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www.48North.com October 2016
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A true double-duty beauty!
By Joe Cline

48° North Race Report
Pink Boat Regatta, PITCH, Dale Jepsen, T-bird regionals, and more.

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This month’s cover, “Red Skies,” is by local artist Sophie Thomas.
Contact Sophie at skthomas09@gmail.com
Becca and John Guillote’s Valiant 40, *Halcyon*, sits at anchor in one of her last Pacific Northwest stops for a while. *Halcyon* and her crew are southbound, and share the story of turning the corner on page 38.

Photo courtesy of John Guillote.
It’s the People

Whether it’s on a boat, at the yacht club bar over a beer, or in the pages of this fine publication, if you’ve encountered me waxing philosophical about sailing there’s a good chance this isn’t the first time you’ve heard me say, “I love sailing more than anything else. But frankly, it could be bowling, it could be darts, it could be gardening... the activity almost doesn’t matter. If you love the people, that’s what will keep you coming back.”

This is reinforced for me around every turn, eddy, or wind shift. The people that make up our community have become some of my closest friends. I love to interact with these friends on the water. Among many other examples, every week for the last few summers, I get to sail past a boat I used to race on that’s crewed by some of my best buds. When I holler hello in our port-starboard cross, I’m greeting a boat owner who didn’t really race before he and I decided to race together, an ambitious former college sailor who had been entirely too unplugged from the Seattle sailing scene, and one of my best friends from outside of sailing who has become as passionate about it as anyone. Let’s just say it makes my week. Every week.

The point of that little story, however, is not to toot anyone’s horn, especially not my own. I bring this up as a reminder that the friendships we make on boats last as long as any I’m aware of. And, though it’s hard to say which came first, they’re still sailing and we’re still close pals. More importantly, they’ve become such good friends, they wouldn’t dream of missing a Wednesday night; not because of the racing, but because of the camaraderie.

We’re wrapping up the sunny part of the sailing season here in the Pacific Northwest. While the temperatures fall, the breeze builds. Experienced sailors know, your non-sailing friends are about to stop asking you to take them sailing. But, don’t think for a second that the sailing season is over here. It never ends in the Pacific Northwest! Nonetheless, autumn, and especially winter, sailing can have a solitary feel. And though it’s a perspective that’s unpopular to perpetuate in the eyes of those who sell sailing to newcomers, we all know that it isn’t always comfortable. A friend who knows the open ocean well recently said to me, “we are privileged to suffer together.” So, as a believer in the relationships formed on boats, I think we have to bundle our friends up and continue to bring them sailing into the fall and winter.

I’m not a big fan of “saving sailing” literature, and I hope this doesn’t fall into this category. Sailing needs saving less than it needs re-branding. However, I feel more than ever that the number of people sailing is far fewer than the number of people who should be sailing. And unlike skiing, where the quality of the experience often decreases as the number of people sharing the same patch of snow increases, in sailing we get to have more fun as the participation numbers rise.

We already have a community of “keepers.” Nothing is going to change that. But, just because we keep coming back doesn’t mean it’s not important to expand our community. It’s not enough just to have open doors. We ought to turn on the tractor beam! The sailing community belongs to all of us, even for those who don’t know it yet. In no time, you’ll be passing new friends port and starboard, yelling an excited hello, and feeling all the good feelings I so look forward to every Wednesday.

I’ll see you on the water,
Joe Cline
Editor, 48° North

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48° North

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We are not responsible for unsolicited materials. Articles express the author’s thoughts and may not reflect the opinions of the magazine. Allow eight to ten weeks for response. Reprinting in whole or part is expressly forbidden except by permission from the editor.

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36' Catalina '84 $30,000
35' Wauquiez Pretorian '85 SOLD
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Letters

Round the County, Off the Charts

Hey Joe,

Round the County has 25 boats signed up in first hour that registration is open. Thought you might think this is newsworthy.

Andy Schwenk
S/V Wild Rumpus
Owner, Northwest Rigging

That is newsworthy and cool! What momentum that regatta has. You know I love the race. I even sent a message to prod the crew boss to make sure we were got signed up before it sells out! It’s just a great race with that destination wedding feel. At noon on the day we’re going to press, less than 30 hours after registration opened, there are now 93 boats registered. Unreal.

Race Results in 48° North

Joe,

Your magazine would be a lot more fun to read if the results were listed for the races. I know that’s true for us ex-racers and I believe it would be true for the current racing fleet boat owners and crew. They used to be included with boat name, boat type, skipper, rating, club and order of finish for total boats in the race. It’s a pain in the a** to have to look up the results on a website. It’s just my opinion, but possibly that of many others.

Al Hill
Former owner, S/V SISU, Custom Miller 41

Thank you for your feedback, Al. This is a near-constant topic of conversation around 48°N Headquarters. I won’t go too much inside baseball, but the reason we went away from printing results is because space in the magazine is limited and expensive. As the results were available elsewhere, we thought we’d try to bring you more stories that weren’t available elsewhere. But, we hear you, and yours is not the first request we’ve had to put results back in the mag. So, we’re going to try a condensed results page for a few months. Check out page 48 and let us know what you think!

Correction on Book Price

Dear 48° North,

Thank you for your review of the paperback release of my book, Voyages to Windward: Sailing Adventures on Vancouver Island’s West Coast. Unfortunately, the price you cited is the price only in Canada. The US price is considerably less, $36.95. Since this is significant enough to discourage some readers from purchasing it, I hope you will print a correction.

Thanks,
Elsie Hulsizer

Sorry about that, Elsie. Thanks for helping us get it right.
OPEN 40
SERIES: OPEN 40 | OPEN 46 | FLY 46

VISION 42
SERIES: 42 | 46

CRUISER 41
SERIES: 34 | 37 | 41 | 46 | 51 | 57 NEW

CRUISER 37
Hi Joe,

I’m happy to announce that our Southern Cross 35, S/V SeaSwift, has completed her three year voyage from Everett, WA to Bradenton, FL on April 4, 2016. The approximate 7,000 mile voyaging plan followed the idea of sailing the six month “good weather” season from November through April, then storing the boat during the six months of “hurricane” season May through October.

The adventure began in August of 2013, as we headed south to San Francisco to enjoy the America’s Cup. Unfortunately, we chose to leave for San Diego when the Cup score was eight races to one. Who would have ever guessed the outcome?

The next leg was the 20th annual Baja Ha-Ha. What an awesome program. The best facet of this event is that when you arrive at Cabo San Lucas you now have dozens of new like-minded friends who are also enjoying the cruising lifestyle and are heading roughly the same direction you are!

We enjoyed the Pacific coast of Mexico until May 2014, at which time SeaSwift was stored in the marina at Barra De Navidad. In November, the journey resumed on down the coast, crossing the Gulf of Tehauntepec to Chiapas, Mexico. Then continuing through the Pacific countries of Central America to the Panama Canal. We transited the Panama Canal in March of 2015 and thank you 48°N for posting our celebration picture! The San Blas Islands were next and were very enjoyable, after which we headed north to Bocas Del Toro, Panama. Here, SeaSwift was stored May through October again.

Returning to SeaSwift in late October 2015 she was readied for sea and pointed north towards the islands of San Andres and Providencia (owned by Columbia). After a lengthy stay we headed further north to the Bay Islands, Honduras, and we got to see Guanaja, Roatan and Utila. From there, we sailed northwest to Guatemala so we could experience the Rio Dulce, a beautiful inland waterway to the interior of the country and a great hurricane hole.
After a three week visit, it was time to head north to Isles Mujeres, Mexico, which lies just off Cancun. While anchored at Isles Mujeres, we had an opportunity to take a flight over to Cuba for a five-day tour. This proved to truly be an amazing trip!

The plan had been to actually to spend one more year in the Caribbean and store the boat in Rio Dulce. However, when returning to SeaSwift from Cuba, a great weather window opened up and I decided to make for Florida and complete the journey this year.

The final leg of the journey proved to be the sail of a lifetime, completing this adventure of a lifetime. The attached photo of our cockpit chartplotter shows the actual path traveled. The waypoints are approximately 50 miles apart. SeaSwift was literally on rails, we sailed all of the 435 miles in 71 hours, on virtually a straight rhumb line to Bradenton, FL. There was a full moon on the middle night of our three-night of the passage making for great night sailing. Winds were 10 to 20 kts, seas 3 to 6 feet, dolphins joined the boat several times as did seabirds, and we even saw two loggerhead turtles.

Currently, SeaSwift is stored on the hard on the gulf coast of Florida. The next adventure will begin this December after a fall refit. She will be re-floated and pointed south towards Key West and then onto the Bahamas.

This spring, the decision will be finalized to either head back north to Florida for hurricane season or sail southwest for Trinidad. Either way... win, win!

I want to say thank you to 48° North Magazine for supporting our sailing community and all that your magazine does to help keep our dreams alive. Dreams do come true!

Respectfully,
Barry Bartholomew
S/V SeaSwift

Wow, Barry! Congratulations. What an epic trip. All of us here at 48°N are flattered by your thanks, inspired by your dream chasing, and more than a little jealous! Please keep us posted on your next moves. I know we, and others in the community, will be excited to see where the winds blow you!
Joe,

I saw your article about the Race to Alaska in 48° North and it made me think of Doug Logan’s earlier version of the R2AK race in the 1940s, “The Great Canoe Race.”

I don’t know if very many remember Doug Logan in Ballard any more. He died in 2005, but he was a fixture and I think a unique maritime “treasure.” “Uncle” Doug was an old friend. I still have the davits off his 1920s-era 138’ wooden purse seiner, Realist, he used to live on next to the Foss shipyard down on the ship canal. I tried to buy two davits from him one day, but he would not take any money. He told me to take all four davits he had on board. One of the big davits still has the bend in it from when the boat sank in the late 20s or early 30s alongside the dock in San Diego. To this day, I have no idea how my son and I even managed to man-handle them off the top deck of the tuna seiner, down to the shore, and lift them on top of the roof rack of the car. I ended up giving Doug a scrimshawed sperm whale tooth with a drawing of the landing craft, Glacier, in return for the davits.

Anyway, Doug is famous for, among other things, his race south from Alaska against a ship called the Aleutian. Below, find an except from an article that Doug wrote about his “Great Canoe Race” experience.

Thanks,
Bob Beegle

The Aleutian was about 260-feet, not a very big ship, and she made about 15 knots, which is pretty fast.

Anyway, the chief mate and one of the third mates were having a drink with me at the Harbor Bar, and we got into an argument. The chief was an old friend of mine. We’d sailed together in the Merchant Marines—sailing S.U.P. [Sailors’ Union of the Pacific]. The argument was over the seaworthiness of my canoe. It was an Indian dugout canoe, a whaling canoe—a pretty good-size one. I’d bought it in La Push on the Washington coast in 1944 for $20 cash, and a shot-out .22 Special and a couple dozen #4 Victors. I’d restored the canoe pretty good, putting in some new seats and built a little transom on the stern just big enough to take an outboard.

What a lot of people don’t know is the bottom of these ocean-going canoes is about four inches thick, tapering from the bottom, which is flat, on up to the
sides to about one inch at the gunnel. Then they’d always put a wear strip across the top of the gunnel which was four inches high. So there was quite a bit of freeboard with just me in the canoe.

Anyway, I threw it on the back of a boat and took it up to Petersburg as my hunting canoe. I had a brand new 20-horse Merc on it that had just come out in 1948. It was a gorgeous rig, and I wasn’t about to take any guff about her seaworthiness.

So I made a bet: that I could beat the Aleutian to Seattle. For a case of MacNaughton’s.

We sailed at the same time, and I took off down the channel going like hell. The way I had the canoe rigged is I had a couple of 50-gallon drums with premixed gas and side bungs in ‘em, old lube-oil drums. This way I could run on a 50-gallon drum rather than a little six-gallon tank that came with the Mercury. I had a little Coleman gas stove, a couple flash-lights, and a box of grub and a handful of spare parts—spark plugs, etc.

Of course, the Aleutian had to stop for four hours in Wrangell and another four hours in Ketchikan on the southbound trip. She could make a red hot 15 knots, but the canoe, planing, could do about 25 knots. So if I could stay awake, I figured I could beat her hands down.

I’d forgotten how that canoe could beat a person to death in a light chop. I had a long handle on that Mercury and I’d stand up and grunt ‘til I had to sit down, first on one cheek, then the other. I’d get my sleeping bag and lean back with the tiller under my arm. Of course, I had my rain gear. It was a little damp out there.

I stopped at Klemtu behind Cone Island there by Boat Bluff, where I slept at that little cannery for four hours, and had the watchman wake me up. Ran into a little chop crossing the Queen Charlottes, forcing me to slow down, but I made it to the locks in 40 hours and 8 minutes, which is an average speed of a little more than 18.5 knots.

When I got there, I couldn’t even get out of that canoe, I was so stiff. But, I won my case of whiskey. In those days there was a locks slip that you got with a time and date stamped on it, so I had proof. That canoe is now on display at the Burke Museum in Seattle—up there in the middle of the University of Washington. I always thought I’d repeat the trip back up, but it’s a little slower up hill. I’m clear.

- Doug Logan

Sounds like quite a story from quite a guy, Bob. Thanks for sharing! It’s funny to think of the hair-brained schemes our pals come up with in bars. After all, it has already become PNW sailing lore that the founders of Race to Alaska dreamed it up after more than a few beverages at the beer tent at the Port Townsend Wooden Boat Festival!
October

1  Corinthian YC Tacoma Point Defiance Race, www.cyct.com
1  Corinthian YC Edmonds Foulweather Bluff Race, (425) 280-5572
3  Flagship Maritime Captain's License Training Class begins, Everett, www.flagshipmaritimellc.com
6  Portland YC presents Laura Dekker, (503) 285-1922
7  Corinthian YC Seattle presents the Skipper and Crew Meet & Greet, call (206) 789-1919
8  San Juan 21 Fleet 1 Fall #2, Lake Union, www.sj21fleet1.org
8-9  Date Change: Corinthian YC PSSC Large Boat, www.cycsteam.org
15  Corinthian YC Tacoma Neill Point Race, www.cyct.com
15-16  Date Change: Corinthian YC PSSC Small Boat, www.cyct.com
15-24  American Marine Training Centers, Captain's License Courses in Sequim, WA: www.americanmarinetc.com, 855-344-2682
17  Flagship Maritime Captain's License Training Class begins, Tacoma, www.flagshipmaritimellc.com
21-23  Seattle YC Grand Prix Invitational, www.seattleyachtclub.org
22  Sloop Tavern YC Race Your House, www.styc.org
22  USMA 10Day License Renewal Class at The Center for Wooden Boats, Seattle, www.usmaritime.us
22  San Juan 21 Fleet 1 Fall #3, American Lake, Tacoma, www.sj21fleet1.org
22  About Boating Safely Class on Bainbridge Island, call (206) 842-5862 or (360) 779-1657.
23  Sloop Tavern YC Fall Regatta, www.styc.org
24  Flagship Maritime Captain's License Training Class begins, Tacoma, www.flagshipmaritimellc.com
29  Corinthian YC Tacoma Browns Point Race, www.cyct.com
29  Duck Dodge Rum Run, www.duckdodge.org

November

1  Flagship Maritime Captain's License Training Class begins, Eastern Washington, www.flagshipmaritimellc.com
31  Happy Halloween!
5  Portland YC presents “What Went Right, What Went Wrong and Why?” call (503) 285-1922
5  San Juan 21 Fleet 1 Fall #4, Coulon Park, Renton, www.sj21fleet1.org
5-6  Orca Island YC Round the County Race, https://oiyc.org
7  Flagship Maritime Captain's License Training Class begins, Bellingham, www.flagshipmaritimellc.com
19  Gig Harbor YC Le Mans Race, (253) 906-0523
19  West Sound Corinthian YC Foul Weather Race, www.wscyc.net
19-20  Corinthian YC Seattle Turkey Bowl Regatta, call (206) 789-1919
24  Happy Thanksgiving!

December

3  Happy Hanukkah!
5  Happy New Year!
5  Tacoma YC Winter Vashon Race, email: tyc.sail@gmail.com
5  American Marine Training Centers Captain’s License Courses in Sequim, www.americanmarinetc.com
5  Flagship Maritime Captain’s License Training Class, Tacoma, www.flagshipmaritimellc.com
24  Happy Hanukkah!
25  Merry Christmas!
26  Happy Kwanzaa!

January 2017

1  Happy New Year!
7  Three Tree Point YC Duwamish Head Race, www.ttpyc.org
27-4  Seattle International Boat Show, www.seattleboatshow.com

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MARLOW HUNTER 31
MARLOW PILOT 31
MARLOW PILOT 37
MARLOW HUNTER 47
You never know what folks are going to remember or how the ripples or waves we make affect the people around us - even for decades to come. My grandma called it legacy. I saw it when, at this year’s 40th Wooden Boat Festival, the umpteenth person settled into the cockpit of my little wooden boat Pax, occasionally with a child or grandchild in tow, to tell a story about memories of a grandfather or great-grandfather. The living legacy preserved so unforgettably in wood and craftsmanship - was outshined only by their eyes and smiles as they shared their stories. It blurred the lines of past, present, and future.

For forty years, people have gathered in Point Hudson for the Festival simply called “Wooden Boat” to celebrate. We’ve watched the numbers grow - of boats, of beer kegs, of non-profits, marine trade businesses, and of people in general. As the winds of change increased, there were a few knock downs, not unlike like Martha during this year’s Schooner Cup. The festival sailed on, sloughed off the waves, and plowed ahead. Another generation of new, inspired, and competent crew jumped in to reef, or hoist a spinnaker, or in this case, keep a small town boat festival alive and thriving.

There are a thousand special moments in a day at the Wooden Boat Festival and only room here for a few. All are connected. First, the Lifetime Achievement awards (emceed by former recipient, Sam Devlin) were given to Canadian Tad Roberts, for Design, and beloved local sailor Ted Pike (in memoriam), for Community Spirit. In attendance were two generations of family and as many people as could pack the NWMC’s biggest rooms. The ceremony merged into the 40th Festival reunion, where festival founders - boatbuilder Sam Connors and WoodenBoat Magazine sales rep Tim Snider - first talked about...
the “best place in America for a Wooden Boat Festival” in 1977. To watch Tim and Sam and dozens of founders, directors, staff, and volunteers swap stories while standing on the deck of a building generations behind them built, overlooking that same “best place” filled to capacity with boats and ready for 10,000 people a day, left me in awe. The legacy lives.

On Sunday, Jo Bailey stopped by Pax on her way to Sir Isaac, the 49’ boat relaunched this summer after a 12-year renovation by her son, John, and Ann. Leaning on a cane, she beamed her trademark smile and held her hand over her heart. I took it be Jo’s quick review for my new book, Finding PAX.

