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Volume XIX No. 3 April 2008

***Beneteau Restoration in Ontario  
Coast Guard Boating Report  
Excerpt from Adventure Bound***

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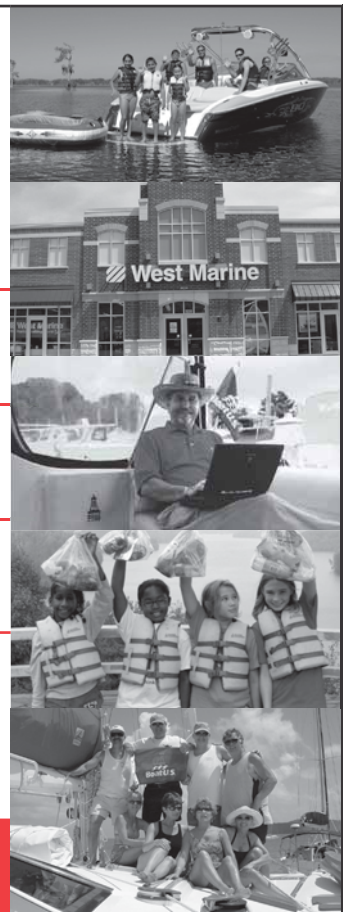
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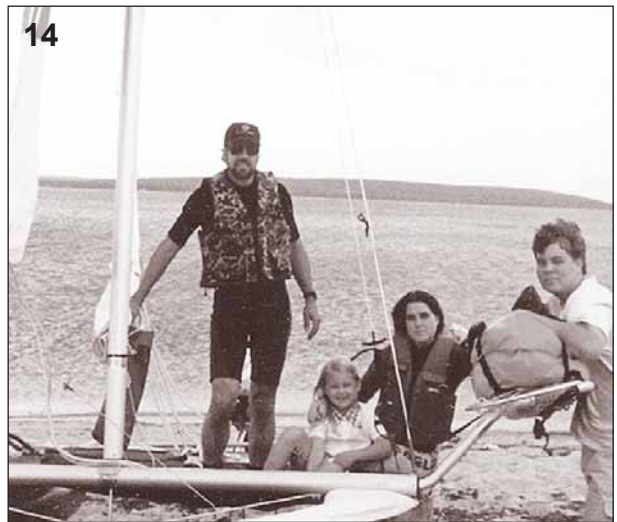
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Testing the boat out. Page 8.

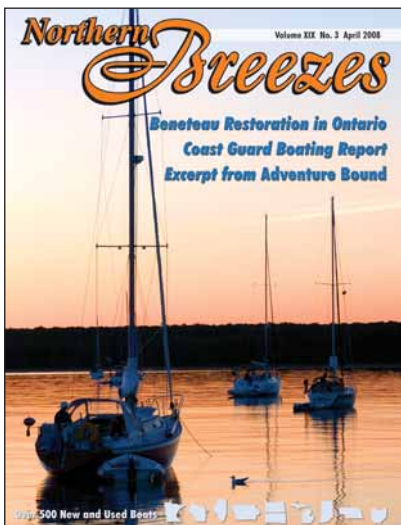
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Dori and her family sending us off as Naomi and I begin our journey. Page 14.

## The Cover



On the cover:

“Sunset at Stockton Island” was taken from *Andiamo* (Tom Embertson's *Islander 36*) on the overnight during our Basic Coastal Cruising and Bareboat Chartering class in the Apostle Islands, Lake Superior. Photo by Al Kiecker.



Sailors to go aloft to greet spectators at eye-level while transiting the locks and to take memorable pictures before the start of the Trans Superior Int'l Yacht Race. Photo by Michele Pufahl-Burns. Page 36.

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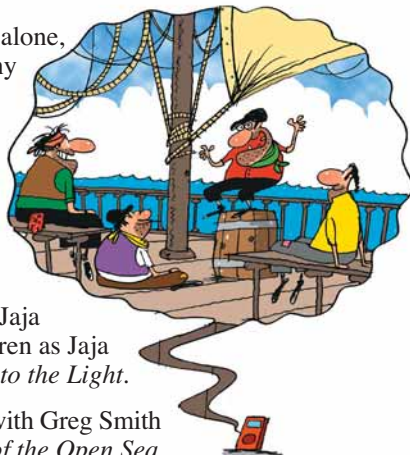
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# Steele'n TIME

## Restoration of a Beneteau Oceanis 390 in Sault Ste. Marie, Ontario

By David Steele

A new chapter in our sailing lives began inadvertently that Wednesday night in May 2005. That was the night I was minding my own business innocently surfing through the sailing accessories up for auction on Ebay as I needed a new cleat for my 28' Lancer sloop which I had been sailing for close to 20 years. For some reason I decided to look at sailboats that were presently up for auction. Although not particularly in the market for a new boat, one is always enticed with the thought of bigger and better so I concentrated my search in the 40-foot range. I felt a sense of excitement when I peered at the screen and one item stood out that had just been listed five minutes before. It was a 1990 Beneteau Oceanis 390! Ever since I started sailing I have loved the look of a Beneteau and hoped one day of owning one however due to the high cost of such a boat this dream would be very far off in the future or a remote possibility at best. I said to my wife. "Look at this, Loretta! A Beneteau, and it's cheap!"

It was 9:30 in the evening and the Ebay auction was currently at \$5,000



after being listed for only twenty minutes. As I read the ad, it revealed that the boat wasn't perfect but was in fact a project boat. Pictures showed fire and water damage to the interior and decks. The cockpit had been partially restored but the pedestal remained melted to the floor. The ad detailed extensive fire damage to the aft cabin, master head, companion-

way and cockpit. My wife and I briefly joked that this was the boat for us. The next morning still curious about the boat I logged back on to the Ebay auction to see the status. The price was still \$5,000; could this be the maximum bid? Logging on a second time that day, I noticed a disclaimer on the auction saying that it was also for sale on site and that if it was sold on site, the owner would cancel the auction. This really got me thinking, I live in Sault Ste. Marie, Ontario and the boat is for sale in Ashtabula, Ohio which is about a nine hour drive, would it be worth the drive just to look at it or a waste of time? A few hours later with this question still lingering in my mind, I decided to call the seller of the boat to ask him a few questions which he graciously answered. When I hung up, I felt a little discouraged by the conversation as he did not really know much about the boat. As it turned out he was selling the boat to recoup money owed to him as a result of a lawsuit with the owner for repairs and storage fees. Apparently the boat had been in his yard for four years while the owner tried to restore it. The owner quickly realized that he was in



Testing the boat out.



over his head with the restoration and was trying to sell the boat privately and cut his losses.

At lunch that day, I called my wife to ask her if she wanted to go on a road trip.

"Where?" she replied.

"To go see the Beneteau!" I said.

"Are you crazy? We can't afford to restore that!" she replied astounded at my naivety. Cutting her off before she could continue I said, "No, we're not going to buy, it just look at it, after all, it is a Beneteau."

I was thinking, why not go look at this boat so we could say we tried and maybe it wasn't for us. Less than 24 hours after first seeing the boat on Ebay we were in the car and headed to Ohio. Maybe we were crazy! We drove all night to make it to the boat yard by Friday morning as we had set up a meeting with the seller when he opened at 9:00 AM. We actually arrived early to see the boat first before meeting the seller. That morning was far from a perfect day with pouring rain and fog when we arrived. When we entered the boatyard

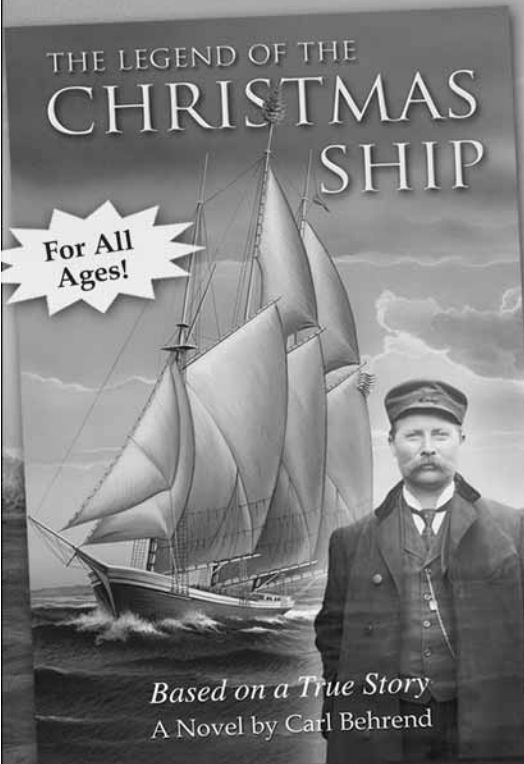
there was this huge glossy white hull off to the side surrounded by boats and industrial equipment that looked like they were placed there by Hurricane Katrina. My wife and I looked at each other and said, "That can't be the Beneteau, it looks almost new?" We jumped out of the car and quickly walked around the hull, it was almost in mint condition with a few minor scratches like any boat would typically have. We continued to survey the exterior amazed at the condition and thinking this would be an amazing deal. "Lets get a ladder so we can climb up and look inside," I yelled from under the bow while trying to get out of the rain. We found an old wooden ladder in the debris pile of nearby boats and leaned it against the swim platform and began to ascend into the cockpit. My wife climbed aboard first and before she was at the top of the ladder stopped and said "You're not going to believe this?"

