jonathan Webb on the Hobie 18.

The first race Saturday was an eye-opener and caught everyone's attention. The locals were saying they had never seen the lake so violently puffy. We were in survival mode. Many of the puffs were 10-15 knots over the median 5-knot wind, and we only *just* managed to save ourselves from flipping at least half a dozen times in that opening race. After crossing the finish line, we set a new goal: don't go home on a stretcher!

The puffs subsided after that initial onslaught, and we got to shore in one piece after a few more races. We were hanging on to first place with a scoreline of 1-1-2-2, ahead of Bryan Simpson and Bridgette O'Brien by a single point (3-2-1-1). Bryan and Bridgette sailed smart those last two races, and when we tacked away from the lead on the last lap and fell into a hole, I'm pretty sure you could have heard the 'gulp' in my throat from shore!

Sunday showed up with no wind, and was uneventful; except for the tiny matter of Bryan and Bridgette sailing off for another bullet while we struggled to a third. That secured the Hobie 16 class win for Bryan and Bridgette. Congrats!

The author playing the puffs on his Hobie 16.

Photo by Richard Johnson

This is where the story gets *really* interesting. At the awards, an emotional Bryan shared that he had lost his sailing mentor just two months prior, and this victory was all about Tom. This heartfelt acceptance made for a meaningful close, and it would have made a lovely ending. But then came another development that made the event all the more special—it wasn't until Tuesday evening when we received an email from the regatta organizers. They found a scoring error which resulted in our team of Holly, Tim, Jonathan, and Kelly winning the Jerry Valeske Trophy!

Mission accomplished. These 'little' details—the occasions to honor departed dear friends while sailing in this terrific 'little' regatta—overshadowed the expanse of joy we gained in Syracuse at the 'bigger' regatta. It goes to show that we shouldn't underestimate smaller events. As is so often the case with sailing and community, unexpected significance may be found around every corner.

Full results at **www.eugeneyachtclub.org**

SEVENTY48

by **Robin Mills**

FROM START TO NEW BEGINNING

It was 4 a.m. when we pulled into Fay Bainbridge State Park. We were wiped out—cold, wet, tired. Our bodies were so confused. "What are you doing? It's dark. Why aren't you asleep?" Our minds were working overtime to surmount the urge to just call it. Why go farther? I mean really, 35 miles is a pretty darn good accomplishment. We could be satisfied with that. Moreover, I had exhausted my repertoire of song lyrics, which started with "American Pie", eventually switched to nursery rhymes, and ended with "Lollipop - Lollipop".

We started this year's SEVENTY48 race strong. Heather cox'ed our team of five on a WinTech35—a four-seat rowing shell with a coxswain—beautifully across the starting line in Tacoma's vibrant Foss Waterway on Friday, June 29, and Team 8Oars were off. In sync, squaring our blades together, catching at the same time—man, it was a beautiful thing. Hands, body, knees, catch... hands, body, knees, catch. Stroke after stroke, we left the lights of the city behind and journeyed into the deepening dusk toward Port Townsend 70 miles north.

Team 8Oars ready to start their journey!

We were dressed to row hard, get sweaty, and keep on going. I had on a pair of wool leggings, a sports bra, and a thin wind layer. And then, as we were passing the Point Defiance ferry terminal we began to feel the northerly wind funneling down through the channel. Wind against tide. We caught the first of many waves hitting us from what felt like every direction. All five of us were getting soaked. This is where we learned lesson number one: Layer up first. It's easier to take off layers and be dry.

Then, with the chop sloshing into the small, open cockpit of our rowing shell, we realized we had forgotten our bilge pump. We had our pee buckets, but they could only scoop a little bit of water because the foot stretchers occupied the foot wells. Lesson number two: It's always good to do a final check before departure. Duh!