Perhaps it was just her joy that Sir Isaac had won the NW Schooner Cup in record-breaking time - safely. Ted Pike had helped them find that boat.

As a sailor, a writer, and adventurer (think Gunkholing series), Jo has been an inspiration of mine for decades. In recent years, accompanied by Dale Nordlund, she offered to help with whatever would help me finish the book while Dale, who died in February, would quiz me on the latest progress on Pax’s mystery. When she walked away, I thought of Dale, the first Lifetime Achievement recipient, and Ted Pike, the latest. I thought of all they had done for us and so many others. By celebrating their accomplishments, it felt like they were still with us.

Jo and I have traded off writing the 48° North post-Festival article for fifteen years. To see her smile, to hear her voice of encouragement, to link our hearts and history as she sails a generation ahead of me in life reminds me - it’s not just the history or the present that matters - it’s the legacy we leave for future generations.

by Kaci Cronkhite

Kaci Cronkhite is the author of the new book, Finding PAX. She served as director of the Wooden Boat Festival from 2002-2011 after decades working on the ocean, in Alaska, and on an Oklahoma cattle ranch. To order the book or find out more, go to kacicronkhite.com

The Port Townsend Wooden Boat Festival celebrates everything wooden.

Left: Kaci Cronkhite sitting onboard her beloved “PAX.”

Below: Jo Bailey

photos by Karen Higginson
Forty Beneteau sailboats and their respective crews gathered for Signature Yachts’ annual Pacific NW Beneteau Rendezvous the last weekend in August. Perfect weather greeted everyone for happy hour and an appetizer contest dockside Friday night. Saturday made for terrific sailing of the Beneteau Cup with both First Series fleets and Oceanis fleets on the starting line. Signature’s tropical island hosted the race crew and served as starting line for the fleet. Beneteau models both new and old had a great time around the buoys (inflated swans and water toys). The Signature Scramble race also included spontaneous Man Overboard drills, non-skipper driven race legs and the race finish was under reefed mainsails while using their emergency tillers.

A great tropical themed BBQ awards dinner followed the famous CSR Bow Thruster Blendered Mai Tais with prizes for all. Signature Yachts and crew provided a great send off Sunday morning with their famous blueberry pancake breakfast! If you have a Beneteau and missed our invitation, please contact Signature Yachts and they’ll be sure you get invited to our upcoming events. Call (206) 284-9004.

**Pacific NW Beneteau Rendezvous**

**Duck Dodge Rum Run**

October 29

Check: www.duckdodge.org

**Seattle Singles Yacht Club**

Our Monday night weekly meetings will now be at the Swedish Club, 1920 Dexter Ave. N, Seattle. The new website address is: www.seattlesinglesyc.com

**About Boating Safely Class**

October 22

Take the 8-hour About Boating Safely class taught by members of the Coast Guard Auxiliary from 8:00 am to 5:00 pm at Eagle Harbor Congregational Church, 105 Winslow Way, Bainbridge Island 98110.

Pre-register with Grant Winther, (206) 842-5862, gawsail@sounddsl.com or Loretta Rindal (360) 779-1657.

**Portland Yacht Club Presents Laura Dekker**

October 6

The youngest ever to solo circumnavigate the world will stop in Portland on her way to her new home in New Zealand. All are invited. Laura is now 20 years old, but started her trip at age 14 and completed the circle at 16. Serious planning started when she was 11. She had the support of her father, Dick, but he did not have the financial means and told her she would have to acquire sponsorship. A year later Laura told him that she had written letters and now had sponsors. That is just the beginning of her story.

An award winning and Oscar nominated documentary film, called “Maidentrip,” was made by Julian Schlesinger of her exploit. Laura has also written a book entitled One Girl One Dream. Make reservations by phoning PYC at (503) 285-1922 or emailing events@portlandyc.com

**“What Went Right, What Went Wrong and Why”**

November 5

2016 Hawaii race skippers will present a panel discussion at Portland Yacht Club. Skippers: Dave King, Joby Easton, Scott Campbell, Tom Keffer and Rhys Balmer will discuss their adventures crossing the Pacific Ocean.

All are invited to this free event at 10:00am at the Portland YC, 1241 NE Marine Drive. Call (503) 285-1922.

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Canadian Sailcraft Fall Rendezvous

Past and present owners of Canadian Sailcraft (CS) from the PNW came together for the 2016 Fall Rendezvous at Telegraph Harbour. With 65 members, the association is enjoying almost two decades of camaraderie and information sharing. The two day event was once again action packed and fun filled. The technical session included an excellent presentation on drinking water safety while on the ocean. There was also the swap meet, raffle, and new addition to the events, a Tai Chi session led by one of our skilled members. Winners of the hard fought Ron Drane International Bocce tournament were Heather & Mike of Blue Heron. With all this activity, the happy hour, hosted breakfast and dinner were well attended.

In 2017, at the spring Port Browning rendezvous, we will celebrate the 20th anniversary of our very first get together. The fall 2017 rendezvous will be held again at Telegraph Harbour.

We also welcome owners of the Quanta, a 28’ sailboat also designed by Ray Wall.

Photos of the events along with other useful CS links and membership information to can be found on the recently revamped CS WEST website: http://closereach.com/csoa/cswintro.htm

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In The Biz

Hake Marine, parent company of Seaward Yachts, has acquired the assets of both Island Packet and Blue Jacket Yachts. All three brands are being built side-by-side in the former Island Packet shipyard in Largo, Florida, by many experienced, seasoned former Island Packet craftsmen.

“When we met with the staff at Island Packet, I was moved by the loyalty and longevity of the team,” said Jessica Lynch, Director of Hake Marine. “Some of them have been with the company for more than 30 years, bringing with them an enormous amount of talent and dedication for fine American craftsmanship,” she said. “Our plan is to further develop each brand with new designs, streamline manufacturing processes, and organize for efficient and effective boat production.”
**In The Biz**

**Jon Charles Sebaska** passed away in Ballard July 30, 2016. As a respected craftsman, sailor, boatbuilder, fisherman - an all around pillar of the marine industry. Jon made his land roots in Ballard but his heart was on the water, always a yellow lab at his side. He is remembered for his nautical expertise and naturally smoked salmon.

**Seattle Yachts** adds **Elan Yachts**. Elan Yachts offers three distinct ranges - the Elan E & S ranges of high performance racer/cruisers from 21’ to 45’, the Elan Impression range of deck salon style cruising yachts from 35’ to 50’, plus the new Elan GT series beginning with 40’. All ranges are designed by Humphreys Yacht Design.

Seattle Yachts also welcomes **Jeff Boon** to the team in Seattle! Jeff is a true Northwesterner who grew up in Kirkland. Jeff has a sail and power background and has been working his way through the ASA Sailing Certification. Jeff brings his tremendous sales experience and passion for boating to the team at Seattle Yachts.

Seattle Yachts is based at Shilshole Marina and at Anacortes. Contact Seattle Yachts at (844) 692-2487, www.SeattleYachts.com

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**Books**

*Taleisin’s Tales – Sailing towards the Southern Cross* includes stories from paradise and hard-won lessons in seamanship, as Lin Pardy reflects back on the first miles she and Larry sailed on their second cruising boat – one they built from trees they cut themselves then shaped into a small but very able blue water vessel. The story takes the reader from launching and sea trials through those initial cautious 1000 coastal miles between California and the Sea of Cortez, discussing everything from sail handling to dinghy racing to the relative luxuries of bicycles and a custom-built sitztub to encounters, both pleasant and surprising, with sailors and locals along the Baja peninsula. Then it launches the reader across the Pacific on *Taleisin’s* first offshore leg to French Polynesia, through the Cook Islands and Tonga, then on to New Zealand. In the style that readers have come to expect from Lin, this book relates stories sometimes harrowing, sometimes cautionary, sometimes hilarious – and often heart-warming, especially when it comes to encounters with the people of the South Pacific who become family. If there is a lesson to be gained from reading *Taleisin’s Tales*, it’s that slowing the pace and taking each day as it comes brings unexpected moments of clarity and joy. And that sailing across an ocean on a small boat is not easy but, with the right partner and attitude, can be beautifully rewarding.

*Taleisin’s Tales, Sailing towards the Southern Cross*, by Lin Pardey, $18.95, www.paradisecay.com

This collection of Des Pawson’s personal ropcraft recipes combines an extended and now full-color collection of projects from Des’s popular *Des Pawson’s Knot Craft*, together with 20 new and brilliant mat designs. Readers can learn how to make 60 different ropework projects, including mats, bellropes, key fobs, fenders, and doorstops. Along with fascinating tidbits of nautical history as background to many projects, Des gives step-by-step instructions on how to put these knots together to form finished projects, and advice on the size and lengths of the materials required. Full-color illustrations, clear and practical tips on technique, and photos of the finished products mean that this book is ideal for all abilities. With this book in hand, readers will have the confidence to start making desirable objects with knots because, as Des says, this is the book that makes all other knot books work!


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Across
1. Sea water
4. Situated near the side of the ship, off the beam
9. Last word of “America, the Beautiful”
10. Threaded metal shaft with a loop at one end, 2 words
11. Clean the bottom of a ship and paint with pitch
12. Long beam of the hull
13. Waves which are high enough for the top to fall down on the open face
15. Enclosed by
16. Dog days of summer month
19. Charge
21. Toss
23. Long slippery fish
25. They are used to estimate water depth, 2 words
27. On the boat
28. “The ___” (sea in slang)
33. Long, long time

Down
1. Protection for a harbor or beach from heavy ocean waves

2. Shipping hazard
3. “I” problem
4. Backwards nautically
5. Exist
6. Slang term for a mariner who operates sailboats
7. Die down
8. Abounds, with fish for example
13. Drill accessory
14. Fish eggs
17. Retrieve cargo from a wrecked ship
18. Atlantic food fish
19. Fish’s propeller
20. Coast Guard rank, abbr.
21. Got to the shore
22. Parts of a propeller
24. Manpower
26. Bard’s nightfall
29. Start to disintegrate, of timbers
30. Put ___ good word for, 2 words
31. Box of equipment
32. Sailor, for short

Solution on page 56
Of the world’s 17 species of penguins, 13 are threatened or endangered.

Some penguins can swim up to 30 mph.

The emperor penguin is the largest species at four feet tall and weighing about 100 pounds.

The fairy penguin, at 10 inches tall and weighing two pounds, is the smallest.

Penguins have toothlike barbs on their tongues and roof of mouth to aid them in swallowing slippery fish.

Charles Darwin spent years studying barnacles while developing his idea of evolution.

Relative to body size, the barnacle has the longest penis in the animal kingdom. It can extend to five times its resting length, greatly exceeding the animal’s body length.

Some species of shrimp live for only several days to 120 days; others can live as long as six years.

The group of whales known as rorquals (that include the blue, fin, sei, Bryde’s and minke whales), the name is from the Norwegian word for “grooved whale.”

Bowhead whales can live for more than 200 years.

The megamouth shark was discovered in the Pacific by scientists in 1976 and was given the name Megachasma pelagios, meaning “swimming bigmouth” because it swallowed a cargo chute that had been lowered as a sea anchor from their ship.

Schools of migrating mullet form chains that stretch for more than 60 miles.

More than 200 species of saltwater fish are protected by venomous spines.

Hagfish digest food through their skin.

In spite of its scientific name, Hoplostethus atlanticus, the Orange Roughy (fish), lives in all oceans.

The biggest known deep-sea fish is the Greenland shark, found at depths of more than 7,000 feet.

Catfish have more taste buds than any other creature.

There are more than 2,200 species of catfish. Members of the species are found on every continent except Antarctica.

Of the oceans’ several hundred varieties of squid, they range in size from 0.8 inch to the largest animals without backbones on Earth.

Plankton are free-floating organisms in the sea. Benthic organisms are attached to the bottom, and nektonic are free-swimming organisms.
Product News

The Clean Way Fuel Fill™ is the answer to every concerned boater’s question...”How do I stop fuel from splashing me, my boat, and the water when fueling?”

Making a tight seal to your deck fill, and containing a series of baffles to control flow, the Clean Way captures errant spray and splashed fuel droplets produced by rapid fueling, as well as any momentary bubbling or overflow of fuel caused by air bubbles forming in the deck fill hose, or by the fueling nozzle shutting off.

The captured fuel simply drains back into the deck fill, at a controlled rate - keeping you, your deck, and the environment safe and fuel-free.

Packaged as a complete kit ready for immediate use, the Clean Way comes with three rubber deck fill adaptors and two nozzle adaptors - to fit virtually any deck fill or fuel pump nozzle. Works with Standard and High Speed Gas or Diesel Pumps!

Available at Fisheries Supply: www.fisheriessupply.com

SmartPlug Systems introduces a Non-Metallic Inlet with a new mounting flange and streamlined cover design. It is offered in 30A/125V and 50A/125/250V models for the US market. Easy-to-use, its double-side locking clips and sleeved inlet design provide a rock-solid connection. A power indicator lens lets users know when the cordset is providing power. Owners can also upgrade to a Safety Thermostat option, which shuts off power if the inlet becomes overheated.

It automatically turns back on once the temperature has cooled down to a safe level.

The SmartPlug system is designed to replace the traditional and problematic twist-type inlets and connectors. It provides greater protection against loose attachments and corrosion, the leading causes of shore power failure and fires.

Check: www.smartplug.com

Viatek Consumer Products Group is proud to introduce The Handie Handle™ - an innovative, transferable handle that fits onto an array of drink containers. This essential and convenient accessory allows you to quickly add a handle to vessels that may be slippery, too hot, too cold or generally difficult to grip. Lightweight, durable, and portable, The Handie Handle™ is proving popular across a diverse market, from outdoor lovers to on-the-go professionals. Made from thick bungee and paracord that can withstand wear-and-tear, its material also provides a comfortable, natural grip. The product comes in a range of colors and patterns so you can match The Handie Handle™ to your likes and surroundings. It’s lightweight and flexible material allows it pack away for easy storage in a variety of spaces. The Handie Handle™ slips onto stainless tumblers, large cans and glass bottles, double-walled plastic cups and so many more.

The Handie Handle™ has been described as “Useful, transferable, transportable, and comfortable,” by Lou Lentine, Viatek’s CEO and boating enthusiast. Whether you are looking for an adventurous day out or taking it easy staying in, The Handie Handle™ will be right there...so you can sip with style.

Check: www.viatekproducts.com

Hella Marine has updated its popular Dura LED 50 Low Profile Lamps. This next-generation LED lighting solution provides increased output with a wider spread pattern, in a robust, ultra-low profile housing.

Extremely powerful, the Dura LED 50LP is ideal for onboard areas where reliability cannot be compromised and a long service life is required. It’s completely sealed to IP67 standards in an impact, vibration, shock and UV-resistant housing. This makes it perfect for engine rooms, machinery spaces or any location where the occasional knock would otherwise disable an incandescent or fluorescent fixture. It carries ISO Ignition Protection approvals for use near flammable gas sources.

The maintenance-free Dura LED 50LP features Hella Marine’s advanced engineered optics to provide an extremely wide spread of light, without glare. Offering best-in-class energy efficiency, the Dura LED 50LP draws less than 10W. Multi volt™ technology delivers constant circuit protection from 9-33V DC, even during severe voltage fluctuations.

Check: www.hellamarine.com
This is the time of year when we need to think about what to do to prepare our boat for the coming change in the weather, this may mean finding and fixing leaks. We have all had them, and they do not discriminate - they come from above or below the waterline. Leaks can be deluges or seep so slowly that all you see is salt crystals building up in some area because the water evaporates at a rate faster than the leak. Leaks are not only inconvenient, but many times can cause damage to the interior or gear that gets wet. One of our boats had a leaky chainplate that corroded just below the deck level and broke due the constant wetting and drying. The source of a leak is not always immediately obvious because the water may enter at one point from the outside and travel before it enters the boat. This can require special gear or different methods to track down. Once you find the leak, you need to determine whether its fix is intended to be a temporary or permanent fix.

Recognizing that you have a leak is usually easy, but sometimes you will not know until you open a drawer and find everything in it swimming around. There are other telltale signs like varnish or paint bubbling or breaking down near the overhead or deck on the interior of the boat. Discoloration or corrosion on metal fittings like ports or chainplates, especially if a similar fitting does not exhibit this, normally means a leak.

When you know that you have a leak, it is time to find the source. Over the years, we have used various methods and tools that work for leaks above the waterline. A very simple method involves a hose and two people: begin with the spray directed away from the site that you suspect and very slowly move it toward the area while someone watches from inside (Figure 1).

Sometimes using water will not be appropriate so you can use air pressure or a canned compressed air duster. Sprinkle baby powder or corn starch on the outside of the boat and use the duster on the inside. The compressed gas should find its way through the leak and disturb the powder on the outside revealing the location of the ingress of the leak. If compressed air is used, caution is needed to not cause damage from too much volume or pressure.

There is an ultra sonic leak detector that uses a transmitter placed on the inside of the boat and a receiver with headphones to find where the sound is leaking through the same passage that the water uses to leak in (Figure 2).

Another method is to temporarily cover a suspected entry point with a bucket, tarp, tape or other method, and wait till it rains again. If the leak stops, you have your point of entry. One of the advantages of this method is that rain water can sometimes find its way in where hose water will not. We have used all of these methods successfully, but no method works all of the time or in all situations.

Leaks below the waterline are a different kettle of fish. The first step, if the source is not obvious, is to dry the bilge out completely. This can mean after the bilge pump has done its job you get in there with a sponge and then paper towels. This gives you the possibility to see from which end of the boat the water is coming and then follow it back to its beginning.

If it is a fiberglass or metal hull, you can start by checking all the hull penetrations. On wooden hulls, it could be a seam anywhere in the bilge. Stuffing boxes are at the top of the list, with thru-hull fittings right behind. And, if it is happening every time it rains and there is a keel stepped aluminum mast, the water could be

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**Find and Stop Your LEAKS!**

By Jack and Alex Wilken

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**Figure 1:** Directing the stream of water, “A,” away from the suspected leak point, “B.” This is done by angling the nozzle, “C,” at about a 45° angle allowing you to have control over the leading edge of the water.

**Figure 2:** The ultra sonic leak detector has a transmitter “C” which, in this case, is outside the boat. The receiver, “A,” is connected to special headphones, “B,” to listen for the sound leaking through the channel that the water is using to gain access to the inside of the boat. Here we are verifying the leak’s location after having the transmitter and the receiver switch locations - transmitter inside and receiver outside.
coming down inside the mast. If you have keel bolts, they are a possible entry point, but, again, you will need to dry out the bilge to catch this one.

Keep in mind that not all leaks must be exterior. You often have water in your boat to start with. Water tanks and systems can leak as well, including when you fill them. On our boat we normally have little water in the bilge, but all of a sudden the high water alarm went off and upon inspection we discovered that the bilge pump was off and the bilge was full. We had recently left the tank filling and some of the water was going into the bilge from a leak in the vent line.