Replying, "Is it just like the hull?"

"No not quite, we should get back in the car?" she said.

I started my climb not knowing what to expect, when I reached the top I was extremely disappointed with what I saw. It was evident that there was indeed a fire as the cockpit and cabin top near the the companionway had been partially rebuilt to a rough fiberglass stage. The pedestal base was still in place but melted to the cockpit floor. The decks were all pitted from what must have been melting plastic. All hatches were broken, apparently by the fire fighters in order to ventilate the boat while fighting the fire. No deck fittings, winches or traveller.

As we proceeded into the boat the companionway stairs almost broke under our weight. It was amazing how much water was coming into the boat due to no companionway hatch and the deck hatches being broken, it was like we were still standing outside. Someone had actually gone to the trouble to drill a one inch hole in the bottom of the boat so the water could drain. The aft cabin was totally charred, cabin sole water damaged, the main skylight was dislodged and leaking, all headliners were either



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**Original companionway.**

melted or smoke damaged. Everywhere we looked there was soot, leaves, wasp hives and although it had been cleaned after the fire it was a disaster.

“How could anyone do this to a boat like this, leave it to the elements?” I asked my wife.

“Oh well we weren’t going to buy it anyway, we were just in it for the road trip right?”

We were completely overwhelmed with the poor condition of the boat; the pictures that were on Ebay must be of a different boat? As we were climbing down from the boat the seller was arriving and met us at the bottom of the ladder. Still disappointed with what we had seen we had a brief discussion with him on what more he knew about the boat which was a little more helpful but still not encouraging enough to buy it on the spot. He mentioned that he had been told that the fire was caused by vandalism and had been limited to the cockpit and

aft cabin areas. The owner of the boat had owed him about \$20,000 for repairs and storage, and he took him to court and had basically won the boat in the settlement. He explained to us that his bottom line was \$11,000; he was amazed at the response he was getting from the Ebay ad and that he had also been speaking with potential buyers in New York and Australia, these buyers were sending surveyors to the yard later that day. During our discussion I decide to throw out an offer of \$6,000 which he quickly declined saying that \$11,000 was his bottom line and that he was confident he would get a least that if the auction was completed. We bid him farewell saying that we would call him when we got home if we were still interested.

As we were driving home a friend called me on my cell to find out how the boat looked and joking asked if we had purchased it. When I described the condition to him I must have forgot about all

the bad we had just seen because for some reason I was starting to embellish them and they didn’t seem to be as bad now. I told him that it would be a lot of work and that some of it I was unsure of. “Man, it’s a Beneteau and if you can get it for cheap go for it, if anyone can repair it you can,” he joked. I began to reflect on my previous 20 years of sailing experience and boating repairs. It could certainly be done; I had a sound knowledge of anything electrical or mechanical and was also not a bad carpenter. My friend mentioned that the bidding was now at \$10,000. When we hung up my naive enthusiasm was back, I said to my wife, lets call the guy back and make a deal with him, we can take five years to restore it and if we can’t we can sell it again, This may be our only chance to own a boat like this!

By this time we were 3 hours away from the boat, we called the seller back and after a brief discussion he agreed to meet us at 4:00 PM. We turned around and drove as fast as we could back to the boatyard still not knowing quite what we were getting ourselves into.

When we arrived we struck a deal for the \$11,000 price before the bidding went any higher. The seller also mentioned that the surveyors had shown up and actually gave the boat a better grade than he had expected and he was awaiting offers from those potential buyers shortly. The seller turned to us and said he would like a deposit because of the other interest, we agreed and offered a \$500 deposit, he responded with a \$5,000 demand.

“Where am I going to get that kind of money on a Friday afternoon at 4:30 PM? Remember I am also Canadian in the USA,” I asked.

“Bank is down the street,” he snapped back.

I was a little frustrated with this apparent roadblock set up by the seller because I think he could smell more money from the other buyers and did not want to go back on his word. By the time we drove to the bank it was about 10 minutes before closing time, I walked in and asked for the manager. I explained my situation and asked for a bank draft to be paid with a cash

advance from my Visa, the manager agreed and I was on my way back to the boatyard within minutes. As we pulled into the parking lot I looked at my watch, it was less than 24 hrs since we left home and still less than 48 hrs since we had first seen the boat on Ebay. What an emotional roller coaster ride it had been, "I still can't believe we are doing this," my wife said.

It was at this moment that the excitement started to change into reality, this was the boat that we really had no intention of buying when we left, no clear idea of what was wrong with it, no real plan on how and where to restore and no idea on how to get it home. Now we were sitting in a parking lot with a bank draft to buy the boat.

I turned to my wife and said, "Do we really want to do this?"

"It's up to you," she said.

"No, We have to be in this together if its going to work, lets take a chance." With that I walked into the boat yard office and signed the deal. We now owned the boat of our dreams!



Original panel.

It took about two and a half months to make the arrangements to have the boat shipped back to Canada but we were in no rush as we continued to sail our Lancer 28 on Lake Superior, and this was supposed to be a long term project anyway. During the time I was waiting for the boat to be delivered I started doing some Internet searching on the parts/pieces required to restore the boat to its original condition.

*This article will continue in the next*

*issue in May 2008.*

*Dave Steele has been avidly sailing the Great Lakes for over twenty years, logging over 18,000 miles in his travels. From their home located at Harmony Beach, Ontario, Dave along with his wife Margaret (a.k.a. Loretta) and their two daughters Morgan and Mikayla spend as much time as they can exploring the remote northern shore of Lake Superior and Lake Huron's North channel.*

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# Coast Guard Boating Report a Must Read

by Tom Rau



**Follow their lead. Without fail, Station Manistee's motor lifeboat crew sets out for a training mission by wearing a life jacket. During 2006, 479 boaters drowned because they failed to wear a life jacket. Follow the coasties' lead—wear one. Photo: Tom Rau/Boat Smart**

The Coast Guard's 2006 annual Boating Statistics report on recreational boating is an absolute must-read report. This enthralling detailed account of recreational boating reads with the precision of a CAT scan.

With insightful details, the report presents its findings in a statistical format that would make an accountant smile with its ease of use and reading clarity. By law, states are required to report to the Coast Guard boating accidents if a person dies, or if a person is injured and requires medical treatment, or damage to a boat exceeds \$2,000.

The Coast Guard believes that most boating fatalities find their way into the system but most boating accidents go unreported. I often wonder what act of fate spared one boater and drew another

into the data base. I believe it's often a slight nuance in fate that spares many boaters. It is for that reason I write the Boat Smart column to expose just how thin the line is between going home safely or not going home at all.

Let's review a summary of the latest 2006 Boating Statistics followed with my comments.

- The number of boating deaths, injuries and property damage increased for the second consecutive year. In 2006 there were 710 boating deaths compared to 697 for 2005.

Comment: For years, the fatality count has been going down. Although I find this recent increase disturbing, it does not surprise me. Boaters failing to wear life jackets will continue to take its toll. Until that trend is reversed, expect

boating deaths to continue at current levels, if not increase.

- "Overall, two-thirds of all fatal boating accident victims drowned. Of those who drowned, 90 percent of the victims were not wearing a lifejacket. Eight out of every ten boaters who drowned were using boats less than 20 feet in length."

Comment: With the increase in fuel prices, I predict more boaters will elect to operate smaller more fuel-efficient boats. That concerns me when you consider eight out of every ten boaters who drowned were on boats less than 20 feet in length.

- "Consistent with previous years, 70 percent of reported fatalities occurred on boats where the operator had not received boating safety instruction."

Comment: Until we have mandatory boating education for all boaters regardless of their age, expect boating deaths to continue or exceed current levels. I urge those that oppose or resist mandatory boating education to pay heed to the high percentage of fatalities linked to a lack of boating education. In recent years this figure has been as high as 89 percent.

- “Operator inattention, carelessness/reckless operation, excessive speed, and no proper lookout are the primary contributing factors in all reported accidents.”

Comment: Lack of a proper lookout and speed are the primary cause of most boat collisions, that and alcohol. I suspect the increase in small, fast boats can be linked to an increase in boating fatalities and injuries. I often hear disgruntlement from boaters regarding the increase in fast boats, especially on inland lakes.

- “Alcohol use is the leading contributing factor in fatal boating accidents; accounting for nearly 20 percent of all reported fatalities.”

Comment: In my book, Boat Smart Chronicles, Lake Michigan Devours Its Wounded, I make a strong case for why boating under the influence should be linked to a person’s motor vehicle driving record as legislators have done in the State of Indiana. It’s one thing to lose

boating privileges, another to lose motor vehicle driving privileges. For certain, it will get boaters to take seriously the consequences of operating a boat under the influence.

- “Twenty-nine children age 12 and under lost their lives while boating in 2006; compared to 21 children in 2005 and 14 children in 2004. Nearly twice as many children drowned in 2006 compared to 2004.”

Comment: The fatality rate amongst children age 12 and under has more than doubled in two years. Of the 29 children age 12 and under that died, 15 were due to drowning, the other 14 involved boat collisions and other physical traumas.