Hands, body, knees, catch. We kept on going, still in sync. Bodies wet, feet in cold standing water. Three hours in, we pulled ashore on the east side of Colvos Passage at Lisabuela to switch cox. The intermittent gunwale walk we had planned to rotate positions without going ashore was not going to work in choppy water with cold, wet bodies lacking normal dexterity. We layered up, bailed, peed, snacked, and drank some water.

Off again after a reinvigorating reset, we were warmish, feet were dryish, and the conditions were finally perfect-ish. Gotta be somewhere, and our *somewhere* was rowing toward the north end of Colvos in the dark of night. It felt like we were toward the front of the pack, but we really didn't know. We were navigating on our Navionics track line while also avoiding other racers whose stern lights looked like fireflies or maybe floating lanterns after a funeral. We were definitely mourning our bilge pump.

There were so many boats of different shapes, sizes, and forms of propulsion—133 teams in total. Fellow participants of different ages, experience, training, and motivations. And by the end of the race, no doubt unique experiences would be formed by each stroke, pedal, or paddle. We shared the experience of being part of SEVENTY48, a part of this community of adventurers; but how we each defined that experience would be a personal choice.

Still at Fay Bainbridge State Park at 5:15 a.m., the eastern sky brightened as I held a cup of hot chocolate and nestled under a blanket in a camp chair, my empty Cup o' Noodles tucked next to me. All of these comforts were provided by two wonderful Race Volunteer Fairies. One of our crew was tucked-in and sleeping in the Fairies' van. Three others, also in chairs with blankets, looked much more comfortable than I felt. My awkward attempts

As Team 8Oars found wind against tide in Colvos, they were soon soaked.

There's plenty to smile about with SEVENTY48. Even endings often serve as the start of something exciting.

to nap with my head supported by the back of my PFD left me in a position that would never have gotten approval from my chiropractor. My eyes were closed but, instead of drifting off, I found myself thinking about next year's race and what I would do differently. Disappointment set in. I began to wonder, were we really calling it? Were we really done? While I was ready to continue, being part of a team is just that, you do what is best for the whole. We called the Race Boss. We were out.

It was at that moment that my race experience began. I know. Weird, but true. For me, the discomfort was no longer that my feet had been cold and wet for 10 hours, but rather that I was not going to finish something I had started. But something else had begun.

My whole life, I have been inspired by being part of something larger than me—connecting to myself while also connecting with others; learning through my experiences. And that's what our 2026 SEVENTY48 has done. It's another notch on the ol' growth stick that reminds me of something I heard recently and I'd paraphrase: "The amount of growth you can achieve in your life is directly proportional to the amount of discomfort you're able to tolerate." I absolutely love that sentiment! That was lesson number three: This is a beginning, not an ending.

In the time since we decided to stop racing, I have proudly told our story to friends and family. Each time, I can hear and feel how excited I am to do it again, what I will do differently next time, and how much I value my connection to a team and eagerly look forward to whatever team I may adventure with next year.

We didn't finish, but that is not my SEVENTY48 story. It's that I started.

More stories and results at: **www.seventy48.com**

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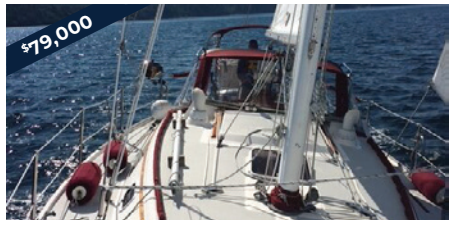

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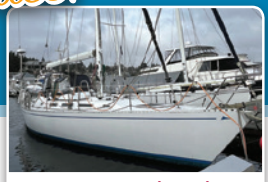
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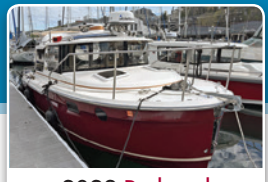
2008
Commander 30