There may be times when you need a temporary fix until you get back to your home port or until the rain stops. There are specific products that work in wet environments. Splash Zone and Boatlife Lifecaulk are formulated to be applied above or below the waterline. The other advantage of Lifecaulk is that, unlike many other sealants, water will not inhibit curing if it gets wet before it has time to cure. There are other products that have similar properties; these are just the ones we like. Usually you would squeeze the sealant into a crack or sandwich it between the boat and a bolt-on fitting like a stanchion or port, but in some emergencies you can get away with globing it on top or covering a leak.

Another temporary fix is tape. There are many grades of options for tape fixes, duct tape will come first to many people’s minds, and it can work very well. Gorilla Tape can do an even better job. We had a T-bird sailboat which had several leaks in the top when we got it that were kept dry with

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**Figure 3:** Fill the leaking area with Captain Tolley’s Creeping Crack Cure, “A.” In this case, the window frame created a trough that could be filled, “B,” to allow the sealant to seep into the leak. If Captain Tolley’s runs through the channel, then let it dry and change to something more viscous like liquid Boatlife.

**Figure 4:** Tape off on each side of the area where you want to apply sealant, “B,” and then use your finger, “A,” to wipe off the excess sealant so that no buildup is left on the tape before you remove it.

---

**Launch A Dream**

**With a Bristol Channel Cutter**

Bristol Channel Cutter was designed by the late Lyle Hess. The vessel is attractive to blue water sailors because of her seaworthiness and outstanding performance.

Cape George Marine Works builds the Bristol Channel Cutter and the Falmouth Cutter, along with their other range of vessels. In January 2011, Cape George rolled out their first completed hull using the original Sam L. Morse BCC mold.

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a temporary fix that lasted for seven years with black Gorilla Tape until we finally fixed the leaks and painted the deck. However, to waterproof the hinge, we reapplied white (to match the paint) Gorilla Tape, and as far as we know, it is still dry. There are also tapes that are designed to be applied to wet surfaces.

If the leak is below the waterline, there may be enough pressure behind the leak so that even Splash Zone will not have time to cure without the water forcing its way past. In this case, use a piece of wood or plastic that is 3/8” or more thick and a little bigger than the leaky area. Use something to wedge the piece in place and you should be good until your next haul out.

Now that you have found your leak and are ready for the permanent solution, there are still options and tricks. Captain Tolley’s Creeping Crack Cure can be an excellent fix for small leaks where you can pool it at the entry point even if this means creating a dam with tape to create the pool (Figure 3, page 26). This milky liquid will seep into the channel and dry clear. Simply keep applying until it stops dripping. Check the inside during this process. If the liquid is running right through, stop, let it dry, and move on to the next, more viscous option, which is Liquid BoatLife. It is not as thin as Captain Tolley’s, but will work better on larger channels. It may be necessary to tape the inside to keep the sealant from running through. The other option is to recaulk with standard sealant.

Eventually the only real solution for a piece of hardware may be to remove it completely and reinstall. When reinstalling, it is a good idea to tape all around the fitting when you dry fit. Make sure you have an even coat of sealant over the whole mating surface so that you will have at least some of it squeeze out everywhere. When tightening the fastenings, make sure that the bolt/machine screw does not turn, and only turn the nut so as not to squeeze out all the sealant. One way to create a gasket out of the sealant is to draw the fitting close with the fastenings, but not tight, and let the sealant cure or partially cure. Now, you can tighten it all the way down. If you do this, it is even more important not to let the bolts/machine screws turn or you may break the seal. If there are sheet metal or wood screws, make sure to bed them well. When cleaning up, clean off as much sealant as possible before pulling the tape (Figure 4). Also, do not use solvent near the seal as it can work its way in and cause a leak.

So, you found the leak and you stopped it, but there are still other ways to deal with some of these situations. We wrote about tape that can go on wet surfaces, but there is also tape that can be used to seal hoses, or create mast boots. The thing that these tapes have in common is that they have no adhesive. They are applied by stretching them over themselves, and they stick only to themselves, acting as a single, molded piece. There are also alternatives to caulking and sealant such as rubber gaskets or butyl tape.

We recently installed a port-light that used no sealant and does not leak.

Leaks can drive you crazy. We hope that some of the above cures will make your boating dryer and more enjoyable!

Jack and Alex Wilken are experienced boat builders and have cruised extensively. They hold USCG Captain’s Licenses and are the owners of Seattle Boat Works LLC in Seattle.
Battens are used to support the extra area (roach) designed into a sail. Roach increases sail area, which translates into a more powerful sail. Without battens, the added roach will collapse and flog. Battens can serve other purposes as well, such as affecting entry angle or draft shape, and they can prevent the leech from hooking and help it maintain a straight and clean, low-drag exit for the wind.

Battens have been in use over a thousand years and come in a variety of materials, shapes and sizes. Early battens were made of wood. Modern batten material generally consists of fiberglass, epoxy, or carbon fiber. Carbon fiber offers considerable advantages of weight savings and stiffness, but you do have to pay an additional cost over fiberglass. There are a wide variety of tapers, stiffnesses, shapes and widths. Batten stock may be flat, solid round, hollow round, and diamond shape. Each of these can serve a particular purpose, and depending on the sail and the sailor’s preference, there is seldom only one suitable batten solution.

Some sailors might want to have a couple different sets of battens depending on the conditions: stiff battens for heavy air, medium flex for all around conditions, and soft for light air. Sail trim tip: soft battens in the top of the sail close and hook the leech, and stiff upper battens open and add twist.

In my experience, 95% of sailors elect to sail with battens. However, battenless sails are preferred by some offshore sailors because of their simplicity, easy storage, and lower maintenance. Battens tend to create extra chafe issues to the sails, rubbing on shrouds, potentially breaking, or even shooting out the end or front of the batten pockets, all creating necessary repairs. These are valid concerns, but sailing without battens generally places an extremely low priority on performance, if any at all.

Battens load into pockets in a variety of ways. Some examples are:

- **Top-loading pockets** drop the batten in from the top. With partial length battens, elastic is sewn into the front of the pocket making the batten non-adjustable.
- **A Webbing/Velcro closure flap** has the ability to add tension to the batten. This type of pocket needs to be reinforced at the front end so the batten does not chafe through the pocket.
- **The “Rocket tensioner”** is a fully adjustable plastic batten tensioner you can tension with a screwdriver, typically held in place with a webbing or spectra loop.
- Some webbing flaps can be tensioned by lashing a bit of line and a stainless steel ring sewn to the pocket.

In all likelihood, you have already been sailing your whole life with battens.

The choice of a batten is a lot like the choice of a sail or even the choice of a boat - there is a lot of personal preference involved. If it was up to me, I’d likely opt for a well-built full-batten main for offshore use. Full-length battens can be a weight issue as well, so if you’d like to save a little weight and minimize some of the friction associated with a full-batten main, you might go the top two battens being full length and the remaining battens being partial. For the average Puget Sound sailor, I most frequently recommend full-length compression battens with a nice lazy jack or stack-pack setup.

Batten Pockets

Battens are inserted into pockets that are sewn onto the sail. Batten pockets can be placed at every conceivable angle. The pockets can be vertical for furling mains and jibs. If the sail furls onto a boom, the batten pockets will be horizontal. The pocket size will be determined by the size of sail, batten width, thickness, and length. All full and partial-length batten pockets should be reinforced for chafe and any additional hardware used along the luff.

Some sailors might want a couple different sets of battens depending on the conditions: stiff battens for heavy air, medium flex for all around conditions, and soft for light air. Sail trim tip: soft battens in the top of the sail close and hook the leech, and stiff upper battens open and add twist.

In my experience, 95% of sailors elect to sail with battens. However, battenless sails are preferred by some offshore sailors because of their simplicity, easy storage, and lower maintenance. Battens tend to create extra chafe issues to the sails, rubbing on shrouds, potentially breaking, or even shooting out the end or front of the batten pockets, all creating necessary repairs. These are valid concerns, but sailing without battens generally places an extremely low priority on performance, if any at all.

Battens load into pockets in a variety of ways. Some examples are:

- **Top-loading pockets** drop the batten in from the top. With partial length battens, elastic is sewn into the front of the pocket making the batten non-adjustable.
- **A Webbing/Velcro closure flap** has the ability to add tension to the batten. This type of pocket needs to be reinforced at the front end so the batten does not chafe through the pocket.
- **The “Rocket tensioner”** is a fully adjustable plastic batten tensioner you can tension with a screwdriver, typically held in place with a webbing or spectra loop.
- Some webbing flaps can be tensioned by lashing a bit of line and a stainless steel ring sewn to the pocket.

I usually build using the more contemporary method, which is the Webbing/Velcro style. It seems to be the most commonly used these days. The Rocket style is nice for high-performance full-batten mains used.
Choosing a Batten

Sail designers work with batten manufacturers for each specific sail to determine the perfect fit: full-length versus partial-length, or no battens at all. Taper options, thickness, stiffness, and width are all considered.

On a typical cruising main, the top batten is much softer than the other battens. As you progress towards the foot, the battens become stiffer. Battens are numbered from the top of the sail down. So it’s fair to expect batten number one to be softer than batten number four on this kind of sail.

A sailor or sailmaker may choose tapered or un-tapered battens depending on preference or the sail design. Things like the boat, the amount of luff curve, the type of main, and the amount of roach all play a role. If I’m experimenting with battens, I’ll start with non-tapered and then tweak things from there. It’s easier to remove material than to add it.

Taper options vary widely from non-tapered to flex tapered to compression tapered, and even reverse compression tapered. Tapered battens offer better draft control, keeping the draft forward of the center, and also can increase the entry angle. Non-tapered battens have an even flex pattern, flattening the entry for a more draft back approach. Beware, though, if the non-tapered battens are too soft, as the breeze builds the draft will start to creep back in a bad way.

Flex tapering is used for partial-length battens and never for full length, because they have a very soft tip at the forward end. This soft, tapered end eliminates a potential hard spot in the middle of the sail, but would cause a blunt or round profile at the leading edge if they were used as full-length battens. Compression tapered battens, typically used in full-batten mains and jibs, require removing or grinding the tip of the batten to a certain percentage back from the tip in order to create a more draft-forward shape. A typical cruising main I build will have compression tapers. When an old sail arrives for some maintenance work with un-tapered battens, I often suggest a batten makeover and replace them with compression tapered battens. If the sail isn’t too far gone, the results are noticeable.

Reverse compression taper battens offer some unique attributes. The reverse taper allows for the front end to be full thickness then reversing the taper down to 15% of the batten length and then taper back to full thickness. Using this style of taper results in a flatter entry by locking the draft in its designed position, while keeping the leech end still stiff. This is a nice setup for high performance sails and boats. Some skiff, dinghy, and catamaran folks like this. It works great with a rotating mast!

If your main is losing its shape from usual wear and tear, check your existing battens. If they are the flat un-tapered style, try doing a mainsail makeover by adding stiffer compression tapered battens for a better draft forward sail shape. You would be surprised at the difference a new set of high-quality battens can make in a sail’s shape and performance.
Five years ago, when it was time to start cruising on Gypsy Wind, our 36’ Nonsuch, I thought I would really miss racing. In fact, the first year I held onto the Wednesday night Thistle racing at Leschi on Lake Washington. Thistles represent one of the most competitive one design racing opportunities in our region, perhaps even nationwide, and I just couldn’t give it up! We would organize our cruising summer schedule to come in for the Wednesday night racing.

But in an unexpected turn, I began to notice I could apply skills and tactics I learned from racing in our new cruising life. This revelation was very satisfying to my inner racer. I’ve had a life full of racing excitement. I began sailing Dragons with my family at five years old. By age eight, I moved to racing my own boats: Penguins and Sabots. I had a full racing career where I was privileged to race small boats all over the world in international competitions and Olympic campaigns. I even won the Laser National Championship in 1974. Racing small dinghies is a straight-up learning curve, regardless of the level of racing. It’s like learning sailing on steroids.

My wonderful wife and sailing partner, Christina Marie, has also sailed all her life. She had raced locally with her family while growing up in Poulsbo. She now sails strictly for the pleasure of sailing, although she joined my Thistle racing crew and is a great foredeck.

Why do any of us race? I do for the challenge of competition and the wonderful friends who willingly share talents and love talking boats. It’s easy to harvest ideas of proper trim, sail plans, and the skills or tactics to perform better in different current or weather conditions. But, I never realized how much of that knowledge I learned on the race course would apply to cruising until I began cruising myself.

Preparation
Preparation is necessary to be successful at anything. Planning a sailing season of races is no small feat, with considerations of crew, gear, travel, and all the projects it takes to get...
a boat ready and safe. Similar diligence is required to plan a trip or vacation, whether it’s a ski trip, mountain climbing, or camping. We can’t enjoy these pleasures without preparation.

Well, it turns out that preparation is every bit as important, if not more so, to the success of a cruising trip, be it for weekend or much longer.

Before a season of cruising, Christina Marie and I sit down at the table with some wonderful cruising books in the same way that gardeners look at the seed catalog. They’re planning out a lush and fruitful springtime garden, we’re looking at planting the ideas for our next season of cruising.

Once this float plan is in place, we refine it down to the day. This way, our racing map is laid out in front of us and we can begin analyzing the timing of tides and currents. I’ve done the same thing before countless races. This way, I know when the start time is! Just like in racing, we leave ourselves “outs” if things don’t seem to be panning out according to the best case scenario. But, I’ve been surprised how accurate we could be.

For us, it’s fun to share the tools, the planning, and the delights of which harbors, bays, or single anchorages that you might stop and enjoy along the way.

Maximization and Efficiency

Here’s another racing-oriented perspective: I love to maximize our distance while minimizing our time as cruisers. As an example, we can sail from our home port of Bell Harbor in Elliott Bay to Point No Point using the eddies and current paths, then continue on with a strong ebb current to reach Smith Island in the Strait of Juan de Fuca to join the next tide turn to sail up to Roche Harbor with the new flood. This gives can give us over 70 miles traveled in under 12 hours, a savings of at least a few hours over the alternative of bucking the tide. We can arrive at our destination in daylight. Perhaps most importantly, this kind of planning and preparation allows us to sail instead of motor whenever possible.

This summer, we were out for 88 consecutive days. We traveled about 1500 miles. And to the surprise of many local cruisers, we sailed more than 70% of the time. We anchored 44 nights. We cleared some tricky passages, like Gabriola Passage and Dent Rapids, under sail with the help of great float plans and by using our racing skills to take advantage of the winds and currents. We sailed as much as we could.

Some cruisers are able to sail more because they wait for the weather window. On the race course, you must sail in very light and very heavy wind, and we are happy doing that on Gypsy Wind. And as racers, we are in tune with the speeds we sail in different conditions and on different points of sail, and we incorporate that to our planning. On Gypsy Wind, we toast to sailing the rhumb line, the shortest and most direct line to the chosen mark.

So, we try to maximize our efficiency, and do our best to stick to the plan. A significant motivator for

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Sailing Optimized!
this is hosting guests. This summer, we hosted 13 guests who traveled in and out by seaplane or ferries to meet up with us.

**Awareness**

Those who race are constantly aware of catching the right wind, riding lifts and tacking on headers to sail the shortest distance, or making gains by sailing in more advantageous current than their competitors. This mindset is equally helpful with cruising boats.

Many cruising boat designs can’t sail as fast or point as high into the wind as racing boats, and thus need to capitalize on every decision. Paying attention to your surroundings is a key part of that. Even the best plans and preparation can’t tell you how the wind will shift.

A racing boat is often full of chatter. Racers think out loud and look for consensus among the crew that yes, that’s a tide line ahead, or the pressure will build in the next 30 seconds. Include your cruising crew or partner in the same way! Discuss how the wind will react flowing off the next land mass or point.

Cruising boats today have such wonderful tools in place to give us information in real time. These tools give you the opportunity and the enjoyment of tracking your progress on the actual day of cruising!

Christina Marie and I set way points and use them as milestones to sail by or adjust sailing corrections with to stay on course and try to match the planned timing of the plan. With instrumentation above and below deck there is no reason for your entire crew not to see all that’s going on. And just like on a race boat, it’s often the crew, not the skipper, who notice an important new variable first. We begin to tune our senses to the nature of the wind, just like we do racing.

**Not Everything is the Same**

While there is a lot of carryover from racing to cruising, some of the things that aren’t the same are pretty great too!

For racers accustomed to sitting on the hard weather rail in soggy foul weather gear and heavy boots, it sure is nice to be warm dry and sitting anywhere you please on soft cushions, by the fireplace or out of the wind behind a proper dodger supported by a medley of pillows and warm fleece blankets.

When we race on the same local course, we develop local knowledge of what to expect on a low tide, high tide, or if the wind is from the south, or from the north. It doesn’t always pan out that way, but over time you learn all the tricks of that area.

When you’re cruising new waters, everything is fresh. There are rocks and points you have never sailed around before. It’s like skiing fresh tracks in untouched snow through the trees. You’re really awake, you’re in the moment processing new information about a particular intersection of land, wind, and current.

We are privileged to sail some of the most beautiful waters. In the Salish Sea, we have a natural beauty that matches the greatest natural wonders of the world, right at our fingertips. Cruising, racing, or something in between, it will always be stimulating.

Alex and Christina Marie will be near Seattle for the winter, but still sailing a lot!
Seagulls. Sorry, but there is no such thing. Gulls are found in the desert, high mountains, and northern Canada in the spruce forests – so how could that bird be a SEAgull? Got it? Now, onward. Our most common GULL in the Salish Sea is the glaucous-winged gull - a big, brash and aggressive yeller that will take a French fry bag right off your table at Iver’s. Glaucous means bluish-gray, a good description of these pale-looking gulls. But in the fall, another gull arrives from its breeding grounds in the boreal spruce forests of Canada, Bonaparte’s gull. They’ve spent their summers far to the north, first courting along the shores of freshwater lakes and then building nests of twigs and moss on branches of short spruce trees. In early autumn, after raising gull families, they head south as winter closes in. Many come to the Salish Sea.

This is one of the smallest gulls in North America, just a little over 13 inches long and weighing in at less than half a pound. Compared with the locals that measure in at 27 inches long and almost 4 pounds, they’re like little half-sized miniatures. They fly like ballerinas, gracefully turning and dipping, almost flamboyant in their aerial work and can easily be mistaken for a tern. Look for them along tidal rips and shallow shorelines where they plunge-dive for forage fish, unlike our big local gulls that couldn’t dive if their lives depended on it. Their dark heads lighten to white in winter except for a small dark ear patch. And, come spring, their heads darken again, the legs and feet brighten, and they head north for another summer in the spruce.
Field Tripping Through Life

Every day is a field trip for our family. Today’s field is concrete and steel, and so loud! This is New York City: a living, breathing ecosystem much like coral reefs that we explored in the South Pacific, except smellier. These are places where great densities of organisms coexist in and around structures, in symbiotic and exploitational relationships. And as one does, regardless of whether you’re on a South Pacific island or in New York City, we went looking for good food. Eventually, we procured a box of cannolis (no filleting required). It was apparent to the cannoli maker that we were not from his reef, so he asked, “Where from?”