- “The most common types of boats involved in reported accidents were open motorboats at forty-five percent, personal watercraft at twenty-four percent and cabin motorboats at fourteen percent. A significant increase was observed in the number of reported fatalities involving canoes and kayaks, with 99 fatalities reported in 2006 compared 78 in 2005.”

Comment: I absolutely refuse

to get underway on a small boat whether it be power or paddle without wearing a life jacket.

These revealing boating statistics and much more can be visited at [www.boatsmart.net](http://www.boatsmart.net). Believe me, this highly acclaimed report is an absolute must read.

*Tom Rau is a long-time Coast Guard rescue responder and syndicated boating safety columnist.*

*Look for his book, Boat Smart Chronicles, a shocking expose on recreational boating — reads like a great ship’s log spanning over two decades.*

*It’s available to order at: [www.boatsmart.net](http://www.boatsmart.net), [www.seaworthy.com](http://www.seaworthy.com), [www.amazon.com](http://www.amazon.com), or through local bookstores.*

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# Adventure Bound: A Father and Daughter Circumnavigate the Greatest Lake in the World

By Carl Behrend

## CHAPTER 10--THE TRIP

The following summer found me busier than ever between work, family and home. It seemed I didn't have a moment of spare time. It was already July 10th. I hadn't even been out on my boat yet. Naomi was the only one of my three children left at home. She decided she would make the trip around Superior with me.

We were frantically packing and making last minute preparations. Jethro came up to Munising Bay. He helped me set up the boat the night before we were to leave. That's when we discovered that the control ropes, jib sheets and headgear were missing. The thieves who tried to steal my boat the year before must still have these items. So instead of leaving the next morning as planned, I had to run down to Jethro's place and borrow the headgear off his boat. Luckily, his was the same as mine. To do this took another three hours. So by the time we got the boat packed and ready to go, it was 5 p.m. Finally, Naomi and I were ready to leave. My fiancé Dori and her two children were there to see us off. We waived goodbye as we sailed away.

*Dad and I were planning to start the trip at 9 a.m., but as can be expected, things didn't work out as planned. Dad had to run down to Fayette to get a part for the boat. Then we spent time packing and dawdling until late in the afternoon. I stopped and said goodbye to Sarah and Tim, and finally Dori, Caleb and Alana saw us off from the mouth of the Anna River. Strong winds helped us reach Grand Marais just after sundown. The waves weren't very big and the weather alternated between sunshine and clouds.*

*-Naomi's Diary (Editor's Note: This is the first in several entries from Naomi's travel diary that will be included in this text. The entries will appear in italicized type)*

Would we make it? What perils and adventures would lie ahead? Could I really afford to take the time off? These were all questions that were going



**Dori and her family sending us off as Naomi and I begin our journey.**

through my mind as Naomi and I waved goodbye and sailed into the distance.

We moved slowly out of Munising Bay. We could see Grand Island to our left and the old East Channel Lighthouse standing guard on its banks. The lighthouse is a historic landmark that was

built in 1872. The following summer, I would hold a concert to raise money to help save the lighthouse from the eroding waves of Lake Superior.

Our sails were full as a southwest wind pushed us steadily along. To our right was Miners Castle and the beautiful Pictured Rocks National Lakeshore. The nation's first national lakeshore surely is a jewel in the crown of Lake Superior. The sheer sandstone cliffs, with their magical colors reflecting on the blue-green waters of Lake Superior, are one reason thousands of visitors take the tour boat cruises each year. Boaters of all kinds cruise the lakeshore to view these natural wonders.

We sailed on past Portal Rock with its stone archway. It is said that in the 1800s, there was another arch there that was large enough for a schooner to sail through. Erosion would eventually leave only the existing arch, which is smaller, but still majestic.

Lacking a natural harbor for safety, one of the most tragic early shipwrecks on Lake Superior took place here along the Pictured Rocks. The mishap occurred in 1856. The sidewheel steamer Superior, under Capt. Hiram Jones, was caught in a storm blowing out of the northwest. The boat almost made it to the shelter of Grand Island. But the ship lost its rudder and smokestack in high seas. The captain ordered the anchors dropped. But the chains broke, leaving the boat and its crew to be smashed to bits on the Pictured Rocks Cliffs, just west of Cascade Falls. Of the 66 crewmen aboard, only 18 bedraggled survivors made it to shore. Capt. Jones was last seen struggling to make it up onto the rocks. He was washed off by huge waves and was last

seen in his beaver skin coat before he disappeared into the waves.

An epic tale of survival would follow. The first mate and the engineer patched a lifeboat they found washed ashore. The two men, with a few others, would make it to Grand Island, to a trader's cabin. While the others trudged through the forest on foot to be picked up later, two more sailors would die of exposure. This was the worst loss of life attributed to shipwrecks on Lake Superior up to that time.

The wind pushed us east past the Pictured Rocks, along Twelvemile Beach. We could see the Au Sable Point Lighthouse tower. Its beam of light alerts ships to the treacherous Au Sable Reef.

*We passed Sable Point Lighthouse on the way here. The water was indescribably purple dabbled with mercury silver and liquid lead. The clouds were a moody blue gray with a bright blue sky peeking through the cracks. And Sable Point stood proud and white contrasting with the dark trees its white tower looking rose-colored. Beyond us stood the great dunes looking white and purple against the dark blue sky.*

*I think God is blessing this trip. Before we left, we asked him to be with us and we read the sailor's psalm (Psalm 107). I hope he continues to bless.*

*We are camped on the beach below the campground. I've written too much. I'm going to bed.*

The reef had often been the scene of shipwrecks and survival struggles. The lonely lighthouses and keeper's quarters on the Great Lakes were many times used to offer refuge to storm-tossed shipwreck survivors.

Sailing on past the lighthouse, the beautiful Grand Sable Dunes stretched for miles before us. Their sands piled high, they reflected in the golden sunset. No wonder the Native Americans gathered here to fast and pray to the Great Spirit. You can't help but be awe-inspired by the majestic beauty of the dunes.

It was along these shores, from the great dunes to Grand Island, that the tales of the legendary Indian Hiawatha are said to have been handed down. Henry Schoolcraft, U.S. Indian agent, and Lewis Cass, who later would become governor of Michigan Territory, stopped at Grand Island in 1820. It is said that Schoolcraft, while on a westward expedition to find the source of the Mississippi River, was surprised to find no Indian settlement on Grand Island. To his knowledge, there had been a sizeable band of Ojibway Indians living there.

The mainland Indians told him there was an Indian living on Trout Bay. They said he could tell the story of what became of the Grand Island Ojibway band. Cass and Schoolcraft dispatched a canoe and brought back the Indian called Powers of the Air. He seems to have been a "Last of the Mohicans" type of Indian for the Grand Island Band of Ojibways. He was able to tell Schoolcraft the story of how the island band was forced to join a war party from the mainland. They had to fight the Sioux who lived to the west. The Grand Islanders thought war was senseless and did not care to join in. But when threatened with attack from the mainland Ojibways, they finally agreed. But they lost all of their men. Only Powers of the Air escaped. Being the youngest and fastest runner of the band, he was urged by the others to make a break for it and get away.

This story and many other Native American legends were told to Schoolcraft. He wrote them down and would later loan his material to a man named Henry Wadsworth Longfellow. Longfellow then wrote The Song of Hiawatha based on some of these stories. Schoolcraft and Cass continued on their voyage only to be caught in a sudden storm, pulling in at the sands of



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*Session I: June 17 and 21; Session II: June 24 and 28*  
*For more information, go to [www.mwst.org](http://www.mwst.org)*

For more information about seminars and WYC membership, visit our web site at [www.wyc.org](http://www.wyc.org), or email Beth Frampton at [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com).

AuTrain, they waited out the storm. While they were there, one of the party members was so impressed with Powers of the Air he carved a likeness of his face in the rock along the shore, and it's still there to this day! Loren Graham's book *A Face in the Rock* chronicles this story in detail. The story also inspired me to write this song:

### FACE ON THE ROCK

Face on the rock speak to me  
Tell me a tale of how it used to be  
On your island Grand, you'd run along the sand

He was born long ago to an island band of the Ojibways, Ojibways  
Beneath the stars in his mother's arms  
She told him tales, sang him songs of days gone by  
When she heard him cry

But Powers of the Air he don't live there no more  
He don't run along the shore  
So take me back home, back home to yesterday-hey-hey  
Take me back home, back home to yesterday



**Restoring Seul Choix Point Lighthouse where I wrote my first Great Lakes Song.**

The ways of peace were always known  
But now the talk of war was heard  
On our island home I was almost grown  
Twelve brave men would sail away  
But only one returned again  
Another day, another day

All tribes of men should live as one  
Beneath the stars and the setting sun  
So take me back home, back home to yesterday-hey-hey  
Take me back home, back home to yesterday-hey-hey

The years would pass, the white man came  
Life would never be the same  
On our island home I was all alone  
In my dreams, the beaver returned  
The sound of song and laughter  
Was heard again, was heard again

Tonight, I'll walk a path of the Milky Way

Gather me there with my family  
Take me back home, back home to yesterday-hey--hey  
Take me back home, back home to yesterday

Take me back home to my island Grand, where I used to run along the sand  
Take me back home, back home to yesterday-hey-hey  
Take me back home to yesterday

*We hit some pretty strong wind passing the dunes. It made for fast sailing, but a little scary at times. I was steering the boat when we got to Grand Marais we saw a fire and pulled up to it, there were some nice people there and we ended up sitting and visiting with them half the night. They liked to sing, so we sang (of course). One of the girls had a*



**My daughters Sarah and Naomi helped restore the lighthouse.**

*pretty voice, kind of like Sarah McLaughlin. They invited us to breakfast tomorrow. So I will try to get their e-mail address. The one lady is kind of new age. She told stories about her fairy encounters. They seem like nice interesting people. I will never forget the sunset.*

Arriving just after dark at Grand Marais we saw a campfire on the beach. Naomi and I pulled our boat up and joined a small group of people around the fire. We told them about our adventure plans of sailing around Lake Superior. We also told them that we sang Great Lakes songs. It was interesting to find out that they were also singers and musicians. I believe they called themselves "The Lakers." So we pulled out our little backpacker's guitar and sang a few songs for them. In the glow of the campfire, we told stories and sang songs. It was a wonderful way to start our trip around Superior.