2023 Reduced
Ranger Tugs R-23

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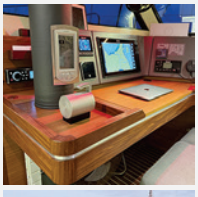
QUALITY YACHTS FROM **SWIFTSUREYACHTS.COM**



Aysha is a highly equipped hybrid propulsion version of the famous Garcia Exploration 52. She has been fully optimized and continuously updated by her current, original owner. The GE52 is designed for safety and comfort in the high latitudes while the centerboard makes her ideal for gunkholing and cruising shallow, more tropical latitudes. With a two-cabin layout, convertible workshop and copious storage and fold down bunk under the raised salon, there is plenty of room for your guests and extra gear. That said, you won't need to bring much as ***Aysha*** is fully equipped and ready for extended cruising. Everything you see in the listing goes with the boat with the exception of owner's bicycle and miscellaneous personal effects. As an experienced delivery skipper, I have never encountered a boat with as extensive a set of spares and high-quality tools as you will find on board ***Aysha***. She is ready and waiting to take you on a world tour in safety and comfort.

— KEVIN BRAY, SWIFTSURE YACHTS

Custom Perry 61 • 1997 • $449,000

Abeking&RasmussenTripp 74•1967•$289,000

Beneteau 57 • 2003 • $345,000

J Boats J/120 40 •1998 • $139,000

Outremer 51 • 2020 • $1,150,000

Burns Custom Schooner 49•2007•$147,600

Roger Hill Power Cat 42 • 2002 • $525,000

Sprague Custom 48 • 2006 • $399,000

Leopard 45 • 2020 • $799,000

65 Swan 651	1983	$349,000	40 Norseman 400	1987	$110,000
52 Amel (Mango)	1978	$229,000	40 J Boats J/120	1998	$139,000
52 Waterline	2006	$459,000	40 Liberty	1987	$135,000
50 Able Apogee	1995	$344,000	37/40 C&C 110	1989	$69,000
50 Farr	1985	$84,900	37 Tartan	1980	$60,000
47 McKinna	1999	$218,000	37 Lord Nelson	1987	$155,000
46 Outbound	2011	$405,000	36 Catalina 36	1993	$43,000
44 Nordic	1983	$79,000	36 Muster 35	2016	$169,000
43 Dudley Dix	2004	$329,000	35 Saga	2002	$89,000
43 Lavranos	2010	$349,000	31 Sydney	2002	$51,000
43 J Boats J/130	1994	$125,000	31 Ranger Tug	2013	$225,000
41 Bayliner 4087	1996	$119,000	30 Mercator Offshore	1977	Inquire

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Beneteau First 30 - $254,000