Behan replied, “It’s complicated, we live on a boat and have been traveling around the world.”

He jerked to a stop, except his head, which did a double-take-shake. “A BOAT! You live on... A BOAT?” he exclaimed, repeating it several times in disbelief. It’s possible that, in Manhattan, the word “boat” translates to “alien ship from a distant galaxy.” Even if not, I’d guess that the cannoli maker went home from work with some existential thoughts. He did make a nice cannoli!

Really though, in a city that offers so much culinary goodness, artistic expression, grand entertainment, and Goliath engineering, and where different cultures, languages, and lifestyles interact in such close proximity... why was this guy so gob-smacked because a family lives on a boat?

Sometimes we forget that most people have never been on a field trip to swim with sharks, climb a volcano, trace petroglyphs, get bullied by an African Elephant, or feast with the children of headhunters. It’s possible that the cannoli maker has never left New York City!

Field trips represent a tiny fraction of a conventional American education. Does this make for better educated children? Is Discovery Channel’s ‘Shark Week’ and that fourth grade science section illustrating a marine food chain all one ever needs to know about sharks? Shark attack headlines now and then reinforce how horrible they are. Field trip across the Pacific Ocean though, and learn that sharks aren’t so bad. The observational skills of a ten year old, our son Niall, deduced that reefs with no sharks looked healthier with many more fish. It turns out that taking the big predator out of the food chain didn’t make it better for meek creatures at all! So, what happens to ocean ecosystems when tens of millions of sharks are killed each year for sport, for shark-fin soup, or as by-catch (sharks caught inadvertently while targeting other fish)?

Fast forward a couple years to another field trip, and we’re at an uninhabited atoll in Papua New Guinea. A sailing canoe arrived with four Papuan fishermen aboard. The three brothers and their father stop here to rest between trips out collecting shark fins. Shark finning! It’s terribly cruel and throws off the food chain. With our education and “aha!” awareness of marine ecosystems, we judged the fishermen. Subtly, cleverly we wanted to lead them to awareness, and perhaps a new profession. Or, so we thought.

“Maybe it would be better to keep the entire shark to feed your village,” I suggested. Patiently, they explained that removing the fin makes the shark angry, and getting an angry shark into a small sailing canoe is a bad idea. They explained the many dangers and told of fishermen lost. Aha! “So why risk you lives for shark finning?” I asked triumphantly. Again, they were patient and explained shark finning and copra are the only sources to get cash currency in their mostly barter-based economy. Copra is dried coconut meat. The market price for copra is so low that it costs more to get to market then they can sell it for. Bartering does get Papuan islanders by for many necessities of life, but not for education. No cash, no education – it’s not much of a choice. I was thankful for their patience with my stupidity. We left there in debt for the life lessons we sailed away with.

Niall, now 17, is a pacifisht (his word to state that he will not eat seafood of any kind). Empathetic to oceanic problems and back in the USA where respectful discourse is about as common as rich Papuans, we’ve had a summer full of field trips beginning...
with Woods Hole Oceanographic Institute and Marine Biological Labs. Then we touched history, touring *USS Constitution* (‘Old Ironsides’) in Boston, the Mystic Seaport Museum, and the Museum of Natural History in NYC. In the coming months, we’ll get to historic sites in and around the Chesapeake Bay area, including a trip that will bring Totem up the Potomac River to tour the Capitol building and the White House (thanks to Senator Cantwell’s office).

I think back on the number of times people said that boat-schooling our children would ruin their education. A BOAT! You teach on… A BOAT? Education on Totem does have limitations: just two teachers, no organized team sports, and no large group of smart phone wielding peers to encourage impossibly fast thumb-typing. Despite these shortcomings, field tripping to college campuses this summer turned up administrators receptive to our pacifist son’s boat-school education. We are grateful and proud.

Of course, there is no single best way to educate. There are key ingredients, such as experiencing inspirational people and events, and going off-script when teachable moments happen. Teaching to the test does neither. On Totem, we’ve had the great privilege of seeing and experiencing so much in the world. Onboard, our children learn subjects common to any school. On field trips, however, we learn alongside our children. Together, we’ve touched objects of world history, learned empathy from people that live incomprehensibly different lives, and seen consequences of social and environmental issues that don’t make headline news.

Whether your vehicle is a Totem, an RV, or family car; whether you make it work for days, a few months, or the open-ended adventure - make those field trips happen! Forget fear-mongering, polarized choices, and judgments. Pause the digital world to learn from fishermen and the cannoli maker and the children of headhunters.

Inspiring people and teachable moments happen on field trips every day, especially when you live, teach, love, play, work… ON A BOAT!

Follow the Giffords on their blog directly at sailingtotem.com or check the blog page at www.48north.com/blogs.htm

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Weaving Pandanus is best learned outside the classroom.
Magical Malta
by Amanda Swan Neal

Last October saw John and I leaving Mahina Tiare in Sweden for a winter refit of new teak decks and engine. We’d thought of a tour of the countryside but as winter was fast approaching this did not seem an overly enticing event. It was then that our friends Vicky and Roland contacted us saying that they’d finished their summer Med sailing and that they were now back in Valletta, Malta with a few weeks to spare before hauling out for the season. ‘Aha,’ thought John, ‘why not go visit and check out the yachting scene before we head back to the U.S.?’

We landed in Malta in a torrential tropical downpour complete with lightning. We thankfully enjoyed a hotel for the evening before joining Vicky and Roland aboard their boat Bella Luna. They’d planned a day of sightseeing in the old town of Valletta and thankfully the weather cleared to sunny blue skies.

Valletta, Malta’s capital is a World Heritage site of fascinating Baroque architecture that’s fun to explore. Bastion walls, moats, forts, cathedrals and dense clusters of limestone building with timber balconies abound. All thanks to the Knights of St. John, who in the 16th century built the sizable fortified city as a refuge to care for injured soldiers and pilgrims during the Crusades. An extensive underground tunnel network ran below ground, while above ground, the streets followed a uniform grid with stairs not conforming to normal dimensions to allow knights clad in heavy armor to climb the steps. In the later years the original austere style gave way to more lavish palaces and churches with graceful façades and sculptured motifs. Nowadays there seems to be unlimited cafés, wine bars and restaurants and we chose a lovely Sicilian themed soul food café for a rejuvenating lunch.

Quinoa with Blood Oranges

1 cup quinoa
1 ¾ cups water
pinch salt
2 green onions - sliced diagonally
¾ cup thinly sliced Kalamata olives
2 blood oranges - peeled, sliced and cut into quarters
2 olive oil
1 blood orange - juice and zest
1 teaspoon red wine vinegar
cracked pepper and salt to taste
¼ cup toasted slivered almonds
12 fresh mint leaves - torn

Bring quinoa and water with a pinch of salt to a boil. Cook on low for 15 minutes then fluff with fork. In a medium bowl, add green onions, olives, half the blood oranges and quinoa. Dress with olive oil, juice, zest and vinegar. Season to taste. Garnish with almonds and mint. Serves 2.

Brodu - Maltese Soup

2 tablespoons olive oil
1 onion - sliced
1 clove garlic - chopped
1 stick of celery - chopped
1 carrot diced
½ white cabbage - sliced
1 cup cherry tomatoes - chopped
1 cup wholegrain pasta
2 bay leaves
1 teaspoon crushed chili salt and pepper
6 cups water

In a large pot, heat oil and saute onions
and garlic. Add bay leaves and a pinch of salt, celery and carrots; cook 3 minutes for vegetables. Add cabbage, tomatoes and chili, cook 3 minutes with lid on. Add water to cover and simmer 20 minutes stirring occasionally. Add pasta and cook another 20 minutes. Season to taste. Serves 4.

In the evening, we headed out to Takris, a rustic restaurant and bistro for a taste of local fare based on the traditional peasant food. The marriage of tastes of Maltese cuisine is the result of a long relationship between the Islanders and the many conquerors who occupied the Maltese Islands over the centuries. As the islands are hot, dry, and small, they can’t sustain large herds of cattle. So, any meat that was to be had went to the nobles. The villages lived on fish until the ban on hunting rabbits was lifted and rabbit became everyman’s feast. Fenk is the local word for rabbit and by attaching the suffix -ata people not only refer to the food eaten, but the conversations had and wine drunk, therefore a fenkata encompasses all activities that take place during a certain event or time. John chose fish, Roland bragioli (beef with olive) while Vicki and I had rabbit in red wine served with roasted vegetables.

**Rabbit in Red Wine**

1 Rabbit - cut into small pieces
2 tablespoons olive oil
1 red onion - diced
6 garlic cloves - chopped
6 bay leaves
2 cups of dark red wine
2 tablespoons of tomato paste
½ cup of peas

Add olive oil to pan and heat until olive oil is very hot. Add rabbit and braise until golden brown. Add red onions and garlic; sauté until translucent. Add bay leaves, red wine, tomato paste and peas. Bring to a boil, then cover and simmer for an hour until liquid is reduced by half. Remove bay leaves before serving.

We sailed to the neighboring Island of Gozo the next day, where we enjoyed the spectacular tranquil anchorage and clear waters of Dweja Bay. Time ashore was spent hiking and renting bicycles to explore the exotic landscape and the town of Victoria and the Cittadella, which has been the center of activity of the island since possibly Neolithic times. The tiny island of Comino was not to be missed on our return to Malta and we delighted in this small paradise with clear water and sandy beaches. Our last few days on Malta were really interesting as we further explored inland. A highlight was an evening visit to the ancient walled city of Mdina with its extraordinary mix of medieval and baroque architecture. Lamp lit at night, it’s referred to as “the silent city.” An Arabic restaurant was Vickie’s choice and we weren’t disappointed with its hearty fare and small delights like the following.

**Stuffed Olives**

large pitted olives
soft part of bread slices
anchovies
capers
parsley
salt and pepper
olive oil

Mash together bread, anchovies, caper and parsley. Season to taste. Add olive oil to make the mix softer. Fill olives with mix.

**Almond Cookies**

1 cup blanched almonds - whole or slivered
½ cup sugar
pinch salt
1 egg white
¼ teaspoon almond extract
14 whole almonds

Preheat oven to 350°F. In a food processor combine almonds, sugar and salt. Process until very finely ground. Add egg white and almond extract and pulse until the dough comes together. Roll the dough into 14 evenly sized balls, and place on a parchment lined cookie sheet. Press one almond into the center of each cookie, pressing down slightly. Bake for 10 minutes or until just starting to show a hint of gold. Let cookies cool on the pan, then transfer to an airtight container.

This month Amanda flies home from Sweden to present seminars at the Annapolis Boat Show October 10 & 11. Details on www.mahina.com
Leaving Seattle on an open-ended voyage, it was comforting to start in waters we knew well. We had traveled the inside passage several times – both when racing Kotuku and cruising on Halcyon. This made our exit from Seattle less daunting, and allowed leniency in the completion of some boat projects necessary before we went offshore.

But, it also meant the first few weeks felt like pretending. We tried to anchor in places we had not been before, but the waters were still familiar and it was easy to imagine we would be turning back and heading to Seattle any day.

Other boaters we met always had questions about where we were going, what we were doing, and why we were still moving north. The more times I told our story and answered the bank of questions always posed, the more detached I felt, like I was describing someone else’s plans.

That changed as we headed out Goletas channel towards Cape Scott and the Pacific Ocean. While we had also been in these waters (during the 2011 Van Isle race), it felt different this time. We were turning a corner: a physical corner, of course, pointing the bow south for the first time. But, this was also a metaphorical corner. So far, our adventure had kept us in relatively safe and comfortable waters (despite our near-broach in Johnstone Strait). We were really never more than a day’s journey from resources, assistance, and cell phone reception. The west coast of Vancouver Island, on the other hand, is a rugged, unforgiving coastline dotted irregularly with signs of human existence.

As the ocean swells began to roll under the hull, Halcyon responded with a comfortable motion, lured west into the waters she was born to love. We felt our anticipation rise with each swell, as if, in these first few hours, we would establish our relationship with the Pacific Ocean. We were eager to present ourselves as compatible and accepting of both her affection and her anger.

But coupled with our eagerness was an ache that was hard to ignore. Past Desolation Sound, the inside passage had been lonely. The season was dwindling and there was rarely another boat in any anchorage. The pleasure boats we did see were obviously on their way home, their...
sights set on king beds and unlimited hot water. We are social creatures, refilling the coffers of our energy stores through shared experiences and the exchange of ideas with others. Knowing the short term cruisers were snug in their beds and the majority of voyagers had already turned south from Neah Bay, we prepared ourselves for deserted anchorages and quiet evenings as we slid down the west coast of the island.

After a 10-hour day motoring across the Nawhiti Bar, motor-sailing around Cape Scott, and finally sailing south with the wind behind us, we pulled into Sea Otter Cove for the night. As we rounded the bend and waved to our welcoming committee of sea otters, an unnaturally straight leafless tree came into view. Not a tree... a mast! I may have done a dance on the bow. This boat was not just out for the weekend, either. The signs were all there: jerry jugs tied to the rail, wind-vane mounted, dinghy hauled on the cabintop; we had found fellow voyagers.

We’ve all experienced that uncomfortable moment when your dentist walks up in the coffee shop wearing jeans and the sighting is so out of context you can’t recall his name or even how you know him. I was so startled to find another boat in the cove it never occurred to me I might also know the travelers she carried.

Embarrassingly, it was the next morning before the dots forced themselves to connect. In the morning drizzle, we motored over to the two hooded figures rowing our way to say hello when we realized we had stumbled upon Ardea, the Beneteau Idylle 13.5 carrying Jon and Michele Henderson, pillars in the Seattle sailing community and fellow racers from long ago. The dots joined to reveal the concealed image and I instantly recalled knowing Ardea was starting her voyage this year with a plan to cruise north and then down the outside of the island before heading for warmer waters. The reunion then felt intended, as if we were predestined to meet up in a deserted cove 400 miles from Seattle.

That day, we had a beautiful spinnaker run under sunny skies with 15 knots of breeze over our stern. Dolphins surfed our bow wake and a humpback breached half a dozen times in the distance. We could see Ardea’s bright blue spinnaker all day, a sight that kept us energized and animated. That night, we shared an anchorage, along with fishing tips, life stories, and a delicious dinner.

While our respective schedules have us on slightly different timetables this week, it is comforting to know there are like-minded sailors nearby sharing this experience. I am confident we will find ourselves sharing many more anchorages, stories and delicious dinners down the coast.

Follow along with Jon and Michelle at http://www.callalooblue.com/blog

“Halcyon” and “Ardea,” both owned by newly-voyaging stalwart PNW sailors, had a surprise meeting in Sea Otter Cove.
There are a lot of performance cruisers available these days. Many of them are very good boats. They all sail pretty well, afford a ton of space below, and have clean and modern lines. I believe that the Dehler 38 is one of the good ones. The hull is a Judel/Vrolijk design, with daily input by son of the founder, Karl Dehler. Dehler has a reputation for building fast and high quality cruiser-racers (Dehler Yachts is now part of the Hanse Group).

Here’s the thing, though: I did not sail the Dehler 38. I sailed the Dehler 38C. And I loved the Dehler 38C, and believe it offers a unique sailing experience among the crowded performance cruiser category.

The “C” in the model’s name stands for “Competition,” but don’t let that scare you off, cruisers! The hull is the same as the any of the Dehler 38 models, offering a large and elegant interior. The 38C has a little bit more sailing horsepower than the base model, and it shined on Puget Sound when we sailed it a few weeks ago, courtesy of JK3 Yachts and the new owners of the boat, Tom and Shelley Raschko. The carbon rig is 18” inches taller than the base model’s aluminum mast. Both underwater foils are of a more high-performance shape on the Competition model, and the keel is eight inches deeper. I’ve long advocated that boats with a performance pedigree make for ideal craft when cruising the Pacific Northwest, and after sailing it, I found that the 38C has the extra oomph to sail beautifully in our summertime light air.

When we left Shilshole, we didn’t have more than four or five knots of northerly breeze. Nonetheless, we set the main, unrolled the stock 100% jib, and got to talking. In no time, the boat had ghosted us halfway to Edmonds.

**Dehler 38C**

48° North Boat Test

by Joe Cline

The main has a full and attractive shape with ample roach. To my eye, when we trimmed it correctly, it was reminiscent of the shape of the Farr 30 main. Considering the Farr 30 is a Grand Prix racer and points nearly straight upwind, that’s high praise.

The jib, in those conditions, was simply the wrong sail. The light wind and small jib also exposed what, in my mind, is perhaps the only questionable design choice: the jib lead tracks are set pretty far outboard, making the sheeting angle too wide to match that pretty mainsail. An in-hauler on the jib sheets would have brought us closer, and the boat does come with rigging for just that. A genoa would have been even better, or the code zero, which I’ll get to in a moment. In much more breeze or on a not-quite-so close-hauled course, I don’t think I would have even noticed the sheeting angle. While we were goofing around with jib lead position and trying to rig the in-haulers, the helm was so balanced that the boat basically sailed itself and I was again astounded by the distance we had covered. Regardless of sheeting angle, the Dehler 38C made quick work of those miles and is downright slippery in light conditions.

The breeze built to a good seven knots by the time we got near the Edmonds/Kingston ferry line. With that extra pressure, the boat was pushing speeds near six knots to weather. We rigged up the furling code zero. On the 38C as it comes from the factory, the code zero tacks onto a stainless steel ring on the anchor roller. This worked fine for downwind sailing and reaching, but I was hesitant to crank on the halyard tension enough to get a more rigid luff necessary for upwind sailing with that tack point.

I’d say the boat is an excellent candidate for an aftermarket sprit of some kind (potentially with a bob stay) if a person had a desire to get all the versatility and performance out of that code zero. Dehler offers a sprit as an option the 38C as well. However, for normal cruising purposes, the anchor roller tack point would suit perfectly for this sail or a cruising spinnaker.

The boat felt marvelous with the bigger sail. Reaching with the code zero, the 38C found a lovely heeling angle (I’d guess 12°) and seemed to stay there. The boat speed climbed to within a knot of true wind speed, approaching seven knots. We took turns driving from one of the two very sexy, black GRP (Glass Reinforced Plastic) helms. I’d describe the sailing experience with that sail plan and those conditions as powered-up but easily controlled. The deep, high aspect rudder felt responsive and forgiving. Its elliptical shape will deliver better and better handling as the breeze and seas build and the speeds increase.