*This is the fifth of a series of excerpts from Carl Behrend's book *Adventure Bound*. For more information on how to purchase books, CD's or to arrange bookings call (906) 387-2331 or visit [www.greatlakeslegends.com](http://www.greatlakeslegends.com).*



## Gill's New Coast-Sport Jacket Features Innovative Laminate Fabric Technology

Gill's new Coast-Sport Jacket is a next generation garment, made with innovative laminate fabric technology that makes it ultra breathable and durable without compromising performance or comfort.

This sporty "go-anywhere" jacket features clean lines and stylish reflective piping. Gill's Soft Touch laminate fabric gives the Coast-Sport Jacket an extra soft feel and finish. While this jacket is inspired by the marine lifestyle and is perfect for coastal cruising or sailing, it's also an excellent choice for all outdoor enthusiasts, ideal for hiking or camping.

"The heart of this jacket is Gill's 3-Dot laminate fabric," said Gill North America President David Pritchard. "The laminate system has a paper-thin waterproof layer separately applied and adhered to the textile. The end result is a highly waterproof fabric, unique to the market, with a much softer feel and greater degree of breathability."

With excellent, moisture-vapor transfer, the Coast-Sport Jacket is seven times more waterproof than the basic standard, said Pritchard. Fully taped seams and inner and outer cuff technology provide first-rate protection against stormy weather. The conded microfleece collar and pockets are sources of extra warmth without extra bulk. A fully waterproof, lightweight hood also is easily stowed away into the collar without creating any additional bulk.

Paired with the IN5 Coast Trousers for men or Drop-Seat Trousers for Women, the Coast Sport Jacket will compliment the graphite trousers. Designed with a single, rather than a traditional double zipper, the trousers offer great comfort and wide-ranging freedom of movement.

Visit [www.gillna.com](http://www.gillna.com) or contact Susan O'Reilly at Kenton Smith Advertising and Public Relations, 407-856-6680 ext. 220 for more information.

## Taylor Made Products Offers Safer, Energy-Saving LED Lights to Replace Halogen Bulbs

Taylor Made Products introduces new replacement LED bulbs as a less costly and more energy-efficient alternative to the higher-energy consumption halogen lights.

The LED lights draw less heat than halogen bulbs, which is a concern in confined spaces often found on cuddy cabin and smaller boats. LED lights are also safer, as they will not burn skin on contact.

Available in two sizes, the bulbs offer brighter light with low-power amperage. "By simply exchanging a bulb, it is possible to gain the benefits of LED lighting without the added cost of purchasing a new light fixture," said Dave Karpinski, vice president of marketing, Taylor Made Products. "These new LED light bulbs will last the life of any boat, guaranteed. Should these bulbs ever fail in any way, Taylor Made Products will replace them for free."

Taylor Made Products, a member of the Taylor Made Group, Inc.<sup>®</sup>, is one of the largest and most innovative suppliers of marine aftermarket products, including buoys, fenders, boat covers, bimini tops, dock products, flags, pennants and hardware.

Headquartered in Gloversville, N.Y., the Taylor Made Group, Inc. has 100 years of experience as one of the recreational marine industry's largest, most diversified suppliers to boatbuilders and the aftermarket. The Taylor Made Group includes Taylor Made Products, Taylor Made Systems, Taylorbrite LLC, Taylor Made Glass Systems, Taylor Made Overseas LLC, Trend Marine Products Ltd. and WaterBonnet Mfg., Inc. The Group operates 14 facilities in the United States, the Republic of Ireland, the United Kingdom, Australia, New Zealand and Mexico. Employing more than 1,500 associates, its products are distributed through a worldwide distribution network.

For sales inquiries, contact Taylor Made Products by phone, +1 518 773 9400, or by e-mail, [salesinfo@taylormadeproducts.com](mailto:salesinfo@taylormadeproducts.com). Visit our Website at [www.taylormadeproducts.com](http://www.taylormadeproducts.com).

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# Tactics and Strategy

by David Dellenbaugh

## Upwind Tactics

### Cross other boats when you can.

When the wind direction is oscillating, it usually pays to tack on the headers. But if changes in the wind are subtle or gradual, it may be easier to recognize shifts by watching the relative positions and headings of other boats. For example, a header will make you look better relative to boats on your windward 'hip.' If suddenly it looks like you have gained the ability to cross boats on your hip, it's probably a good time to tack and consolidate your gain. The corollary is that you don't want to let other boats cross you. When they are sailing on a lift, tack to leeward and ahead so you beat them to the next shift.

### Tack when headed to the median.

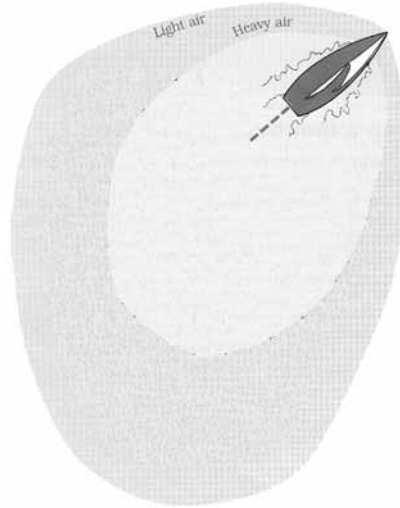
When the wind is shifty, your basic strategy is to tack on the headers. But exactly when is the best time to tack? The biggest mistake for most sailors is sailing too far into the header. If you keep going until you get the maximum shift, you will sail roughly half the beat on headers instead of lifts, which is not fast. To avoid this, tack when you get knocked to your median heading.

### 'Spend' your lead.

In one-design racing, it doesn't matter how far you are ahead of another boat when you cross the finish line. Therefore, don't take chances trying to maintain or build a large margin. In fact, it's often smart to "spend" (i.e. use up) some of your lead in order to stay in a conservative position and make sure you beat the boat behind.

### Avoid bad air.

Boats always cast wind shadows, but these are more harmful in light air. When a stream of slow-moving air is interrupted (e.g. by a boat's sail plan), it takes a long time for that stream to return to normal. In light air, you may feel another boat's shadow as far as 10 lengths away, and when you are in that shadow, you may have only half as much wind as boats in clear air. This is a problem because you were already underpowered. In heavy air, the wind stream re-forms much more quickly, so



you might feel a shadow only 5 boatlengths to leeward of another boat. And that won't hurt as much because you still have a relatively strong breeze.

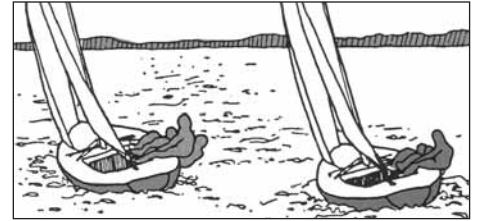
### Wave a port tacker across.



When you have a good lane on starboard tack and you want to keep going toward the left side, don't automatically yell "Starboard" to every port tacker that tries to cross in front of you. Having them tack on your lee bow is probably not the best thing. It's often much better to let the other boat go across, even if this means you will lose a little by bearing off behind them. When you are still several lengths away, yell "Go ahead," or other words to make it clear they can keep going. Just be sure to communicate loudly and clearly.

### Use a blocker to hold your lane.

A second way to protect your lane on starboard tack is by using a "blocker." A blocker is another boat on starboard tack that's to leeward and ahead of



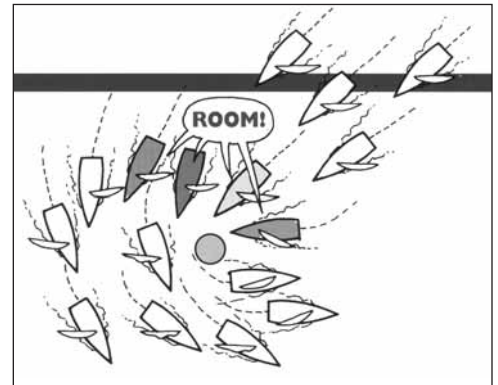
you, in a position to intercept incoming port tackers. Those boats will either have to lee-bow the blocker or duck behind the blocker (and go behind you too), leaving you free to continue sailing in your lane.

### Bear off at port tackers.

A third way to protect your clear-air lane on starboard tack is to bear off slightly toward a converging port tacker when you are roughly three or four boatlengths away. The idea is to force her to tack earlier (to avoid you) and then head up, using your extra speed to gain separation to windward. If you do this right, it will help you hold your lane on starboard tack for at least a little while longer.