Beneteau Oceanis 37.1
$399,900 - *Save $22,000*

Beneteau Oceanis 46.1
$599,000 - *Save $94,593*

Beneteau Oceanis 47
$759,900

Beneteau Oceanis 52
$1,059,000

26' X Shore Eelex 8000 '23 - $189,000

21' X Shore 1 Open '24 - $99,900

21' X Shore 1 Top '24 - $115,000

PRE-OWNED LISTINGS

QUALITY LISTINGS WANTED

50' Amel 50 '20 ..... $999,000

44' Hunter 44 DS '07 ..... $159,900

42' Sabre 426 '06 ..... $289,900

42' Catalina 42 '92 ..... $89,900

42' Beneteau 423' 05 ..... $169,900

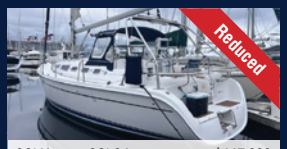
41' Beneteau 41 '14 ..... $199,900

41' Beneteau 411 '00 ..... $115,000

40' Beneteau Oceanis 40.1 '22 ... $385,000

40' Valiant 40 '83 ..... $149,900

39' Beneteau 393' 07 ..... $122,500



38' Hunter 38' 06 ..... $117,000

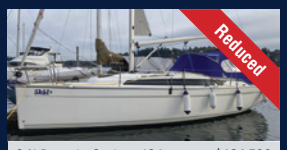
38' Cabo Rico 38R '90 ..... $149,000

37' Hunter 37.5 '90 ..... $54,900

37' Island Packet 37 '97 ..... $174,900

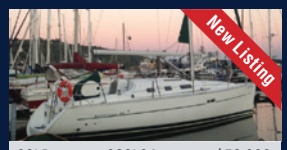
35' Benteau 350' 88 ..... $37,000

34' Benetau Oceanis 34.1 '23 ... $245,000



34' Bavaria Cruiser '21 ..... $194,500

30' Beneteau Oceanis 30.1 '24 . 2 at $189,900



32' Beneteau 323' 04 ..... $59,000

53' Transpacific Eagle '02 ..... $329,000

Seascape 24 '17 ..... $59,000
Beneteau First 25S '14 ..... Sale Pending
Candela C-8 T Top '25 ..... Coming Soon
Aphrodite 101 32' '78 ..... $25,900
Beneteau 343 '07 ..... $80,500

MORE LISTINGS/WHAT'S HAPPENING

C&C 37/40+ '89 ..... $59,950
36" Hunter 356 '02 ..... $69,900
45' Custom Cheoy Lee '62 ..... $299,000
Seascape 18 '16 ..... Sale Pending

Huter 33.5 '92 ..... Sale Pending
Hunter 356 '03 ..... Sale Pending
Beneteau 38.1 '22 ..... Sale Pending
Beneteau 373 ..... Sale Pending
Catalina 36 '89 ..... Sold
Beneteau 343 '07 ..... Sold

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NEW Lagoon 42 #835: $748,612

In Stock & Sale Priced! SAVE $52,656

NEW Jeanneau 380 #78981: $399,890

JUST ARRIVED! SAVE $20,000

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NEW Jeanneau 415 #79978: $499,893

In Stock & Sale Priced! SAVE $65,580

NEW Jeanneau 410 #79196: $489,867

In Stock & Sale Priced! SAVE $49,697

NEW Jeanneau 350 #78984: $299,953

CLEARANCE SALE! SAVE $38,000

NEW LaMare Modern 11 #442: $349,866

ARRIVES DECEMBER! SAVE $50,000

West Coast Debut!
NEW Jeanneau 455 #80161: $687,292

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NEW Jeanneau Yacht 60 • $1,649,658

Reduced

2007 Jeanneau 54DS • $298,500

1997 Beneteau 50 • $129,950

SAVE $149,496

NEW Jeanneau 490 • $699,835

Reduced

2022 Bali 4.6 Catamaran • $894,500

Reduced

2021 Jeanneau 440 • $379,000

1990 Jeanneau Sun Magic 44 • $97,500

Reduced

1990 Catalina 42 • $54,000

Reduced

2021 Jeanneau 410p • $375,000

New Listing!

1984 Ohlson 38 • $79,000

Reduced

1980 Sceptre 36 • $19,500

2001 Hunter 34 • $44,900

LISTINGS WANTED! • WE GET RESULTS!
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45' Beneteau 45 '15	SOLD
44' Jeanneau 44DS '13	SOLD
43' Nauticat 43 PH '83	SOLD
40' Jeanneau 409 '14	SOLD
39' Jeanneau 39i '08	SOLD
36' J/111 '11	SOLD
35' Jeanneau SO 35 '03	SOLD
35' Catalina 355 '24	SOLD
35' Island Packet 35 '94	SOLD
35' Catalina 350 '04	SOLD
35' Jeanneau 349 '16, '17, '22	3 SOLD
35' Jeanneau 349 '14	Sale Pending
34' True North 34 OE NEW	Clearance..$628,568
28' XO DFNDR 9 NEW	Clearance..$389,784

Dan Krier

Dean Iwata

Bryan Rhodes

Todd Heckel

Don Smith

Jon Knowles