Tom and Shelley will be sailing this boat mostly double-handed, and the boat will treat them well with that crew arrangement. The loads in the sails are not intimidating. Docking, motoring, and sailing, the boat will be easily
handled by a couple or a family. Tom and Shelley may put a couple of steps on the mast so Shelley can more easily reach the head of the mainsail to attach a halyard, but that’s the only thing that gave the boat much of a “big boat” feel. Well, maybe that and the electric winch on the starboard cabin-top.

While easily handled short-handed, the space on the boat, both on deck and below, would match any impressive performance cruiser. Its efficiently laid out cockpit will accommodate a race crew. The cockpit table folds down to be narrow and acts as a useful handhold underway. The table, admittedly, would be a new feature on most race boats. The aft end of the cockpit table also doubles as the platform for the navigation display.

There is a traveler bar set into the cockpit sole just ahead of the dual helm stations. The traveler is an absolute must from a sail-trim perspective for a performance boat. I found it unobtrusive with the seating arrangement, and it should deliver effective sail trim while leaving most of the cockpit seating unaffected. The cockpit could seat eight while sailing. When you’re at anchor, the traveler and main sheet can be stowed in front of one of the helm stations, leaving a spacious and direct walkway from the companionway to the fold-down swim step.

Stepping down the companionway of the Dehler 38C, you may suddenly forget you were just zipping around on a performance-focused sailboat, because the interior has a pure modern cruiser feel. The starboard galley and navigation table to port aren’t enormous, but that leaves generous seating around the main salon. I know there are different packages available for the interior, and Tom and Shelley nailed it. From the traditional teak and holly flooring, to the cream-colored leatherette upholstery, it was classy, light, and functional. Theirs is the three cabin model - they will have their kids and eventually their grandkids joining them for sailing adventures. There is only one head, but Tom and Shelley showed their bluewater savvy when they defended the design choice of a single head, saying “This way, you only have to fix one head, and it’s fewer holes in the boat.” Tom pointed out a few other things about the interior, two positive and one negative, that I’m not sure I would have noticed on a typical test sail. First, he noted that the boat lacks a really good place to hang wet foul weather gear. The shower will suffice, but they’ll have to hang their own hooks. On the positive side, Tom happily showed me that the side-windows are outward opening allowing for ventilation even in the rain, and noted plentiful hand holds and rails throughout the cabin.

Tom and Shelley were aboard for our test sail, and I owe them a debt of gratitude for several reasons, not least of which is that they delayed their departure for their first trip to the San Juans to accommodate my interest in sailing their boat. Aside from their generosity, I found it compelling to sail with new owners - an opportunity to understand why they chose this boat among the myriad options that exist.

Tom and Shelley are informed buyers, they cruised for three years from Seattle to the Western Pacific on their modified CT-38, and have both been involved in a variety of deliveries. That said, they sold their last boat thirty years ago, so it has been a while since they last chose a boat.

Tom wanted a boat that “really sailed.” He’s the kind of guy who, in the three years they cruised, never stopped tweaking sails for speed (many cruisers lose that obsession as time goes by on a voyage). Their stout bluewater boat provided them safe passage and was fast for a cruising design of that era, but with the Dehler 38C, Tom has a boat that can do that and will respond well to his sail tweaks. Tom also said, “I want to go fast, principally, because it is safer. And, if we never go offshore again, I’ll still be fascinated by the boat.”

So, I’m ready to say it, this is a true dual purpose yacht, and there aren’t a lot of those anymore. The Dehler 38C boat could be a dedicated racer or a dedicated cruiser, and I believe it would excel in either pursuit, or both.

Special thanks to JK3 Yachts and to Tom and Shelley Raschko for getting me out sailing on the Dehler 38C.

We made 5.5 knots in 7 knots of breeze upwind under jib and main, and when we rigged up the code zero and reached off, we could do 6.5 knots in that same breeze.

The interior pairs impressive fit and finish with clever design attributes like a shared single door between the owner’s berth and the head, and outward-opening hatches on the salon sides that allow for ventilation if it’s raining, and no drips when opened!
One in eight women in the U.S. will be diagnosed with breast cancer in her lifetime, which is arguably more people than will step onto a sailboat in that same lifetime. This September, the Pacific Northwest stepped onto 54 boats in support of breast cancer research and prevention. To date, the efforts of The Pink Boat Regatta have resulted in over $220,000 in donations to The Breast Cancer Research Foundation with a goal for 2016 to write a check for another $100,000. For every $100 raised, that boat receives an extra “buoy” on race day during the 3-hour timed buoy race. Not only does the race take on a competitive and enthusiastic spirit from the get-go, it means most of the fundraising gets done well before the first warning.

With Seattle Cancer Care Alliance signed on as the presenting sponsor, this year’s events enjoyed the direct support of the same organization to which BCRF currently funds five esteemed researchers: Doctors Mary-Claire King, Julie Gralow, Sasha Stanton, Anne McTiernan, and Peggy Porter.

This year’s events began with kickoff parties at Bellingham and Anacortes Yacht Clubs, and in Seattle aboard the Virginia V, which was decked out in pink, inside and out. Bellingham then stepped up August 27th for the most successful event to date with Gail Glisason’s Salsa taking the lead just ahead of Garufa and Blade Runner. Despite a windy day on the water, Bellingham proved once again it’s always worth staying for the party! This year’s Bellingham event joined with Leukemia Cup for a Cancer Cup weekend and sailors did not disappoint.

Next up came the gala dinner and silent auction which welcomed BCRF’s Chief Mission Officer Marc Hurlbert as the keynote, having traveled from New York for The Pink Boat Regatta.

And finally, new for 2016 was the decision to move Seattle’s event to
Lake Union for the first time, giving the city a first-hand view of just what amazing lengths these sailors go to. Lengths like those that the all-female team, Puff, went to by surpassing a $10,000 fundraising goal. Sponsored by Seattle Sailing Club, who also joined as an official event sponsor with True Brands and Spinnaker Bay Brewing, the ladies of Puff raised an unprecedented $11,514 towards the grand total, which stands at over $78,000 between Bellingham and Seattle.

Puff went home as the overall winner, including the women skipper award, with Jumpin Jack biting at their heels for a second place finish two years running, and Tantivy not far behind, a top three finish representing over $24,000. Domino Beauty Boutique’s Smola reinvented the creative fundraising wheel once again with beer gardens, prizes, and even a free haircut session at Gas Works Park during the regatta itself. Lake Union Charters and Adventures brought spectators, including volunteers and onlookers as well as current patients of SCCA, out on the lake for a close up view of the action.

My favorite moment is always the one in which I turn a corner to find pink boats waiting for the race to begin, decked out and dressed up, decorated and determined. Five years ago we knew this race held promise, but it’s every participant, year after year keeping that promise alive and well. The promise for a cure, for prevention, for more effective treatment, for an increased life expectancy, for the laughter of our loved ones. To date, you have all funded over 4,400 hours of research. Advances in cancer research come from years of laboratory scientists, doctors, graduate students and support staff working painstakingly long hours in front of a lab bench, or an instrument, or an Excel spreadsheet that never seems to end.

We fuel smart research to develop new paths for breast cancer prevention and a cure. This turns cancer patients into survivors, buys precious time, and improves lives. We do this through sailing, because that’s what we do.

by Ashley Bell
photos by Dennis Pearce
www.pinkboatregatta.org

A word from TEAM PUFF
Thanks to the generous contributions of 109 supporters, the 10 women of Seattle Sailing Club’s Team Puff raised $11,514.25 in this year’s Seattle Pink Boat Regatta. According to the Breast Cancer Research Foundation, that’s funding for 230 hours of research to prevent and cure. Team Puff swept 1st place in the “DD Cup” division, 1st place woman skipper, and 1st place overall.

Our team had a wide range of sailing and racing experience; some of the women had only learned to sail a few weeks before joining our crew! I was amazed by how quickly the new crew members picked up the skills!

Team Puff has fun. Always. So when we found ourselves in a hole, main trimmer, Natalie, turned on her special “Pink Puff Mix” on the boom box and we danced, sang, and laughed. Chocolate appeared. So did cold drinks. Waves and cheers were exchanged with the Team Puff Fan Club on the shore of Gasworks Park.

Team Puff sends a big thank you to Bob Ross and Seattle Sailing Club as well as the amazing Ashley Bell and the Pink Boat Regatta team!

— Margaret Pommert, Team Puff
**CYCE Foulweather Bluff**  
**October 1**

Corinthian Yacht Club Edmonds invites you to its 36th annual Foulweather Bluff Race. Yachts with a PHRF rating of 180 and faster compete in the 26 mile feature course rounding both Scatchet Head and Foulweather Bluff buoys. Yachts with a PHRF of 181 or slower and all boats entering the NFS division will sail the 18 mile course to the Scatchet Head buoy and a temporary buoy off Pilot Point. The first division will start at 10:00 am, with reverse starting sequence, with multihulls in the last start.

Overnight moorage is available at the Port of Edmonds Marina for boats arriving the day before the race and/or staying overnight the day of the race. Registration forms are available: www.cycedmonds.org Mail form to: Reinhard Freywald 9509 234th St SW Edmonds, WA 98020. For more information call (425) 280-5572 or email reinhardhf@comcast.net

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**Orcas Island YC**  
**Benson Cup**  
**October 8**

The Benson Cup is a race named after Father Benson who ministered to the people of San Juan County for many years. He had a small boat that he used to travel from island to island. From that boat came a copper tea pot which became the Benson Cup Trophy. The race has been run since 1981.

The proceeds from the race are given to a local San Juan County charity, Orcas Island Children’s House. Contact Jimmy Roser at (360) 376-3236.

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**CYC Seattle**  
**Puget Sound Sailing Championships Regatta**  
**J/24 2016 Western Regional Championships**  
**October 8-9: Large Boats**  
**October 15-16: Small Boats**

(Note the date changes from last month) Corinthian Yacht Club of Seattle’s annual Puget Sound Sailing Championship regatta will be two consecutive weekends this October, with the 2016 J/24 Western Regional Championships coinciding with PSSC Small Boat Regatta. Larger boats will be October 8-9 and smaller boats, One-Design and centerboard boats will be October 15-16. Races are open to One Design, PHRF and IRC Fleets of all experience levels. This year we are offering a casual class start as well.

For more information and to register, go to www.cycseattle.org or call CYC at (206) 789-1919.

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**Seattle Yacht Club**  
**Grand Prix Invitational**  
**October 21-23**

For information on the SYC Grand Prix Invitational Regatta, check: www.seattleyachtclub.org

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**Sloop Tavern Yacht Club & Washington Liveaboard Association bring you the Sixth Annual**

**RACE YOUR HOUSE!**

Saturday October 22nd

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Entries Due by October 14th

Must be a Full-Time Liveaboard Vessel

Special Cruiser Ratings Provided

Pre-Race Party & Skipper’s Meeting  
Friday Night 10/21 at Ballard VFW, Free Beer & Music by  
The Bill Derry Band

Awards & Raffle at The Sloop on 10/22 – Must be Present to Win!

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- Sail Northwest  
- Schattauer Sails  
- Seadog Line  
- Seattle Sailing Club  
- Seaview Boatyard  
- Smart Plug  
- West Marine

Details & Entry Forms at www.STYC.org
San Juan 21 Fleet 1 Schedule

Oct 8: Fall #2 - Lake Union
Oct 22: Fall #3 - American Lk, Tacoma
Nov 5: Fall #4 - Coulon Park, Renton
Check www.sj21fleet1.org

CYC Tacoma Point Series

October 1: Point Defiance
October 15: Neill Point
October 29: Browns Point
Check: www.cycct.com

Skipper and Crew Meet & Greet October 7

Corinthian Yacht Club of Seattle presents our popular Skipper and Crew Meet & Greet. Our event is a great way for all sailors to come together and get to know the community more. Are you a skipper looking for crew? Are you a crew looking for a boat to jump on? All sailing enthusiasts are welcome. Call (206) 789-1919.

STYC Race Your House October 22

The only requirement to enter is that you must liveaboard the vessel used and it must be your primary address. The Washington Liveaboard Association is a full partner in this event and together we have created a great opportunity for all you liveaboard’s to come on out and play with the other overloaded boats. Need a rating, we are ready for you. Cost ... FREE. Check: www.styc.org

Round The County November 5-6

The Orcas Island Yacht Club, the Friday Harbor Sailing Club, and the Lopez Island Yacht Club invite you to participate in the 29th annual Round The County sailboat race. No entries will be accepted after November 1. Email: racedirector@roundthecounty.com or write: Betsy Wareham, P.O. Box 119, Orcas, WA 98280, (360) 376-2314(w), (360) 376-4258(h) or visit http://roundthecounty.com

Gig Harbor Lemans Race November 19

The Gig Harbor Lemans Race is truly one of the most fun races held on Puget Sound each year and features a unique start and finish. The race begins and ends in Gig Harbor Bay.

Check www.gigharboryc.com or contact Jaime Storkman: email laffawacres@outlook.com or call (253) 906-0523.

CYC Seattle Turkey Bowl Regatta November 19-20

This two day sailing event is open to One Design Classes of all sizes, including keelboats and OD with at least five starters. The CYC clubhouse is open after racing for great parties serving food and drinks.

For more information and to register, go to www.cycseattle.org. or call CYC at (206) 789-1919.

Winter Vashon December 3

Tacoma Yacht Club will host the annual Winter Vashon Race with a clockwise rounding of Vashon Island. PHRF and cruising boats are welcome. One-design boats may run a shorter course if five boats per class are registered - all OD classes are invited to participate. Questions can be addressed to: tycsail@gmail.com

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STYC Fall Regatta October 23

This is a multi-race event. It is the final qualifier for the Sloop Tavern Yacht Club Commodore’s Cup! This regatta is a SYC Grand Prix qualifier. Check: www.styc.org

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Top 10 Reasons I loved the P.I.T.C.H. Regatta this year, and I bet you would too:

10. You are never going to be thirsty at PITCH, or hungry for that matter. If you deliver the boat on Friday, they look off the yacht club deck with binoculars and when you come into sight, they will motor out and meet you with cold beer on the bay! My boat was at the dock all week and they filled my cooler with cold micro-brew for my arrival, I kid you not. Later, there was the free keg of beer and hamburgers.

9. It’s in Bellingham, a college town. In my case, it’s MY college town. Go Vikings! In any case, the non-sailors in your crowd can hear live music, visit museums, a variety of every different kind of amazing local food, shop, get a tattoo, or check out the breweries, bike trails, mountains, lakes, and parks.

8. Happy Valley. In Bellingham, there is no secret about where to go on the first beat. Sail to the Happy Valley breeze! Gotta love the name and it’s a foolproof navigation plan, even if you foolishly took advantage of #10 and your brain isn’t ready for racing in the morning.

7. The Race Committee. They knocked off a lot of races with square lines and nice distances and re-adjusted for shifting afternoon breeze in short order, all with a smile.

6. The weather. Granted, this can’t be changed, but sun and wind in September is a great thing. (Sunshine wasn’t even in the forecast.) There were the ugly years of PITCH awhile back, with no wind or the year with too much wind. Those years are behind us!

5. Free moorage, right in front of the yacht club! PITCH is the only regatta that I know of that provides free moorage. In my case, there was free moorage for an entire week!

4. Sam, the stray seagull. We had a lot of fun with the friendly wildlife in the marina. Baby seagulls do not like coffee, but they do like rice crispy treats. And they don’t fly! Just in case you wondered.

3. Lack of yardwork. There was not a lawn mower or hedge trimmer in sight. Nobody really cares what your yard looks like. Just go have a fun weekend on the boat.

2. PITCH-ers. If you know me very well, you know that I’m not typically super excited about a third place finish for the weekend. We were excited that the best trophies went to third place, beautiful glass pitchers!

1. Come for the wind, Stay for the party! It’s a phrase that never gets old. We did both, and had a wonderful time! Thanks, BYC!

In PHRF Division 1, Charlie Macaulay and the Absolutely crew ran away with the weekend, first in class and overall. Next in line was Dave Steffen’s Vitesse, with son Brock newly returned to the foredeck. The awesome third place trophy went to Stuart Burnell and his crew of Swedish Fish loving sailors on Tantivy.

In the Etchells One-Design fleet, first went to Paul Taylor, and second to Erik Yaremko of the Flying Circus fame. Also on the podium was the youth sailing crew led by Scott Wilson, followed by everyone’s favorite ski cabin buddy, Jonathon Knowles, and his son Jack.

In PHRF Division 3, Chris White sailed a fantastic regatta on his Martin 242, Crazy I’s. Someone’s gotta beat that guy! There was close scoring, if not race course vicinity, between second place with Richard Veach’s Honker and the Schwenks on Wild Rumpus. Noteworthy sportsmanship was shown by Betsy Wareham and the Martin 242 Purple Martin when she was close in points but sailed one of her crew to the dock on Sunday afternoon, and came back out to race the last race even though the score didn’t count.

For those who wonder about the regatta name, you must be young! PITCH came about in the glory days of the IOR rating system. Boats were given ratings based on weight, and crazy measurement system in which you wanted a boat that was super wide in the middle and skinny at both ends. Picture any boat built by San Juan, such as the popular SJ24. Anyhow, PITCH was the Pacific International Ton Championship. “One-Tonners” were a popular class at the time, and so the regatta was created. IOR may have died, but PITCH lives on! Every Labor Day weekend. See ya there next year!

story and photo by Stephanie Schwenk results at www.byc.org and on page 48.
Another fantastic Dale Jepsen One Design Regatta is in the hopper, and, as always, it was fantastic. The largest fleet of 505s on the West Coast assembled, along with a healthy fleet of Lasers, Laser Radials, Flying Juniors and Tasars to do battle on Bellingham Bay. The forecast for Saturday was 15 to 25 knots southerlies. This had fleets salivating for some flat sails and epic surfing. It quickly became apparent that 15 to 25 was actually 35 to 40 out of the east, with puffs clocking upwards of 45. The bay had upside down boats galore. Safety boats moved into action, fishing out most of the Junior Fleet. This was followed by some heroics, as Miles Johannsen and Carlos Abisambra jumped on empty boat after boat, saving them from the rocky teeth of West Bellingham Bay, and certain destruction. The Race Committee postponed, and sailors waited on shore until it became apparent that it wasn’t to be for Saturday.

So, we did what we do in Bellingham. We started the party early, drank from the keg, ate mouth watering pork stew and had a karaoke party which will go down in history as most legendary. A bit worse for the wear, and most likely with some aspirin on board, sailors rigged up Sunday for what was shaping up to be very nice conditions. The range for the day was between 8 and 12 knots from the south. The race committee, with three minute starts and a separate start/finish line, were able to bang off six races pretty much non stop. It was like combining two days into one.