## Fleet Strategy

### Avoid needless risk.



When you race sailboats, every choice you make involves a certain risk. For example, if you try to squeeze inside at a crowded jibe mark, you are taking a relatively large chance. Before you make any race decision, do two things: 1) consider you options and how much risk is involved with each. In other words, what is the probability of success for each course of action? 2) Decide how much risk you are willing to take. When it's early in a race or series, you

probably shouldn't take too many chances. But as you get near the finish, you may be willing to be more risky to achieve your goals.

### Are you happy?

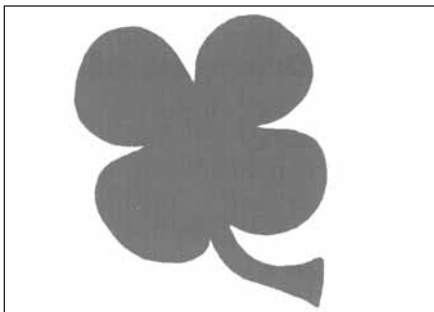


When you make tactical and strategic plans during a race, keep the answer to one important question in mind: "Are you happy with your current position in the race?" In other words, do you need to pass boats ahead of you, or are you content to hold your place? This is a critical bit of information for making decisions about how much risk to take. For example, if you need to catch three boats on the last leg to win the regatta, you might decide to take a flier. But if you can win the series simply by holding your position, you should be more conservative and cover the boats behind you closely.

### Stay on the favored side of other boats.

When your strategy says the right side of the course is favored, it may not be enough simply to sail toward that part of the beat or run. If all the other boats go even farther right, you are actually on their left, which is not good. Since your only goal in the race is to beat your competitors, you must use your strategy to position yourself relative to them. If you like the right side, for example, you should generally stay on the right side of the boat (or boats) you want to beat.

### Create good luck.



Perhaps you think it's crazy to suggest that sailors may have some control over their own luck. After all, isn't luck

random? I used to think so until it became apparent that the best sailors usually have most of the good luck! Coincidence? I doubt it. I agree with the person who said luck is 'what happens when preparation meets opportunity.' If you are well-prepared and work hard, you are more likely to be lucky.



### Know the score.

When you are trying to make a strategic game plan and assess the amount of risk you're willing to take, you have to know where you stand in the fleet. If you're in 3rd place for the regatta, for example, you will have a very different approach than if you're in 10th. So write down the series scores and bring them out with you. Of course, there are many races where the overall scores don't matter, such as the first few races of a series. But after that it may be important to know the standings.

### Beware of the middle.

On most beats, it's good to avoid the edges of the course, but when you have light air and a large fleet there often seems to be less wind in the middle of the course than on either side. That's probably because a large fleet acts like a snow fence, and the wind has a hard time getting through all the sails. As a result, the breeze tends to bend around

and lift up over the bulk of the fleet (which is in the middle). So pick a side and go there; if you play the middle you may get passed on both sides!

### At the end of a run, protect the left side.

At the beginning of a run, your choice about whether to go left or right should be based primarily on strategic factors like the wind pressure and shifts. As you get closer to the leeward mark, however, think tactically. If you are rounding the mark to port, it's smart to play the left side of the course (looking downwind). This will give you two advantages over the fleet - you'll be inside at the mark and also on starboard tack when you converge with the other boats.

*Dave publishes the newsletter Speed & Smarts. For a subscription call: 800-356-2200 or go to:*

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# Calendar of Events

Please email all Calendar items to [info@sailingbreezes.com](mailto:info@sailingbreezes.com) or mail to *Northern Breezes*, 3949 Winnetka Ave. N., Minneapolis, MN 55427; fax to 763-542-8998. Please include event date(s), location, and a contact name and phone number. Event notices are subject to space restriction.

## April

**April 4 - Lee Murdock** - Green Wood CoffeeHouse Series, at the very beautiful Green Wood Church, 1001 Green Road, Ann Arbor, MI. Contact 734-665-8558.

**April 5 - Basic Race Management Seminar** - Milwaukee Yacht Club, Milwaukee, WI. Visit [www.ussailing.org](http://www.ussailing.org) for more info and to register.

**April 8 - Lee Murdock** - Delta College, Lecture Theater G 160, University Center (Bay City) MI. Contact (989)686-9198. Global Awareness Day.

**April 9 - Boating Class** - St. Paul Sail and Power Squadron will be holding four consecutive wednesday classes at Bayport, MN. Contact squadron hot line at 651-472-9300 or Hal Fotsch at 651-634-8800 or [halfotschl@comcast.net](mailto:halfotschl@comcast.net).

**April 12 - Lee Murdock** - Tomorrow River Concerts at Jensen Community Center, 487 N Main St, Amherst, WI. Contact 715-341-7195.

**April 16-20 - 13th Annual Strictly Sail® Pacific Boat Show** - Oakland, CA. Visit [www.strictlysail.com](http://www.strictlysail.com) for more information.

**April 17 - Beginning Rules Seminar** 6:30-9pm. Wayzata Yacht Club, MN. This seminar presents the basic race-course rules in easy-to-understand language. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**April 18-22 - Strictly Sail Pacific** - Oakland, CA. Visit [www.strictlysail.com](http://www.strictlysail.com) for more information.

**April 19 - RRS Part 2 Workshop** - South Shore Yacht Club, Milwaukee, WI. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**April 24-27 - Bay Bridge Boat Show** - Our Bay Bridge Boat Show is the Mid-Atlantic's largest spring boat show for both new and premium brokerage boats. Annapolis, MD. Visit [www.usboat.com/bay\\_bridge\\_boat\\_show.html](http://www.usboat.com/bay_bridge_boat_show.html) for more information.

**April 29 - Rules, Tactics & Strategy Seminar** 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

## May

**May 3 - DSSA Boat Auction and Nautical Flea Market** - Barker's Island, WI. Visit [www.DSSABoatAuction.com](http://www.DSSABoatAuction.com) for more information.

**May 3 - On-the-Water Training Seminar** 8:30 am -1:00pm Wayzata Yacht Club, MN. Two hours of practice starts at three minute intervals. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 6 - Rules, Tactics & Strategy Seminar** 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 7 - Boating Class** - St. Paul Sail and Power Squadron will be holding four consecutive wednesday classes at Bayport, MN. Contact squadron hot line at 651-472-9300 or Hal Fotsch at 651-634-8800 or [halfotschl@comcast.net](mailto:halfotschl@comcast.net).

**May 10 - On-the-Water Training Seminar** 8:30 am -1:00pm Wayzata Yacht Club, MN. Short course, perpendicular to the wind, in which boats practice overtaking, luffing, and mark rounding. For information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 13 - Sail Shape & Trim Seminar** - Gordy Bowers and Terry Foster 7:30-9:30 p.m. Wayzata Yacht Club, MN. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 16-18 - Area K Quarterfinal for US Match Racing Championship** - Sail Sheboygan, Sheboygan, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**May 16-18 - "Scows Sail Kansas" Regatta** - Lake Perry, KS. 48 miles west of Kansas City. A Scows (Limited to Small Spinnakers), E Scows (Symmetrical & Asymmetrical), I 20 Scows, C Scows, MC Scows. Visit [PerryYachtClub.com](http://PerryYachtClub.com) or email [PatTowle@DogLegs.com](mailto:PatTowle@DogLegs.com) for more info.

**May 17 - Area E Singlehanded Championship** - Area E / Wolf Lake Yacht Club, Grass Lake, MI. Contact George Griswold at 734 434 0746 or visit [www.ussailing.org](http://www.ussailing.org) for more info.

**May 17 - 18 - Ice Breaker Sail** - NorthWest Sailing Association, Geneva Lake, IL. Visit [www.nwsail.com](http://www.nwsail.com) for more info.

**May 17 - On-the-Water Training Seminar** 8:30 am -1:00pm Wayzata Yacht Club, MN. Spinnaker packing, flying demonstrations and Training Cup Race. For further information, contact Beth Frampton: [beth.frampton@gmail.com](mailto:beth.frampton@gmail.com)

**May 24 - Marine Navigation Studies** - Workshop held by North House Folk School, Grand Marais, MN. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more information.

**May 25 - Ropework: Essentials of Knot Tying** - Workshop held by North House Folk School, Grand Marais, MN. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more information.

**May 30-June 1 - Sperry Top-Sider NOOD Regatta** - Bayview Yacht Club, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

## June

**June 7 - Rhumbline Regatta** - St. Joseph River Yacht Club, St. Joseph, MI. Visit [www.rhumblineregatta.com](http://www.rhumblineregatta.com) or call 269-983-6393 for more info.

**June 7-8 - Area E Qualifier for US Match Racing Championship** - Bayview Yacht Club, Detroit, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

# Calendar of Events

**June 7-8 - USMRC Area E Quarterfinals** - Bayview Yacht Club, Detroit, MI. Contact Gary Shoemaker at 313-886-4350 or visit [www.ussailing.org](http://www.ussailing.org) for more info.

**June 13-15 - Practical Seamanship** - 3-day Workshop held by North House Folk School, Grand Marais, MN. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more information.

**June 13-15 - Sperry Top-Sider NOOD Regatta** - Chicago Yacht Club, Chicago, IL. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**June 14-15 - 8th Annual ADA Regatta** - Wayzata Yacht Club, MN. Visit [www.wyc.org](http://www.wyc.org) for more information.

**June 15 - Fathers Day Sail & Picnic Blackwell** - NorthWest Sailing Association, IL. Visit [www.nwsail.com](http://www.nwsail.com) for more information.

**June 16-22 - North American Championship** - EYC, Toronto, ON Canada. Contact Tom Elliott at 519.725.5420 or visit [www.ussailing.org](http://www.ussailing.org) for more information.

**June 20 - Craft of Sail** - Workshop at North House Folk School, Grand Marais, MN. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more info.

**June 20-22 - Area E and K Qualifier for US Match Racing Championship** - Sail Sheboygan, Sheboygan, MI. Visit [www.ussailing.org](http://www.ussailing.org) for more information.

**June 20-22 - Wooden Boat Show & Summer Solstice Festival** - North House Folk School is holding the event. Grand Marais, MN. Visit [www.northhouse.org](http://www.northhouse.org) or call 218-387-9762 for more information.

**June 20-22 - USA Junior Olympic Sailing Festival - Upper Midwest** - Lake Forest Sailing, Lake Forest, IL. Visit [www.ussailing.org](http://www.ussailing.org) for more info.

**June 20-22 - National butterfly Sailing Championships** - Up to 70 boats expected at lake DuBay in Central Wisconsin. Visit [www.saildubay.org](http://www.saildubay.org) or [www.butterflyer.org](http://www.butterflyer.org) for more info.

**June 21 - Solo Mackinac Challenges** - The Great Lakes Singlehanded Society is holding the event. Visit [www.solo-sailor.org](http://www.solo-sailor.org) for more information.

**June 21 - Ed Gans Memorial Montrose Sail** - Scenic Chicago, IL. Visit [www.nwsail.com](http://www.nwsail.com) for more information.

**June 21-22 - Summer Sailstice** - Visit [www.summersailstice.com](http://www.summersailstice.com) for more information.

**June 21-22 - US Singlehanded Area K Elims & Sunfish Midwest Series - Lake Bluff** - Lake Bluff Yacht Club, Lake Bluff, IL. Contact Fritz Hanselman at 847-362-4880 or visit [www.ussailing.org](http://www.ussailing.org) for more information.

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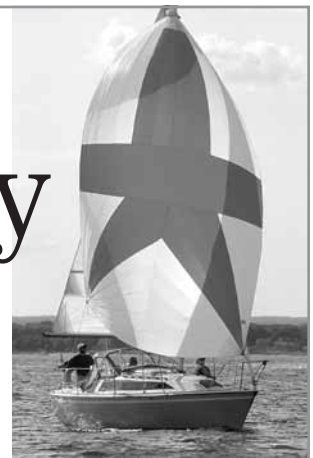
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# Sailing News

## Jeff Linton And Sally Barkow Are US Sailing's 2007 Rolex Yachtsman And Yachtswoman Of The Year



**Sally Barkow**  
Photo: Walter Cooper

Lightning World Champion Jeff Linton (Tampa, Fla.) and Princess Sofia Trophy Yngling Champion Sally Barkow (Nashotah, Wis.) were named, respectively, US SAILING's 2007 Rolex Yachtsman and Yachtswoman of the Year. A shortlist of 10 male and nine female sailors – determined from nominations by the membership of US SAILING – were evaluated by a panel of sailing journalists who selected these two sailors for the noteworthy distinction.

Established in 1961 by US SAILING and sponsored by Rolex Watch U.S.A. since 1980, the Rolex Yachtsman and Yachtswoman of the Year awards recognize the outstanding on-the-water competitive achievement of an individual man and woman in the calendar year just concluded. The winners will be honored and presented with specially engraved Rolex timepieces during a luncheon on February 29, 2008, at the New York Yacht Club in Manhattan.

**Rolex Yachtsman of the Year** – When Jeff Linton (Tampa, Fla.) received his first nomination for the Rolex Yachtsman of the Year award in 2005, it was the result of crewing aboard win-

ning boats at the Etchells World Championship and the J/24 Midwinters, combined with a string of four top-five finishes in the Lightning class. Fast forward two years to find the 45-year-old Linton now semi-retired, having sold his partnership interest in Masthead Enterprises, and in the helmsman's position, dominating the Lightning class, for which he has been crowned the 2007 Rolex Yachtsman of the Year.

"This was a remarkable year," said Linton. "Everything fell into place. We've become more consistent as a team, and because work was secondary there was more time to fix the boat and more time to practice. Winning the Rolex Yachtsman of the Year award is one of those things you dream about. You get a few wins, and you think 'maybe I could get my name on that [trophy].' It's the pinnacle, and after 38 years of sailing, I've finally done it."

Linton won the 2007 Lightning World Championship in Athens, Greece, in a fleet of 48 with 11 nations represented, but he noted that the hardest event to win in 2007 was the Lightning Winter Championship, which has no restrictions on the number of entries. At that 71-boat event, contested in St. Petersburg, Fla., he edged out numerous notable sailors to win by just one point. His success in the class also included: the South American Championship held in Bogota, Columbia, where first-place finishes in three races ultimately gave him a 14-point win over the 20-boat field; the title win at the Florida District Championship; a second-place finish at the Lightning Deep South Regatta in Savannah, Ga.; and second overall in the Lightning Southern Circuit out of 42 boats.

Linton also earned additional praise from the selection committee for performance in two other competitive one-design classes: he won the Flying Scot North American Championship and the Classic Moth National Championship.

"The Flying Scot class is similar in many respects to the Lightning," Linton explained. "Both have a large membership base in the U.S.A. and professional sailors are active in both classes. The Moth, which was well-known in the 1930s and '40s and built in basements, is still a build-your-own boat. My current boat is four years old and undefeated. If someone beats her, I'll have to build a new one."

Linton moved to Florida as an infant and grew up sailing with his father, a marine biologist, and his brother, John, on the family's Morgan 24. He first tasted success in one-design racing as a teenager on a windsurfer; and while he went to Eckerd College on a soccer scholarship, he ultimately ended up in the collegiate sailing program. His wife, Amy Smith Linton, is his regular crew in the Lightning and Flying Scot, making her a world champion as well. "A lot of time spouses don't work together [in the boat]. I don't know the secret; we just try to have fun."

**Rolex Yachtswoman of the Year** – Sally Barkow (Nashotah, Wis.) has reclaimed her position as the top woman racer in the U.S.A. upon being named the 2007 Rolex Yachtswoman of the Year. First recognized with the honor in 2005, Barkow was nominated to the shortlist for the sixth consecutive year and now joins a select group of women who have received the accolade more than once.

"This is exciting and unexpected! I was shocked when I got the call," said Barkow, who is training in Florida until the end of February with her Yngling teammates Debbie Capozzi (Bayport, N.Y.) and Carrie Howe (Grosse Pointe, Mich.). "The other nominated sailors are extremely distinguished and accomplished, all very deserving of this great honor."

Like the football star who cannot win the Heisman Trophy without his team, Barkow acknowledged she would

# Sailing News

not be receiving this award for the second time without the support of the talented team on which she relies. "I have not sailed a single-handed boat since 2002 and I believe that teamwork is our biggest asset on the water. Debbie has sailed with me in every event this past year, not to mention the preceding five years. Carrie has also been racing with me for the past five years, only missing a few events this year, and Annie Lush (GBR) has raced every match race event and all three of our successful Rolex International Women's Keelboat Championships. Beyond these three, there have been numerous fantastic crew who all deserve a piece of this award. Our sport involves a great deal of teamwork, and it is the entire team that makes success happen. This award is for my entire team!"

Although Barkow's primary focus has been helming her Yngling with a

goal of representing the U.S.A. at the 2008 Olympic Games in China, her performance in other classes, whether fleet or match racing, were what set her apart in 2007. Barkow started the year with her third consecutive win of the Rolex Miami OCR in the Yngling class. On task in the Yngling, she finished second at the North American Championship in Miami, won the Princess Sofia Trophy in Spain and collected silver at both Semaine Olympique Française in France and the ISAF Sailing World Championships in Portugal.

Barkow's turn on the match racing circuit was highlighted by wins at the Boat U.S. Santa Maria Cup in Annapolis, Md., and the Vitória Brasil Women's Cup in Brazil. Flying straight from Brazil to Houston, Texas, Barkow took the helm of a J/22 to close the year as she had started it -- collecting another championship title for the third consecu-

tive time. She won US SAILING's Rolex International Women's Keelboat Championship (IWKC) without having to sail the final race of the series after topping a field that included past winner and fellow Rolex Yachtswoman of the Year ('95, '01) Cory Sertl (Rochester, N.Y.), as well as Anna Tunnicliffe (Plantation, Fla.) who will represent the U.S.A. at the 2008 Olympic Games in the Laser Radial event. Only one other woman has won the Rolex IWKC multiple times: Betsy Alison (Newport, R.I.) has won not only the regatta but also the Rolex Yachtswoman of the Year award a record-setting five times.