Bragging rights for the overall go to Paul Von Grey and Kerry Poe, who won the trophy in Paul’s 505 Red Stripey. As usual, in the Tasar fleet, it was a battle between the Boscolos and Mike Karas/Molly Jackson. Mike Karas won the day. The Laser fleet had a battle of international proportions, as Carlos Abisambra from Seattle tried his best to keep up with Royal Vancouver Yacht Club up-and-comer, Alexander Shepard, as well as the Phenom from Jericho Beach, Jorge Yanoz. Jorge took the prize. The Laser Radial Trophy was taken by Benjie McMaster from RVYC. Kudos to Al Clark for his seemingly endless ability to churn out some fine sailors year after year. Bellingham Yacht Club’s FJ sailors, Cedric Keneipp and Peyton Nienaber, came home with first place in a close battle with Emma Burgess and Lera Anders.

Smiles all around were the norm at the end of the event. Sponsorship from Samson Rope, West Marine, and The Port of Bellingham kept folks happy, as did the outstanding hospitality from the volunteers on shore and on the water. The Race Committee did an epic job keeping boaters safe on Saturday, and keeping things efficient on Sunday.

I’m already planning for next year. Mark your calendars now. We’ll look forward to hosting September 9th and 10th. Practice driving in steep chop, but also pick a song to wow us with during Saturday’s no holds barred Karaoke Party!

by Mike Poulos

photos by Peter Hallet

race results: byc.org and on page 48.
SLOOP TAVERN YACHT CLUB

SINGLE-HANDED RACE

Twenty-five sailors signed up for the annual Sloop Tavern Yacht Club Single-Handed Race on August 27, making this the largest single-handed event in the Pacific Northwest in the last 20 years! The single-handed race is another chase in which boats begin at individual start times to theoretically finish together, much like Race to the Straits and Down the Sound races.

It was a perfect day with sun and wind, and possibly a little more wind than some single-handed racers wanted with 14-16 knots around most of the course with 18 knots recorded at the leeward mark at Springer Beach. The race committee, with PRO Mike Beste and the RC boat provided by volunteer Charlie O’Hern on Tangent, chose the long course to Springer Beach which, with a mostly east-southeastern wind, made for a mostly reaching course.

The fleet started north toward West Point in the middle of a 10’ flood tide. Boats that took a tack east before the lighthouse came close to laying the mark and did better than those that those on the outside. Most boats only gybed once on the run to Springer Beach, and tacked only two or three times on the run back to the finish line at the Shilshole breakwater.

There were some tough passages in classes approaching the finish line thanks to the staggered start. First to finish, and first overall, was a close battle between Tom Ward’s FT10 sport boat Anarchy (Class 3) and Joe Bozick’s heavy Sweden 36 Breeze (Class 2). Muscling the Sweden’s huge genoa through the last tack cost Joe the overall win by 12 seconds. Third overall went to the venerable T-Bird Selchie (Class 1) skippered by Kwadwo Copeland.

by Dan Randolph

results at: www.styc.org or on this page

Puget Sound Race Results

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Shilshole Bay YC TransPuget Regatta

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<td>Kawasaki,Cody</td>
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<td>8866</td>
<td>DesBray,Cynthia</td>
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Sloop Tavern Yacht Club Single-Handed

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<td>Veach,William Pearson</td>
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Bellingham YC Del Jepsen One Design Regatta

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Thunderbird Regional

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<td>16</td>
<td>1106</td>
<td>Koul</td>
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The TransPuget Benefit Race was held Saturday, September 17th, on Shilshole Bay. Seventeen boats were registered to compete in the “all for charity” Shilshole Bay Yacht Club - sponsored TransPuget Benefit Race. Same as last year, 100% of all the race fees and donations go to support the Footloose Sailing Association, an organization that supports sailing for people with disabilities.

The competitors were divided into three classes and the boats ranged from a 26' J/80, named jolly Green to a 48' J/145, named Jedi. The wind blew at a steady 25 knots with gusts well over 30 most of the day.

The race committee chose a course starting at Shilshole, to a windward “mark” of Blakely Rock, north to Meadow Point, and finish.

After the race we met at Shilshole Bay Marina for the trophy presentation, camaraderie, and raffling off of the many gifts. There was a haulout awarded for first place in each class, and the other gifts were “drawn from the hat” until all the donations had been distributed.

This year the Footloose Sailing Association will receive just over $1,100 as a result of this race. Shilshole Bay Yacht Club wishes to thank the many boatyards, sailmakers, and local vendors for their sponsorship of this annual event. SBYC would like to also thank all the hearty skippers and crew that competed in the challenging conditions and made the race such a success.

by Tom Madden

The Thunderbird was designed in 1958 to help sell plywood for the Douglas Fir Plywood Association. Tom Sias, a Tacoma sailor who worked for the organization, suggested marketing marine-grade plywood to sailors with dreams of building a boat. He convinced his colleagues to hold a design competition to create a family-friendly plywood boat that a novice could build. The Association circulated specifications to naval architects around the country that called for “a racing and cruising boat …to sleep four...be capable of being built by reasonably skilled amateurs...be powered by an outboard auxiliary...and out-perform other sailboats.”

Designer, Ben Seaborn, took on the challenge along with Gig Harbor boatbuilder, Ed Hoppen, and a fleet was born. Since then hundreds have been built in backyards around the country. In 1971, John Booth adapted the boat to take advantage of fiberglass construction, which spawned fleets around the world. The design has continued to evolve to ensure the fleet stays competitive and dynamic. T-birds, as they are called, perform well in handicap racing, but where the racing is most exciting is when they race One-Design.

On Labor Day weekend, 17 T-birds from the region gathered to test their sailing prowess against fellow birders. Grant Ehrlich flew from Connecticut to take part aboard Flair, the boat his father has owned for nearly 50 years. On the Friday afternoon before the regatta, Fred Ehrlich unloaded gear from a three-week cruise of the islands and prepared her for competition while others motored from Leschi, Gig Harbor, Everett, and Tacoma. Ken Lane and crew gathered boat parts and plunked Raptor in the water and raised the mast less than fifteen hours before the race start.

The two-day regatta featured ideal racing. Despite a grim forecast of 1-2 knots and cloudy skies, PRO Eric Rimkus, his wife Kimberly, and Dave Burrows ran seven perfect races, all under blue skies and the right amount of breeze. The race committee kept the mark-set boat (with Guy Hupy and Tulip Morrow aboard) busy to ensure square start lines, competitive legs, and back-to-back starts with just enough time to catch one’s breath. A combination of subtle currents and wind shifts made this a challenge and created a complex race course that kept everyone guessing.

While a few boats were often near the top, because the class has so many skilled and experienced crews, no single boat dominated. Swan (Gary Davis), Predator (Craig Burnell), and Skylark (Michael Karas) all got bullets. Mistakes were costly and battles were tight for each place on the scoreboard. Saturday’s racing ended with Predator winning the native-carved regional trophy. Owner Craig Burnell had help from fellow T-bird owner Pam Schwartz (Hussy II), Catherine Hovell, and Serge Gart to sail Predator to victory. On Raptor, Ken Lane’s crew, Wendy Hinman, Garth Wilcox and Randy Mather, proved that consistency even without a first place finish can earn top honors. Michael Karas, fresh from taking second place on R2AK contender Jungle Kitty, helped sail his father’s boat Skylark into third place in this action-packed regatta.

The Thunderbird fleet eagerly anticipates tight competition at the 2017 Internationals next Labor Day in Port Townsend.

by Wendy Hinman and Grant Ehrlich results at thunderbirdsailing.org and on page 48.

Author Bio: Wendy Hinman is the author of Tightwads on the Loose. Her second book, about her husband Garth’s shipwreck and circumnavigation with his family when he was a teenager, will be out in 2017, www.wendyhinman.com

Photos by Olga Petrovna.
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**1992 W.I.B. CREALOCK (CREALA 40)**
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**1983 J30 - $16,000**
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**1987 FREEDOM 30- PRICED TO SELL - GREAT FOR CRUISING SAN JUANS**
Freedoms are of the highest quality and design. Free standing carbon fiber mast, self tacking jib, very easy for new sailors, sleeps 4, autopilot, GPS chart plotter, new Yanmar 30hp, additional galley work table. REDUCED $26,000. Terry (206) 940-1380. Only 4 for sale in the US at this time. See Craigslist Seattle: “FREEDOM 30 Priced To Sell”

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Mahogany over Oak frame. Lovingly maintained, and ready for cruising. Sleeps 5, full galley, fridge/freezer, alcohol stove, large head with shower. 37HP Westerbeke, newer Garmin electronics, sails in good condition. Recent survey and hull paint.
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[w32x262 to 204x353]

[w418x262 to 388x353]

[w216x457 to 388x548]

[w399x273 to 572x365]
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**CLASSY AND RARE 1981 WESTSAIL 39**

*Annie* is one of the finest of the eleven 39’s built in the USA. Robert Perry design. Fully capable of extended world cruising, and an excellent liveaboard. Beautiful and roomy below decks, strong and efficient hull, safe and comfortable topsides. Port Townsend, WA. $59,000. (360) 385-0326 anniekarl@outlook.com

**37’ RHODES DOG STAR 30 DOUBLE-ENDER**

Cutter rig, medium displacement (15,000 lbs.), 30’ LOD. 37’6” LOA. Old-growth fir over oak, teak decks, Honduran mahogany cabin, chart table, silicon bronze fasteners, all bronze fittings, exquisite workmanship throughout. Westerbeke 21 hp diesel. Light use since built. New 2011: Garmin HD radar, Horizon VHF with AIS, 8” Garmin chartplotter, GPS, SS standing rigging and lifelines, Hi Seas diesel heater. Designed 1930, built 1984. Maintained to a high standard. Located Port Angeles, $32,000. Much more info at (360) 452-3717, danacordrey6@gmail.com

**HALLBERG-RASSY RASMUS 1976**

$26,000

Spent one year updating, moved to Australia, need to sell. Currently stored in Sooke, Vancouver Island, BC. Road trailer available for sale. For more information email petermiddlefart@hotmail.com or call John at (250) 688-5358.

**CAL 330 - $9,900**

Retiring, moving to the Philippines. I love this boat, but can’t take it with me. Even though the boat has seen better days, it’s still an excellent sailboat. Everything works well from engine to chartplotter. Four burner stove, cabin heater, refrigerator, Achilles inflatable dinghy. Wireless Autohelm, and much more. Includes moorage in False Creek. (604) 669-7520 mjuer@telus.net

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**56’ JOHN ALDEN PILOTHOUSE CUTTER**

Built by Camper & Nicholson to Lloyd’s Specs, Solid GRP Hull. 2011 completed 18 year circumnavigation. Includes air compressor, bow thruster and lots more. Moored at USSC Marina, Bowen Island. Email: westbynorth@gmail.com

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**CAPE GEORGE 36 HULL & GEAR**
Cape George 36 hull in good condition. Built in water/ fuel tanks, ballast (10,500 lbs lead), Volvo md3b with top end rebuild, standing rigging (Stayloc), deck and halyard winches. Wood mast and boom, sails, misc. Needs new deck and house (rotten) $5,000 (salvage price of lead). As is, where is in Bellingham, WA. dougbeer@hotmail.com and (360) 671-1279.

**60’ Robert Perry sloop ’80**
New paint, varnish last summer, nonskid reapplied to decks and all mech. systems. New engine, 3 cylinder Beta Marine, V Iveco diesel, ‘round-the-world boat. Radar, chart plotter, autopilot, heater and much more. Epoxy barrier, coated 2009, ten years of mechanical records. $115,000. Contact j46ladue@gmail.com for restoration photos, Twin Cummins, 12kw gen.

**1979. Newer 4 stroke outboard. Roller-furling. Onboard waste system. Fully furnished with many extras and equipment included in sale. As is, where is, on Vancouver Island, BC. $18,000 CAD. Serious inquiries only please. Contact (250) 754-9289 or jadawoje@telus.net**

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36’ steel cutter, solid bluewater boat, big sister to Moitessier’s Tamata, new bottom, equipped and ready for the South Pacific. Lying Port Townsend. For more information visit www.svbluewater.com

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110’ x 34’ USN Barge, two-story, 10,000 sq. ft enclosed, convert for crew/shop/lodge. 56’ Monk McQueen ’71, beautiful, boathouse kept. Call for details on this classic. 54’ Wm. Garden Trawler ’68, see NEW restoration photos, Twin Cummins, 12kw gen. 42’ Uniflite ’77, with twin GM 6-71s immaculately maintained, spacious family cruiser. 36’ Stockland troller ’67, complete refit for conversion to yacht style, new diesel. 25’ Bertram ’68, new canvas, twin Merc 470’s.

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PLEASE CALL FOR MORE INFO!

ALL ads placed in the print version of the magazine will appear in the online version!
ALL email addresses and web addresses will be hyperlinked!

For more info, email: classads48@48north.com or call (206) 789-7350 for Classified Info/Rates!
For SCAM ALERT information, go to: http://www.48north.com/classads/adinfo_online.htm
Trucker Hats!
- Gray & Navy hat with Black & White Logo,
- Olive Green & White hat with White & Black logo

Boat Beanies!
- Gray knit with Black edge
- Black Fleece or Olive Green Fleece - all with our new logo!

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Restoration

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Minto Classic 9’ Sailing Dinghy

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30+ Years Experience • Concierge Level Service
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BALL CAPS!
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- Navy Blue hat with White & Red logo

DINGHIES

DINGHIES

PROFESSIONAL SERVICES

7609 5th Ave S.
Seattle, WA 98108
206.282.1801
prismgraphics.com
**Crossword**

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Specializing in Marine Heating, Air Conditioning & Refrigeration

Cliff Valentine
cliff@nwmarineair.com
(206) 548-1306
www.nwmarineair.com

Check Us Out at
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- 4 Star Class Jibs / 4 Quantum (various ages and usage)
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This month’s cover is “Red Skies” by local artist Sophie Thomas.

Contact Sophie at skthomas09@gmail.com
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Port Townsend, WA  (360) 385-3628 x101
www.watsonboatchandlery.com

Help wanted
HIRING IN MEXICO!

Fast growing Canadian company with 3 large dive boats in Mexico is hiring.
Canadian company with bases in Cabo San Lucas and Ensenada, Mexico is growing fast with the addition of a new boat in October. We are hiring into the following positions; Director of Engineering (well suited for Captain or Engineer who is ready to be shoreside), marine engineer, mate, Captain, chef, dive masters and also mechanic, carpenter and welder. We are a progressive Canadian company with an emphasis on safety, excellence in guest experience and happy staff, happy ships. If you think it’s cool to scuba dive with great white sharks and giant mantas in remote off-shore marine biospheres, we are the company to work for! Interested applicants should email their resumes to; hire@nautiluscareers.com.

WRITE FOR US!
At 48° North, we always welcome a well traveled wordsmith to contribute. If you enjoy spinning a yarn and going out for a sail in the Pacific Northwest, give us a call!
(206) 789-7350
(Ask for Joe, the editor)
or email joe@48north.com.

Aquarius
FOR SAlE
1997 QUALITY BUILT SAILBOAT TRAILER
Factory built 28’ Sailboat Trailer. Fresh professional paint job. New wiring and wheel bearings. Good 8 ply tires,electric brakes,16’ extension to launch boat 23’ to 28’. Contact Michael for more information at (360) 966-0152 Price at $3,250.

Also seeking:
Liveaboards with a story. Coming soon to 48north.com, The Live Aboard Files. If you don’t mind sitting down for a chat about life below the hatch, you could be featured online!
(206) 789-7350
(Ask for Savannah)
or email savannah@48north.com.

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MARINE SEXTANT
Astra 111b sextant in original wooden box. Very good condition. $600. Email svkoyah@hotmail.com

DIESEL MOTOR

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From Bell Pulls to Deck Prisms, everything for boat owners.

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- Custom Wood Blocks
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DIESEL MOTOR

MARINE SEXTANT
Astra 111b sextant in original wooden box. Very good condition. $600. Email svkoyah@hotmail.com

DIESEL MOTOR
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HOME AND MOORING BUSINESS FOR SALE
Taboga Island, Panama $395,000 Beautiful 3 bedroom, 4 bath home and thriving mooring business. 2400 sq. ft. Spectacular ocean views. Eight years in business 011 (507) 6459-4576 or (507) 6442-5712 www.tabogahome.canbyours.com

ANACORTES SKYLINE MARINA
40’ Dock Slip For Sale
40’ boat slip (4’ overhang, width 19’) Gated security, Full Services, Flounder Bay Yacht Club, Owner Parking. $119,000.

MLS # 962841 Ruth Dorsey
John L Scott Real Estate
(360) 202-3361 or ruth@ruthdorsey.com

40’ boat slip (4’ overhang, width 19’) Gated security. Full services. Flounder Bay Yacht Club. Owner Parking. $119,000.

HOME AND MOORING BUSINESS FOR SALE
Taboga Island, Panama $395,000 Beautiful 3 bedroom, 4 bath home and thriving mooring business. 2400 sq. ft. Spectacular ocean views. Eight years in business 011 (507) 6459-4576 or (507) 6442-5712 www.tabogahome.canbyours.com

40’ boat slip (4’ overhang, width 19’) Gated security, Full Services, Flounder Bay Yacht Club, Owner Parking. $119,000.

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John L Scott Real Estate
(360) 202-3361 or ruth@ruthdorsey.com

40’ boat slip (4’ overhang, width 19’) Gated security. Full services. Flounder Bay Yacht Club. Owner Parking. $119,000.

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Triangle

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- **Steel Bushey 100' Tug**: $179,000
- **Nordlund 52 Pilothouse**: $114,000
- **Maryland 48 Pilothouse**: $79,500
- **DeFever 47 Trawler**: $109,000
- **Tollycraft 44'**: $108,500
- **Lien Hwa 42 Sundeck**: $94,900
- **California 42 Aft Cabin**: $74,000
- **Collina 41 Trawler**: $332,500
- **Custom 41 Trawler**: $124,000
- **Mariner 38 Seville DC**: $269,000
- **Barry Farrell 38 Trawler**: $119,000

- **Trojan Sea Voyager**: $49,500
- **Nordlund 38 Sedan**: $45,000
- **North Sea Trawler 37**: $64,500
- **President 37 Sundeck**: $72,500
- **Grand Banks 32**: $44,500
- **Nordic Tugs 32**: $79,000
- **Camino 31 Trawler Troll**: $114,900
- **Helsman 31 Sedan**: $295,000

**SAILBOATS**

- **Colvin Schooner 60**: $79,000
- **Herreshoff Marco Polo 56**: $215,000
- **Vagabond 47 Ketch**: $134,950
- **Vagabond 47 CPMY**: $150,000
- **Vagabond 47 Ketch**: $149,999
- **Broward 46 Motor Yacht**: $180,000
- **Alajuela 38**: $59,000
- **Union 36 Cutter**: $54,500
- **Solaris Sunrise 36 Sport**: $99,500
- **J-35 Slooper Racer**: $28,900
- **Legendary Yachts 33 Ketch**: $180,000

- **Rhodes Bounty II 41 Sloop**: $25,000
- **Hunter 41 Deck Salon**: $159,000
- **Schuek 38 Motor Yacht**: $62,500
- **Hallberg Rassy 42 Ketch**: $119,500
- **President 37 Sundeck**: $72,500
- **Great Lakes Yachts 50 Trawler**: $250,000
- **Ingrid 38 Cutter**: $39,500
- **Alajuela 38**: $59,000
- **Talley 36 Sundeck**: $54,500
- **Solaris Sunrise 36 Sport**: $99,500
- **J-35 Slooper Racer**: $28,900
- **Legendary Yachts 33 Ketch**: $180,000

**Listings**

- **Cape George**: Cape George Marine Works
- **Diamond**: Diamond Yachts
- **ElliottBy**: Elliott Bay Yacht Sales
- **JK3 Yachts**: JK3 Yachts
- **Mar Servic**: Marine Servicenter
- **NWYachtnet**: NW Yachtnet.com
- **Passion Yachts**: Passion Yachts
- **Sail NW**: Sail Northwest

- **Seacraft**: Seacraft Yacht Sales
- **Seattle Yachts**: Seattle Yachts
- **Signature**: Signature Yachts Sales
- **Specialty Yachts**: Specialty Yachts
- **Swiftsure Yachts**: Swiftsure Yachts
- **Waterline Boats**: Waterline Boats
- **West Yachts**: Wright Yacht Sales

**Brokerage Sail Listings**

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<td>22' Beneteau First</td>
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<td>86</td>
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<td>22' Falmouth Cutter</td>
<td>80</td>
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<td>49,500</td>
<td>Cape George</td>
<td><a href="http://www.capegeorgecutters.com">www.capegeorgecutters.com</a></td>
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<td>22' J/70</td>
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<td>JK3 Yachts</td>
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<td>22' J/70</td>
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<td>Seacraft Yacht Sales</td>
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<td>24' Martin 241 w/tr</td>
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<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
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<td>24' Pacific Seacraft</td>
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<td>Bellhaven Yacht Sales</td>
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<td>24' Pacific Seacraft</td>
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<td><a href="http://www.westyachts.com">www.westyachts.com</a></td>
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<td>25' Beneteau First 255</td>
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<td>49,900</td>
<td>Signature</td>
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<td>25' Dibley</td>
<td>97</td>
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<td>25,000</td>
<td>Sail Northwest</td>
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<tr>
<td>25' Harbor 25</td>
<td>09</td>
<td>0</td>
<td>62,000</td>
<td>Sail Northwest</td>
<td><a href="http://www.sailnorthwest.com">www.sailnorthwest.com</a></td>
<td>2</td>
</tr>
<tr>
<td>25' Beneteau First 25</td>
<td>15</td>
<td>D</td>
<td>49,900</td>
<td>Signature</td>
<td><a href="http://www.signature-yachts.com">www.signature-yachts.com</a></td>
<td>73</td>
</tr>
<tr>
<td>25' Catalina 250 w/Fr</td>
<td>04</td>
<td>D</td>
<td>24,499</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
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<tr>
<td>25' Catalina 250 w/Fr</td>
<td>04</td>
<td>D</td>
<td>49,500</td>
<td>Signature</td>
<td><a href="http://www.signature-yachts.com">www.signature-yachts.com</a></td>
<td>73</td>
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<tr>
<td>25' Hunter</td>
<td>86</td>
<td>0</td>
<td>6,400</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
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<tr>
<td>26' Albin 7.9 w/Fr</td>
<td>76</td>
<td>B</td>
<td>16,000</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
<tr>
<td>26' Bristol</td>
<td>77</td>
<td>-</td>
<td>3,900</td>
<td>Wright Yacht</td>
<td><a href="http://www.wrightyachtsales.com">www.wrightyachtsales.com</a></td>
<td>70</td>
</tr>
</tbody>
</table>
SAIL LISTINGS

68' Nelson Marek ‘84 ........ $267,000
54' Roberts ‘82 ................ $223,500
54' Sparkman Stephens ‘73 .. $195,000
48' Custom Schooner ‘86 ... $99,500
46' J Boat ‘00................... $348,000
47' Beneteau ‘05 ............... $210,000
41' Passport ‘90 ............... $159,900
40' Catalina 400 MK II ‘05 .. $179,000
40' Hinckley B-40 ‘70 ......... $169,500
40' S & S Loki Yawl ‘53 ...... $59,000
34' Taylor/Rhodes ‘59 ........ $29,500
Membership available as low as $395 a month!

Visit SailTime – Portland. Our unique, flat rate, membership programs offer an affordable way to get on the water without the hassle of boat ownership. Fleet boats Hunter 33 & Beneteau 35.

Boat Type | Yr | Aux | Price | Broker | Contact | Page
---|---|---|---|---|---|---
Devlin Sharpie | 99 | - | 49,500 | Seacraft Yacht Sales | (206) 547-2755 | 68
MacGregor | 99 | 12 | 19,000 | Yachtfinders/Wind | www.yachtfinders.biz | 67
Seaward 26 Rk/trim | 99 | 15 | 99,900 | Signature | www.signature-yachts.com | 73
Westerly Pagent | 99 | - | 49,950 | Wright Yacht | www.wrightyachtsales.com | 70
Macgregor w/tr | 99 | 12 | 21,900 | Passion Yachts | www.passion-yachts.com | 62
Macgregor w/tr | 99 | 15 | 19,900 | Passion Yachts | www.passion-yachts.com | 62
Macgregor w/tr | 99 | 15 | 19,900 | Passion Yachts | www.passion-yachts.com | 62
Macgregor w/tr | 99 | 15 | 19,900 | Passion Yachts | www.passion-yachts.com | 62
Niagara 26 | 99 | 12 | 14,000 | Passion Yachts | www.passion-yachts.com | 62
C&C MkIII | 99 | 15 | 24,900 | Signature | www.signature-yachts.com | 73
Catalina 27 Hull/1 | 99 | 12 | 15,000 | Passion Yachts | www.passion-yachts.com | 62
Catalina 270 | 99 | 12 | 24,900 | NW Yacht | www.nwyachtnet.com | 7
Hunter 27 | 99 | 12 | 42,900 | Signature | www.signature-yachts.com | 73
Orion | 99 | 12 | 52,000 | Seacraft Yacht Sales | (206) 547-2755 | 68
Alerion 96 | 99 | 12 | 72,500 | JK3 Yachts | www.jk3yachts.com | 3
Alerion 96 | 12 | - | 72,500 | JK3 Yachts | www.jk3yachts.com | 3
Albatovu | 12 | 149,000 | Wright Yacht | www.wrightyachtsales.com | 70
Bristol Channel Ctr | 12 | 60,000 | Cape George | www.capegeorgecutters.com | 26
Lancer w/tr | 99 | 12 | 9,900 | Passion Yachts | www.passion-yachts.com | 62
J/29 | 99 | 12 | 14,000 | Diamond Yachts | www.diamondyachts.com | 70
C&C 29 | 99 | 12 | 14,000 | Passion Yachts | www.passion-yachts.com | 62
Cal Jenson | 99 | 12 | 14,000 | Yachtfinders/Wind | www.yachtfinders.biz | 67
Admiralty | 99 | 12 | 35,000 | Swifthouse Yachts | www.swifthouseyachts.com | 63
Alerion Sport 30 | 99 | 12 | - | Sail Northwest | www.sailnorthwest.com | 2
Baba | 99 | 12 | 39,000 | Seacraft Yacht Sales | (206) 547-2755 | 68
Baba by Ta Shing | 99 | 12 | 49,000 | Yachtfinders/Wind | www.yachtfinders.biz | 67

Boat Type | Yr | Aux | Price | Broker | Contact | Page
---|---|---|---|---|---|---
Brewer Nimble | 07 | 12 | 44,500 | Yachtfinders/Wind | www.yachtfinders.biz | 67
C&C 30 MKI | 07 | 12 | 19,900 | Sail Northwest | www.sailnorthwest.com | 2
Cape Dory | 07 | 12 | 39,500 | Yachtfinders/Wind | www.yachtfinders.biz | 67
Cape Dory MK II | 07 | 12 | 49,900 | Bellhaven Yacht Sales | www.bellhaven.net | 62
Catalina | 07 | 12 | 29,000 | Diamond Yachts | www.diamondyachts.com | 70
Catalina | 07 | 12 | 12,000 | West Yachts | www.west-yachts.com | 66
Catalina | 07 | 12 | 9,500 | Yachtfinders/Wind | www.yachtfinders.biz | 67
Catalina 30 | 07 | 12 | 19,800 | Marine Servicenter | www.marinesc.com | 65
Catalina Mk | 07 | 12 | 53,900 | Sail Northwest | www.sailnorthwest.com | 2
Catalina Tall Rig | 07 | 12 | 27,500 | West Yachts | www.west-yachts.com | 66
Columbia Sport | 07 | 12 | 49,500 | Sail Northwest | www.sailnorthwest.com | 2
Echells 22 | 07 | 12 | 5,950 | Bellhaven Yacht Sales | www.bellhaven.net | 62
Farr 30 | 07 | 12 | 58,000 | JK3 Yachts | www.jk3yachts.com | 3
Fisher | 07 | 12 | 30,000 | Yachtfinders/Wind | www.yachtfinders.biz | 67
Fisher PH Sloop | 07 | 12 | 74,900 | NW Yacht | www.nwyachtnet.com | 7
Henderson | 07 | 12 | 42,000 | Sail Northwest | www.sailnorthwest.com | 2
Hunter | 07 | 12 | 23,450 | NW Yacht | www.nwyachtnet.com | 7
Hunter | 07 | 12 | 30,000 | Yachtfinders/Wind | www.yachtfinders.biz | 67
J/30 | 07 | 12 | 17,000 | Sail Northwest | www.sailnorthwest.com | 2
J/95 | 07 | 12 | - | Sail Northwest | www.sailnorthwest.com | 2
Newport | 07 | 12 | 7,500 | Marine Servicenter | www.marinesc.com | 65
Nimble | 07 | 12 | 14,900 | Passion Yachts | www.passion-yachts.com | 62
Nonsuch Ultra | 07 | 12 | 49,900 | Signature | www.signature-yachts.com | 73
Yanke | 07 | 12 | 32,900 | Passion Yachts | www.passion-yachts.com | 62
Bystedt | 07 | 12 | 19,900 | Passion Yachts | www.passion-yachts.com | 62
Catalina | 07 | 12 | 14,000 | Passion Yachts | www.passion-yachts.com | 62
Hunter | 07 | 12 | 26,900 | Passion Yachts | www.passion-yachts.com | 62
S2 CC w/tr | 07 | 12 | 39,900 | Passion Yachts | www.passion-yachts.com | 62
Santana 30/30 | 07 | 12 | 12,000 | Passion Yachts | www.passion-yachts.com | 62

Contact

- Portland: (503) 289-6306
- Portland@ sailtime.com - https://sailtime.com/Portland
- 714 Coho Way, Bellingham, Wa 98225
When you see Camdeboo, you know she's built to go far and wide. She is a proven blue water machine. With her smooth, round bilges, you can't tell at first glance that she is built of steel, though her stainless capped toe rail gives it away. There is so much to like about this boat. She has a long seagoing cockpit. Her interior is finished in beautiful teak with a mahogany cabin sole. With three enclosed cabins, she easily sleeps eight people. Headroom is 6 feet, 9 inches in the salon! She has one of the nicest galleys you will find. There is massive storage and plenty of tankage. Camdeboo was purchased by her current owners in San Diego. After a refit in Victoria, British Columbia, they set sail with two families (seven people total) to live their dream of sailing the South Pacific. According to her owners, “Camdeboo is an ideal boat for family and multi-family offshore cruising; she is especially well set up for trade wind sailing. We found her to be safe, seaworthy and comfortable; and she was fast – we had a number of 200 NM days.” Angelo Lavranos is well known for designing capable boats with exquisite lines. Camdeboo fits this description well. Priced appropriately, Camdeboo is well worth a look. – BRAD BAKER, SWIFTSURE YACHTS

Camdeboo
1990 Lavranos 50
$194,500

Fantasi PH 44 • 2004 • $429,000

Outremer 49 • 2010 • $615,000

Caliber 40LRC • 1996 • $179,500

Hallberg-Rassy 53 • 2003 • $550,000

Garcia Passoa 46 • 1993 • $298,000

2500 Westlake Ave. N.
on Lake Union

The Chandlery, 133
Parfitt Way SW on Bainbridge Island

Hallberg-Rassy

206.378.1110 | info@swiftsureyachts.com
www.swiftsureyachts.com
www.facebook.com/swiftsureyachts

NEW SAILING YACHTS
for world cruising
from Swiftsure Yachts
Seattle Yachts is proud to announce that we are the newest dealers for Elan Yachts here in the Pacific Northwest!

2017 Elan E4
Elan is a new generation of yachts offering a perfect balance between performance, comfort, easy handling and safety without compromise. They are some of the most competitive sailing yachts available today. With state of the art deck equipment positioned for the optimum performance and a fine tuned sail plan, every Elan Yacht offers a superb sailing experience. With this, we have not one but TWO boats on order!

The Elan E4 and Impression 40 are expected to arrive by January 2017!

As long time dealers of Catalina, we are qualified to sell used and order you BRAND NEW models!

The Catalina 355 features a hull design with a long waterline, moderate beam & freeboard, and a handsome low-profile cabin structure. Everywhere you look on the 2016 Catalina 355, you'll find features that make sailing for the day or for extended periods a pure pleasure!

The 355 is fast and comfortable with qualities proven in its pedigree that are sure to win you over!

Brokerage Offerings

1976 Hans Christian 34' $77,990
1993 Catalina/Morgan 38' $79,500
1984 Mason 43' $99,500
2013 Tayana Pilot House 46'

Seattle Office
7001 Seaview Ave. NW, Suite 150, Seattle, WA 98117
Phone: 844.692.2487 Dial 1 for Seattle & Dial 2 for Anacortes Email: info@seattleyachts.com

Anacortes Office
2415 T Ave. Suite 112, Anacortes, WA 98221

Listings Wanted!

Phone: 844.692.2487
Dial 1 for Seattle & Dial 2 for Anacortes
Email: info@seattleyachts.com

Seattle Yachts is proud to announce that we are the newest dealers for Elan Yachts here in the Pacific Northwest!
### Boats for Sale

**New Listings**:
- 64' Roberts PH '88 $298,000
- 55' Christensen PH '02 $299,000
- 51' Alden Skye '80 $198,500
- 50' Flying Dutchman '78 $99,500
- 47' Beneteau 473 '06 $229,000

**Serving Northwest Sailors Since 1977**
- info@marinesc.com

**Huge Selection of New & Used Boats at Our Westlake Sales Basin & Anacortes, “Boats for Sale,” Dry Storage.**
**A Boat Show Every Day!**

- **Reduced**
  - 43' Jeanneau DS '01 $194,500
  - 43' Hans Christian '79 $114,900
  - 42' Nauticat PH '04 $419,000
  - 42' Valiant '93 $187,000
  - 42' Jeanneau DS '07 $199,500
  - 37' Tartan 3700 '07 $239,500
  - 37' Tartan '78 $57,500
  - 37' Cooper CC '81 $49,000
  - 37' Beneteau First '85 $59,500
  - 36' Colvin Pinky '93 $99,500
  - 35' Island Packet 350 '01 $157,500
  - 35' Niagra '81 $58,500
  - 34' Jeanneau 34.2 '00 $86,000
  - 33' Nauticat MS '83 $69,500
  - 33' Nauticat MS '84 $65,000
  - 30' Catalina '80 $19,800
  - 20' Laser SB3 '08 $24,500

- **New Listings**:
  - 47' Southerly 145 '86 $199,000
  - 45' Jeanneau DS '10 $294,500
  - 43' Jeanneau DS '01 $194,500
  - 41' Cheoy Lee '78 $49,000
  - 40' Lagoon 400 '10 $398,500
  - 40' CS Yacht '88 $79,500
  - 39' Jeanneau 39 '07 $169,000
  - 38' Nauticat MS '85 $139,000
  - 38' Nauticat MS '83 $134,500
  - 38' Coronet-Elvstrom PH '76 $59,500
  - 38' Beneteau 38s5 '90 $57,500
  - 37' Tartan 3700 '07 $239,500
  - 36' Colvin Pinky '93 $99,500
  - 35' Island Packet 350 '01 $157,500
  - 35' Niagra '81 $58,500
  - 34' Jeanneau 34.2 '00 $86,000
  - 33' Nauticat MS '83 $69,500
  - 33' Nauticat MS '84 $65,000
  - 30' Catalina '80 $19,800
  - 20' Laser SB3 '08 $24,500

- **Close-Out**:
  - 37' Jeanneau SQ '02 $99,500
  - Jacks & Gybes
    - 49' Jeanneau 49p '07 $349,500
    - 44' Bruce Roberts PH '93 $49,000
    - 43' Jeanneau DS '05 $87,500
    - 42' Beneteau First '82 Pending
    - 40' Cheoy Lee Gldn Wave Pending
    - 40' Jeanneau 409 / 419 23 SOLD
    - 38' Nauticat MS '82/'01 2 SOLD
    - 36' Cape George '77 $67,000
    - 36' Island Packet 360 '14 2 SOLD
    - 34' Jeanneau 349 '16 6 SOLD
    - 33' Cal 2-33 '86 Pending
    - 32' Nauticat 321 '02 2 SOLD
    - 32' Hunter 326 '02 2 SOLD
    - 31' Beneteau Oceans '10 Pending
    - 30' Newport '79 $7,500

- **Listings Wanted** - We Get Results! - See your boat shown here in Full Color!
West Yachts is selling boats. List yours with us today!
### Brokerage Sail Listings