The 27-year-old Barkow grew up in a sailing family and started receiving national recognition as two-time ICSA (Inter-Collegiate Sailing Association) All-American (2001 and 2002) while studying Psychology at Old Dominion University (Norfolk, Va.). Since graduating from ODU, her single-minded focus has been her goal of competing at the Olympics in the Yngling class. The linchpin to that quest will be the Yngling World Championship in February which will be the final event in a series that will determine if Barkow's team represents the U.S.A. at the 2008 Olympic Games in China.

For additional information on the awards please visit [www.ussailing.org/awards/rolex](http://www.ussailing.org/awards/rolex).

FREE ISSUE!

## A newsletter to improve your race results this year.

If you're eager to learn more about how to sail fast, don't miss Dave Delenbaugh's new monthly newsletter called *Speed and Smarts*.

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# Boat U.S.

## Spring Commissioning Checklist

To help boaters have a trouble-free summer boating season, BoatU.S., the nation's largest recreational boating association, has a spring commissioning checklist. Whether you have a power or sailboat, inboard or outboard, following this checklist is an easy way to get ready for the season.

### BEFORE YOU LAUNCH:

- Inspect and lubricate seacocks. Hoses and hose clamps should be inspected and replaced as necessary.

- Replace deteriorated zincs.

- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft - if it's loose, the cutlass bearing may need to be replaced.

- Check to make sure the rudder-stock hasn't been bent.

- Inspect the hull for blisters, distortions and stress cracks.

- Make sure your engine intake sea strainer is free of corrosion and properly secured.

- Check the engine shaft and rudder stuffing boxes for looseness. After the boat is launched, be sure to check these as well as through-hulls for leaks.

- Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary. **OUTDRIVES and OUTBOARD ENGINES:**

- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect.

- Check power steering and power trim oil levels. Replace worn-out zincs.

- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.

### ENGINES AND FUEL SYSTEMS:

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges.

- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters.

- Inspect cooling hoses and fittings

### Spring Into...



### ... Your List

for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.

- Every few years, remove and inspect exhaust manifold for corrosion.

- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water.

- Inspect bilge blower hose for leaks.

### SAILBOAT RIGGING:

- Inspect fittings for cracks and rust. Inspect wire halyards and running backstays for "fishhooks" and rust.

- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.

- Recaulk through-deck chainplates as necessary (generally, once a decade).

- **TRAILERS:**

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure. Don't forget the spare!

- Inspect bearings and repack as necessary.

- Test tail and back-up lights. Test winch to make sure it's working properly.

- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.

### MISCELLANEOUS:

- Check expiration dates on flares and fire extinguishers.

- Check stove and remote tanks for loose fittings and leaking hoses.

- Inspect bilge pump and float switch to make sure it's working properly.

- Inspect dock and anchor lines for chafing.

- Update or replace old charts, waterway guides.

- Check shore power cable connections for burns, which indicates the cable needs to be replaced.

- Make sure your boating license and/or registration is up to date. Don't forget your trailer tags.

- Review your boat insurance policy and update coverage if needed. Be sure you have fuel spill insurance coverage.

- Make sure you have a properly sized and wearable life jackets in good condition for each passenger, including kids and pets.

*The checklist is also available at <http://www.BoatUS.com/freebies>.*



## Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg
9	Escape, Furling Main Sail	00	\$1,095	FS
9	Mini Scow	86	\$1,000	FS
9	Walker Bay RID 275, Sail Kit	06	\$2,299	FS
9	West Marine Inflatable	03	\$900	FS
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS
10	Hunter Xcite, New	04	\$2,500	FS
10	WindRider, Yellow	02	\$1,095	GS
12	Catalina Expo, Furling Main, Trlr	03	\$3,900	WB
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS
12	Escape	96	Call	HY
12	Johnson Miniscow, Main, Trlr	85	\$1,600	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB
12	O'Day Widgeon, Trlr	74	\$1,250	FS
12	Sailboard	UK	\$600	FS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY
14	Am Fiberglass Corp "T" for Two	77	\$900	FS
14	Catalina Capri 14.2, Main, Jib	89	\$2,900	WB
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB
14	Hunter 140, RF Jib	08	\$5,795	AS
14	O'Day Javilin BSU	UK	\$600	FS
14	Phantom/Sunfish, Sail	UK	\$1,299	MR
14	Skipper, Trlr	77	\$1,000	FS
14	Taft Cat	UK	\$500	FS
15	Laser 2, 3 Sails, Trlr, Harness, Paddle	90	\$2,600	HY
15	Legacy, New Model, w/Trlr	07	\$13,900	GS
15	Picnic Cat, New Model, Trlr	07	\$11,795	GS
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY
15	Vanguard, Almost New, Cover, Trlr	06	\$5,900	GS
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB
16	ComPac 16-2- NEW LISTING	87	\$4,900	CN
16	Escape PlayCat, Demo	03	\$2,700	AS
16	Hobie Cat, Main, Jib, Trlr	UK	\$1,799	MR

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LOA	Description	Yr	Price	Bkg
16	Hobie Cat, Mast, Sails, Trlr	UK	\$1,000	MR
16	Island Packet Big Fish	06	\$4,300	SW
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,800	WB
16	Johnson Daysailer, Main, Jib, Trlr	83	\$2,400	WB
16	Johnson M-16 Scow, Main, Jib, Trlr	80	\$2,700	WB
16	Johnson X, Main, Jib, Extra Sails, Trlr	95	\$4,000	WB
16	Johnson X, Main, Jib, Trlr	83	\$1,800	WB
16	Johnson X-Boat, Refurbished, Trlr	85	\$3,000	SC
16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
16	M16, Trlr	UK	\$600	FS
16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN

### Legend:

AS=Aquarius Sail  
262-691-3794

BH=BoatHouse of Madison  
608-849-9200

CM=Cramer Marine  
cramermarine.com  
800-776-0909  
414-272-5998

CN=Crow's Nest Yachts  
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FS=Fleet Sails  
218-547-1188

GM=Gunkhole Marine  
651-260-6200

GS=Great Lakes Sailboat Co.  
517-339-1760

HH=Hansen's Harbor  
www.hansensharbor.com

HW=High Water Marks  
612-462-3704

HY=Hooper's Yachts  
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800-377-8795

IY=Island Yacht Sales  
218-428-7306

LB=Lakeland Boatworks  
269-795-9441

MA=Martins Sports Afloat  
218-963-2452

MR=Mesabi Recreation  
218-749-6719

NE=NestEgg Marine  
715-732-4466

NY=Northland Yachts  
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SC=See Classifieds