<table>
<thead>
<tr>
<th>Boat Type</th>
<th>Yr</th>
<th>Aux</th>
<th>Price</th>
<th>Broker</th>
<th>Contact</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>31' Beneteau Platinum</td>
<td>16</td>
<td>D</td>
<td>$139,900</td>
<td>Signature</td>
<td><a href="http://www.signature-yachts.com">www.signature-yachts.com</a></td>
<td>73</td>
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<td>31' Cape George</td>
<td>12</td>
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<td>$67,500</td>
<td>Cape George</td>
<td>capegeorgecutters.com</td>
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<td>31' Herreshoff</td>
<td>63</td>
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<td>$25,000</td>
<td>Yachtfinders/Wind</td>
<td><a href="http://www.yachtfinders.biz">www.yachtfinders.biz</a></td>
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<tr>
<td>31' Marlow Hunter</td>
<td>15</td>
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<td>–</td>
<td>Specialty Yachts</td>
<td><a href="http://www.specialtyyachts.com">www.specialtyyachts.com</a></td>
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<td>31' Northeia 3</td>
<td>81</td>
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<td>31' Beneteau Oceanis</td>
<td>10</td>
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<td>Marine Servicenter</td>
<td><a href="http://www.marinescc.com">www.marinescc.com</a></td>
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<tr>
<td>31' Beneteau Oceanis</td>
<td>16</td>
<td>D</td>
<td>–</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
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<tr>
<td>31' Hunter</td>
<td>84</td>
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<td>$16,900</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
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<tr>
<td>31' Beneteau 325</td>
<td>35</td>
<td>D</td>
<td>$69,500</td>
<td>Swiftpire Yachts</td>
<td><a href="http://www.swiftpireyachts.com">www.swiftpireyachts.com</a></td>
<td>63</td>
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<tr>
<td>31' Bob Perry Custom</td>
<td>02</td>
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<td>$35,000</td>
<td>Sail Northwest</td>
<td>sailnorthwest.com</td>
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<tr>
<td>32' Bristol</td>
<td>77</td>
<td>D</td>
<td>$19,500</td>
<td>SeaCraft Yacht Sales</td>
<td>(206) 547-2755</td>
<td>68</td>
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<tr>
<td>32' Catalina 320</td>
<td>94</td>
<td>D</td>
<td>$49,000</td>
<td>Diamond Yachts</td>
<td><a href="http://www.diamondyachts.com">www.diamondyachts.com</a></td>
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<tr>
<td>32' Ericson</td>
<td>85</td>
<td>–</td>
<td>$31,900</td>
<td>Yachtfinders/Wind</td>
<td><a href="http://www.yachtfinders.biz">www.yachtfinders.biz</a></td>
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<tr>
<td>32' Ericson</td>
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<td>$35,000</td>
<td>Sail Northwest</td>
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<td>32' Gulf PH</td>
<td>88</td>
<td>D</td>
<td>$29,000</td>
<td>Diamond Yachts</td>
<td><a href="http://www.diamondyachts.com">www.diamondyachts.com</a></td>
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<tr>
<td>32' Gulf Pilothouse</td>
<td>83</td>
<td>D</td>
<td>$55,000</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
<tr>
<td>32' Island 32</td>
<td>78</td>
<td>D</td>
<td>$24,900</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
<tr>
<td>33' Cal 2-33</td>
<td>86</td>
<td>D</td>
<td>$52,500</td>
<td>Marine Servicenter</td>
<td><a href="http://www.marinescc.com">www.marinescc.com</a></td>
<td>65</td>
</tr>
<tr>
<td>33' J/100</td>
<td>05</td>
<td>D</td>
<td>$77,000</td>
<td>Swiftpire Yachts</td>
<td><a href="http://www.swiftpireyachts.com">www.swiftpireyachts.com</a></td>
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<tr>
<td>33' J/100</td>
<td>16</td>
<td>D</td>
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<td>Sail Northwest</td>
<td>sailnorthwest.com</td>
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</tr>
<tr>
<td>33' Legendary Yachts</td>
<td>00</td>
<td>D</td>
<td>$180,000</td>
<td>Waterline Boats</td>
<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
<td>60</td>
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<tr>
<td>33' Marlow Hunter</td>
<td>15</td>
<td>–</td>
<td>–</td>
<td>Specialty Yachts</td>
<td><a href="http://www.specialtyyachts.com">www.specialtyyachts.com</a></td>
<td>15</td>
</tr>
<tr>
<td>33' Nauticat</td>
<td>85</td>
<td>D</td>
<td>$59,500</td>
<td>Yachtfinders/Wind</td>
<td><a href="http://www.yachtfinders.biz">www.yachtfinders.biz</a></td>
<td>67</td>
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<tr>
<td>33' Nauticat 33 MS</td>
<td>63</td>
<td>D</td>
<td>$69,500</td>
<td>Marine Servicenter</td>
<td><a href="http://www.marinescc.com">www.marinescc.com</a></td>
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</tr>
<tr>
<td>33' Nauticat 33 MS</td>
<td>84</td>
<td>D</td>
<td>$65,000</td>
<td>Marine Servicenter</td>
<td><a href="http://www.marinescc.com">www.marinescc.com</a></td>
<td>65</td>
</tr>
<tr>
<td>33' Roughwater</td>
<td>92</td>
<td>C</td>
<td>$42,900</td>
<td>Yacht Sales West</td>
<td><a href="http://www.yachtsaleswest.com">www.yachtsaleswest.com</a></td>
<td>9</td>
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<tr>
<td>33' Yamaha</td>
<td>78</td>
<td>D</td>
<td>$23,500</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
<tr>
<td>33' Hunter</td>
<td>06</td>
<td>D</td>
<td>$84,900</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
<tr>
<td>34' C&amp;C 34</td>
<td>79</td>
<td>D</td>
<td>$24,900</td>
<td>Passion Yachts</td>
<td><a href="http://www.passion-yachts.com">www.passion-yachts.com</a></td>
<td>62</td>
</tr>
</tbody>
</table>
## Brokerage Sail Listings

<table>
<thead>
<tr>
<th>Boat Type</th>
<th>Yr</th>
<th>Age</th>
<th>Price</th>
<th>Broker</th>
<th>Contact</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>35' Endurance</strong></td>
<td>84</td>
<td>D</td>
<td>525,900</td>
<td>Yacht Sales West</td>
<td><a href="http://www.yachtsaleswest.com">www.yachtsaleswest.com</a></td>
<td>9</td>
</tr>
<tr>
<td><strong>35' Ericson</strong></td>
<td>70</td>
<td>D</td>
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<td><strong>35' Hallberg Rassy</strong></td>
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<td><a href="http://www.swiftsureyachts.com">www.swiftsureyachts.com</a></td>
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<td><strong>35' Hinterhoeller</strong></td>
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<td><strong>35' Island Packet</strong></td>
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<td><strong>36' J35</strong></td>
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<td>Waterline Boats</td>
<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
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<td><strong>36' Salona 35</strong></td>
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<td>–</td>
<td>Sail Northwest</td>
<td><a href="http://www.sailnorthwest.com">www.sailnorthwest.com</a></td>
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<td><strong>36' Beneteau First 35</strong></td>
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<td><strong>36' Beneteau Oceanis</strong></td>
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<td><strong>36' Ericson 35-2</strong></td>
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<tr>
<td><strong>36' Bavaria</strong></td>
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<td><strong>36' Beneteau 361</strong></td>
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<td><strong>36' C&amp;C 34+</strong></td>
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<td><strong>36' Cape George</strong></td>
<td>79</td>
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<td><strong>36' Cascade</strong></td>
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<td><strong>36' Catalina</strong></td>
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<td><strong>36' Catalina</strong></td>
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<td>69,000</td>
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<td><strong>36' Colvin Pinky</strong></td>
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<td><strong>36' Freedom 36</strong></td>
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<tr>
<td><strong>36' Solaris Sunrise</strong></td>
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<td><strong>36' Union 36 Cutter</strong></td>
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<td><strong>36' Beneteau 373</strong></td>
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<td><strong>36' Beneteau First 375</strong></td>
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<td><strong>36' Cooper</strong></td>
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<td><strong>36' Cooper Seabird</strong></td>
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<td><strong>36' Creacol</strong></td>
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<td>Seacraft Yacht Sales</td>
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<tr>
<td><strong>36' Endeavour</strong></td>
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<td><strong>36' Hunter</strong></td>
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<td><strong>36' Irwin CC</strong></td>
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<td><strong>36' Marlow Hunter</strong></td>
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</tr>
</tbody>
</table>
Footloose introduces the recreation and sport of sailing to people of all ages with various disabilities. Based out of Leschi Marina, WA, we hold day sails throughout the spring and summer months and do an overnight at Blake Island every summer. It's good, clean, safe family fun! Come join us! “Leave Your Disability at the Dock.” For schedule and information check us out at: www.FootlooseDisabledSailing.org

Youth Sailing ages 14-21
SSS Yankee Clipper

information: http://seascoutshipyankeeclipper.com
or contact quartermaster54@gmail.com

Shopping For A Boat?

Photos in the brokerage section are hyperlinked to that boat’s spec page. And our “Listings” section links each boat to its listing brokerage, making it easy to shop for your next boat.

Happy Halloween

www.48North.com October 2016 69
### Brokerage Sail Listings

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<tr>
<td>40' J/120</td>
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<td>171,900</td>
<td>JK Yachts</td>
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<td>40' Jommeri</td>
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<td>40' Lagoon 400</td>
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<td>40' J/120</td>
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<td>41' Beneteau 411</td>
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<td>39,900</td>
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<td>41' Choy Lee</td>
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<td>41' Choy Lee Offshore 77</td>
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<td>Waterline Boats</td>
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**Recent Sales**

- **46’ Beneteau 3 Cabin** 2001 - New Electronics, Heat
- **38’ Hunter 380** 2001 - Loaded w/ Gear
- **34’ Tartan 3400** 2007 - Immaculate Condition!

We Need Listings! Clean Boats are Selling Fast!

[www.diamondyachts.com](http://www.diamondyachts.com)
### Brokerage Sail Listings

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<td><a href="http://www.swiftsureyachts.com">www.swiftsureyachts.com</a></td>
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<tr>
<td>Garden Porposie</td>
<td>71</td>
<td>D</td>
<td>79,900</td>
<td>Waterline Boats</td>
<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
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<td>Hylas 46</td>
<td>00</td>
<td>D</td>
<td>325,000</td>
<td>J3K Yachts</td>
<td><a href="http://www.j3kyachts.com">www.j3kyachts.com</a></td>
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<tr>
<td>J-Boat</td>
<td>00</td>
<td>D</td>
<td>348,000</td>
<td>Elliott Bay Yacht Sales</td>
<td>(206) 285-9563</td>
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<td>Kanter Atlantic</td>
<td>88</td>
<td>D</td>
<td>99,900</td>
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<tr>
<td>Nordic RS</td>
<td>92</td>
<td>D</td>
<td>229,000</td>
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<td>Spindrift CC</td>
<td>84</td>
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<td>149,900</td>
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<tr>
<td>Swan</td>
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<tr>
<td>Tayana Pilot House 13</td>
<td>D</td>
<td>–</td>
<td>Seattle Yachts</td>
<td><a href="http://www.seattle-yachts.com">www.seattle-yachts.com</a></td>
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</tbody>
</table>
## Brokerage Trawler Listings

<table>
<thead>
<tr>
<th>Boat Type</th>
<th>Yr</th>
<th>Aux</th>
<th>Price</th>
<th>Broker</th>
<th>Contact</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>18' Grady White</td>
<td>03</td>
<td>G</td>
<td>25,000</td>
<td>Marine Servicenter</td>
<td><a href="http://www.marinesc.com">www.marinesc.com</a></td>
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<td>20' Chaparral</td>
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<td>21' NorthRip</td>
<td>16</td>
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<td>–</td>
<td>Sail Northwest</td>
<td><a href="http://www.sailnorthwest.com">www.sailnorthwest.com</a></td>
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<tr>
<td>24' Osprey Fisherman</td>
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<td>25' Devlin Surf Scoter</td>
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<td>125,000</td>
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<tr>
<td>26' Aquasport 275</td>
<td>04</td>
<td>G</td>
<td>50,000</td>
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<td>Maxum</td>
<td>TG</td>
<td>28,000</td>
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<tr>
<td>32' Riniker Fiesta Vee</td>
<td>04</td>
<td>–</td>
<td>34,500</td>
<td>Yachtsfinders/Wind</td>
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<tr>
<td>38' Bayliner 2859</td>
<td>94</td>
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<td>18,500</td>
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<tr>
<td>38' Chris Craft 28</td>
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<tr>
<td>39' Sea Ray 290</td>
<td>93</td>
<td>C32,700</td>
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<tr>
<td>NorthRip</td>
<td>16</td>
<td>G</td>
<td>–</td>
<td>Sail Northwest</td>
<td><a href="http://www.sailnorthwest.com">www.sailnorthwest.com</a></td>
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<tr>
<td>31' Camano 31 Troll</td>
<td>01</td>
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<td>114,900</td>
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<td>31' Camano Troll</td>
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<td>31' Helmsman Trawler</td>
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<td>31' Marlow Mainsip</td>
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<td>D</td>
<td>–</td>
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<td><a href="http://www.specialtyyachts.com">www.specialtyyachts.com</a></td>
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<tr>
<td>31' Tiara Coronet 3100</td>
<td>14</td>
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<td>324,900</td>
<td>JK3 Yachts</td>
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<tr>
<td>32' Bayliner 3218</td>
<td>87</td>
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<td>32' Bayliner 3218</td>
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<td>32' Bayliner 3288</td>
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<td>32' Carver</td>
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<td>49,900</td>
<td>Diamond Yachts</td>
<td><a href="http://www.diamondyachts.com">www.diamondyachts.com</a></td>
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<tr>
<td>32' Glacier Bay 3080</td>
<td>08</td>
<td>G</td>
<td>149,000</td>
<td>Seattle Yachts</td>
<td><a href="http://www.seattleyachts.com">www.seattleyachts.com</a></td>
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<tr>
<td>32' Grand Banks 32</td>
<td>74</td>
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<td>44,500</td>
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<td>32' Marlow Mainsip</td>
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<td><a href="http://www.specialtyyachts.com">www.specialtyyachts.com</a></td>
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<td>32' Nordic Tugs 32</td>
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<tr>
<td>32' Sport Fisher</td>
<td>77</td>
<td>D</td>
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<td><a href="http://www.seattleyachts.com">www.seattleyachts.com</a></td>
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<tr>
<td>32' Coastal Craft 320</td>
<td>02</td>
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<td>198,500</td>
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<td>33' Chris Craft 33</td>
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<tr>
<td>33' Puget Trawler</td>
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<tr>
<td>34' CHB Trawler</td>
<td>89</td>
<td>D</td>
<td>29,995</td>
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<tr>
<td>34' Glacier Bay 3470</td>
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<td>175,000</td>
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<td>34' Red Wing</td>
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<td><a href="http://www.swiftsureyachts.com">www.swiftsureyachts.com</a></td>
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<tr>
<td>34' Sea Ray 340</td>
<td>86</td>
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<td>Yachtsfinders/Wind</td>
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<tr>
<td>34' Tollycraft</td>
<td>72</td>
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<td>35' Nexus</td>
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<td>36' Grady-White</td>
<td>12</td>
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<td>380,000</td>
<td>Seattle Yachts</td>
<td><a href="http://www.seattleyachts.com">www.seattleyachts.com</a></td>
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<tr>
<td>36' Grand Banks</td>
<td>73</td>
<td>D</td>
<td>49,000</td>
<td>Belhaven</td>
<td><a href="http://www.belhaven.net">www.belhaven.net</a></td>
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<tr>
<td>36' Island Gypsy</td>
<td>86</td>
<td>D</td>
<td>69,500</td>
<td>Belhaven</td>
<td><a href="http://www.belhaven.net">www.belhaven.net</a></td>
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<tr>
<td>36' Moran Bridge Deck</td>
<td>41</td>
<td>D</td>
<td>49,900</td>
<td>Seattle Yachts</td>
<td><a href="http://www.seattleyachts.com">www.seattleyachts.com</a></td>
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<tr>
<td>36' Willard</td>
<td>63</td>
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<td>88,950</td>
<td>NW Yachtnet</td>
<td><a href="http://www.nwymacht.net">www.nwymacht.net</a></td>
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<td>36' Willard 36</td>
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<td>D</td>
<td>88,950</td>
<td>NW Yachtnet</td>
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<tr>
<td>37' Cobalt 373</td>
<td>09</td>
<td>TG</td>
<td>275,000</td>
<td>Signature Yachts</td>
<td><a href="http://www.signature-yachts.com">www.signature-yachts.com</a></td>
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<tr>
<td>37' Fountaine Pajot</td>
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<td>D</td>
<td>239,500</td>
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<td>37' Fountaine Pajot</td>
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<td>497,500</td>
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<tr>
<td>37' Marlow Mainsip</td>
<td>15</td>
<td>D</td>
<td>–</td>
<td>Specialty Yachts</td>
<td><a href="http://www.specialtyyachts.com">www.specialtyyachts.com</a></td>
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<td>37' Nordic Tug</td>
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<td>37' North Sea Trawler</td>
<td>79</td>
<td>D</td>
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<td>Waterline Boats</td>
<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
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<tr>
<td>37' President Sundock</td>
<td>87</td>
<td>D</td>
<td>72,500</td>
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<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
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<tr>
<td>38' Sea Ray Sundancer</td>
<td>12</td>
<td>D</td>
<td>269,000</td>
<td>Marine Servicenter</td>
<td><a href="http://www.marinesc.com">www.marinesc.com</a></td>
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<tr>
<td>38' Berry Farrell</td>
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<td><a href="http://www.waterlineboats.com">www.waterlineboats.com</a></td>
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<td>38' Boden Alum Cat</td>
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<tr>
<td>38' Ingrid 18 Cutter</td>
<td>76</td>
<td>D</td>
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<tr>
<td>38' Mariner Seville</td>
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<tr>
<td>38' Nimbus 365 Coupe</td>
<td>16</td>
<td>D</td>
<td>495,000</td>
<td>Seattle Yachts</td>
<td><a href="http://www.seattleyachts.com">www.seattleyachts.com</a></td>
<td>64</td>
</tr>
</tbody>
</table>
**Select Brokerage**

**Beneteau Oceanis 48**

Comfortably Equipped

This spectacular new 48 is Ready to cruise!

**Oceanis 38 Open**

Mahogany Interior Joinery

New Oceanis 38 “Open”

**First 25 Sport**

Fast, Fun, On Sale!

Year end clearance on this Loaded Pocket Cruiser

**Select Brokerage (US$$)**

<table>
<thead>
<tr>
<th>Boat Model</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>22' Beneteau First '17</td>
<td>$33,900</td>
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<tr>
<td>37' Beneteau Oceanis '17</td>
<td>Platinum Edition</td>
</tr>
<tr>
<td>41' Beneteau Oceanis 41.1</td>
<td>Another Arriving</td>
</tr>
</tbody>
</table>

**What’s Happening**

- 30' Nonsuch ‘84 ............ SOLD
- 31' Beneteau Platinum '16 Sale Pending
- 35' Beneteau Oceanis '16 ....... SOLD
- 37' Beneteau 373 ............ Sale Pending
- 38' Hunter '06 ............... SOLD
- 41' Beneteau 41.1 Light... Sale Pending
- 42' Beneteau 423 ............ SOLD
- 47' Beneteau 473 ............ SOLD

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