SU=Superior Yachts  
800-772-5124

SY=Shorewood Yachts  
952-474-0600

SW=Sailor's World  
952-475-3443

WB=White Bear BW  
651-429-7221

# Northern Breezes

# Waterfront

# Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY	22	S-2 6.9, 4 Sails, 8hp Johnson, Trlr, More	84	\$6,900	HY
16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY	22	Sea Ray Express 215, Motor, Fiberglass	00	\$25,110	IY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	23	AMF Paceship, Trlr	77	\$4,995	SY
16	Rave Hydrofoil, TRLR, New Sails	03	\$8,500	AS	23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr, More	74	\$4,500	HY
16	Rave, Trlr, Good Condition	00	\$4,000	GS	23	Hunter 23.5, H20 Ballast, Excellent	97	\$10,900	CN
16	X Boat, 2 Sails, Red	77	\$600	FS	23	Hunter, 4 Sails, 5hp OB, Trlr, Custom Cover	90	\$8,300	HY
16	X Boat, Single Sail, Green	UK	\$600	FS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
17	ComPac Suncat, Main, Trlr, Honda, Loaded	00	\$12,500	SC	23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
17	Hunter 170 [NEW],TRLR	06	\$7,500	AS	23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
17	O'Day Daysailer, Main, Jib, OB, Trlr	72	\$2,995	WB	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
17	Siren, Gaff Rig, Trlr, Many Mods	74	\$1,900	GS	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
17	Sun Cat, New Model, Trlr	07	\$21,900	GS	23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
17	WindRider, Dealer Boat, Bilge Pump	07	\$7,995	GS	23	Precision, Trlr, 6hp Johnson, Dingy, More	93	\$13,200	SC
18	Catalina Capri, Wing Keel, Main, Furl Jib, Trlr	93	\$9,750	WB	23	S-2, Incl. Trailer & Motor - Blue Hull	75	\$5,500	CN
18	Chrysler Buccaneer, Main, Jib, Trlr, Furl	72	\$1,330	HY	23	Seaward, 4 Sails, 6hp Johns, Trlr, More	90	\$7,000	HY
18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY	24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY	24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
19	Com-Pac, CDI Genoa, Trlr, OB	82	\$5,900	GS	24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	\$5,720	HY
19	Rhodes, 4 Sails, 4hp Merc, Trlr, Furl, More	04	\$16,900	HY	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
19	Vanguard, Furl Jib	80	\$700	FS	24	C&C, 4 Sails, 8hp Merc, 5 Winches, More	76	\$1,000	HY
19	West Potter	05	\$19,999	NE	24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY	24	C&C, 9.9hp Evinrude, 4 Sails, Cradle	79	\$5,000	SC
20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$43,900	GS	24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB	24	Freedom, 9 Sails, 9.9 Hp Honda, Trlr, More	95	\$25,000	HY
21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$5,900	HY	24	Hunter 240, VHF, 6hp Nissan, RF, Trlr	02	\$18,500	SC
21	Hunter 216 (Demo), Swing Keel, RF, Trlr	05	\$14,000	WB	24	J-24, Many Sails, 4hp Johnson, More	79	\$6,900	SC
21	Hunter 216, Frl, Trlr, Demo	04	\$13,000	FS	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
21	Hunter 216, Furling Jib, TRLR	07	\$17,200	AS	24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY	24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$10,000	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY	24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,900	HY
21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$10,500	HY	24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
21	Precision, Well Maintained, 6hp Johnson, Trl	88	\$7,800	SC	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
22	Bayliner Buccaneer 220, 4 Sails, Trlr, More	80	\$2,400	HY	24	Mirage, Trlr, Lots of Sails, Race Ready	76	\$3,500	SY
22	Catalina Capri, Main, RF Jib, 5hp Honda, Trlr	06	\$23,500	WB	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
22	Catalina Capri, Main, RF Jib, 5hp OB, Trlr	99	\$15,500	WB	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
22	Catalina Capri, Wing Keel, Main, RF Jib, Mtr	98	\$13,900	WB	24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
22	Catalina Mk II, 2 Sails, 4hp Mariner, Trlr, More	98	\$16,650	HY	24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY
22	Catalina, 3 Sails, 6 HP Merc 4 strk, Trlr, More	74	\$6,900	HY	24	San Juan, Trlr, Sails, Race Equipped	78	\$9,999	MR
22	Catalina, Fixed Wing Keel, Main, RF Jib, Trlr	88	\$7,999	WB	24	Yankee, 3 Sails, 5HP Nissan, Trlr, More	73	\$4,200	HY
22	Catalina, Pop Top, Trlr, Motor	83	\$5,500	FS	25	C&C	74	\$2,995	NE
22	Catalina, Swing Keel, Main, Jib, 8hp OB, Trlr	86	\$9,000	WB	25	Cal, 4 Sails, 11 Hp Diesel, Furler, Electronics	83	\$11,000	HY
22	Catalina/Capri, 4hp Johnson, Trlr, 10 Sails	88	\$8,995	SC	25	Cape Dory, 4hp OB	77	\$6,600	CM
22	Hunter, Main, Jib, 5hp Nissan OB, Trlr	81	\$6,500	WB	25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
22	Laguna, 4 Sails, Trlr, Galley, Head, Sleeps 5	85	\$2,500	HY	25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY	25	Catalina 250, Main, 135% RF Genoa, 8hp	04	\$30,000	WB
22	Morgan, Trlr	69	\$6,000	FS	25	Catalina 250, Main, RF, 110% Genoa, OB	95	\$14,000	WB
22	Ranger, 2 Sets Main & Jib, 6hp Evin, Trlr, More	78	\$3,500	HY	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY

LOA	Description	Yr	Price	Bkg
25	Catalina, 5 Sails, 9.9hp OB, Crdl, Pop Top	78	\$7,950	HY
25	Catalina, Pop Top, Trlr, 9.9 Honda 4 Strk	80	\$9,500	FS
25	Catalina, Swing Keel	80	\$4,000	SY
25	Columbia 7.6M, Reduced	79	\$12,500	NE
25	Ericson 25+	79	\$9,900	NY
25	Freedom, 3 Sails, 9.9hp Evin, More	83	\$5,900	HY
25	Holiday, Wooden, Main, Jib, 6hp Evin, Trlr	55	\$12,000	WB
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, TRLR	08	\$37,500	AS
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$7,250	HY
25	Irwin, OB, Cradle	72	\$5,000	CM
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr, More	81	\$3,900	HY
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB
25	Merit, Race Equipped, 5hp Mercury, Trlr	81	\$8,000	SC
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler, More	76	\$8,750	HY
25	O'Day, 6 Sails, 6hp Johnson, Trlr, Loaded, More	76	\$7,500	HY
25	O'Day, Main, Furl Gen (2), Needs Work	78	\$2,000	NY
25	Pacific Seacraft, Up-grade Sails, Dsl, Dinghy	79	\$10,000	NY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY
26	Chrysler, 2 Sails, 8 Hp Yamaha, Trlr, Electro.	77	Call	HY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Grampian, Lots of New Gear	72	\$6,000	HY
26	Hacker Race Boat	97	\$115,000	IY
26	Hunter 260- WHEEL STEERING	99	\$24,900	CN
26	J-80, 3 Sails, 4hp Nissan, Trlr, Comp, More	05	\$48,000	HY
26	MacGregor 26 D, 3 Sails, 15hp Mariner, Trlr	88	\$6,000	HY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$23,900	HY
26	O'Day, Trlr, Sleeps 5, Swing Keel, Sail	86	\$16,999	MR
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$9,800	HY
26	Pearson, New Sails, RF, Elect, Trlr	78	\$9,500	SC
26	Pearson, OB, Yard Trlr	72	\$7,000	CM
26	Pearson-New Listing/Particulars TBD	UK	Call	HY

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LOA	Description	Yr	Price	Bkg
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	Call	HY
26	S-2 7.9, Motor, Fiberglass	84	\$13,500	SW
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Seaward RK	08	\$36,000	GM
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS
27	C&C 27	84	\$14,995	NY
27	C&C Mk III, 5 Sails, 13hp Yanmar, Whl, More	81	\$23,900	HY
27	C&C Mk III, 5 Sails, 30hp A4, Furl, Whl	79	\$15,900	HY
27	C&C Mk IV, 5 Sails, 13 Hp, Furl, Electronics	82	\$19,000	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Cape Dory	78	\$19,500	NE
27	Catalina, 2 Sails, 11hp Univ Dsl, More	74	\$10,900	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY
27	Catalina, Dsl, Whl Steering	86	\$16,000	CM
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS
27	Catalina, Sloop	76	\$12,500	IY
27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$12,000	HY
27	Erickson, OB, Yard Cradle	72	\$10,000	CM
27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
27	Hunter	93	\$23,500	NE
27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$5,700	HY
27	Hunter, Reduced	84	\$10,500	NE

**Legend:**

AS=Aquarius Sail 262-691-3794	CN=Crow's Nest Yachts 651-739-2880	HW=High Water Marks 612-462-3704	MA=Martins Sports Afloat 218-963-2452	SU=Superior Yachts 800-772-5124
BH=BoatHouse of Madison 608-849-9200	FS=Fleet Sails 218-547-1188	HY=Hooper's Yachts 651-436-8795 800-377-8795	MR=Mesabi Recreation 218-749-6719	SY=Shorewood Yachts 952-474-0600
CM=Cramer Marine cramermarine.com 800-776-0909 414-272-5998	GM=Gunkhole Marine 651-260-6200	IY=Island Yacht Sales 218-428-7306	NE=NestEgg Marine 715-732-4466	SW=Sailor's World 952-475-3443
	GS=Great Lakes Sailboat Co. 517-339-1760	LB=Lakeland Boatworks 269-795-9441	NY=Northland Yachts 715-779-3339	WB=White Bear BW 651-429-7221
	HH=Hansen's Harbor www.hansensharbor.com		SC=See Classifieds	

## Northern Breezes

## Waterfront

## Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY	32	Catalina 320, Wing	07	\$138,500	NE
27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY	32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY
27	TMI, 5 Sails, 15 Hp, Electronics, More	81	\$12,000	HY	32	Ericson, Reduced	74	\$15,500	NE
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY	32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl, More	98	\$135,000	HY
28	Kings Cruiser Sloop	57	\$10,000	IY	32	Larson Cabrio 330	02	\$80,000	IY
28	Morgan (Out Island), 4 Sails, A4, Elect, More	74	\$13,500	HY	32	Seaward RK	08	\$124,000	GM
28	Newport 28	79	\$15,000	NE	33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$86,000	HY
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY	33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
28	Pearson 28 Sloop	78	\$12,500	IY	33	Hunter	82	\$23,000	NE
28	S-2 8.5 Meter, Dsl, Fiberglass	81	\$12,900	SW	33	Hunter 33-NEW LISTING	80	\$19,900	CN
29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM	33	Hunter, - NEW - Mariner Pkg - Save \$9,000	07	Call	CN
29	Columbia 8.7, 5 Sails, Dsl, GPS, VHF	77	\$16,000	SC	33	Ranger, Motor, Fiberglass	77	\$17,900	SW
29	Columbia 8.7, Auto, GPS Radar	82	\$17,995	NY	33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY	34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY
29	Hunter 29.5, Clean Boat - Offers?	95	\$34,900	CN	34	Beneteau 343 LIKE NEW - Bayfield	06	\$127,000	CN
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$57,900	CN	34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
29	Lancer	78	\$10,995	NE	34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
29	Lancer, Motor, Fiberglass	78	\$12,900	SW	34	Catalina	86	\$46,900	NE
29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY	34	Gemini 34 Catamaran	99	\$120,000	NY
30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY	34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
30	Allied Seawind, Dsl, Ketch	65	\$19,500	CM	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$114,200	HY	34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
30	Catalina	88	\$44,000	NE	34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
30	Catalina 309, Dsl, Fiberglass	07	\$108,000	SW	35	Catalina 350	03	\$143,900	NE
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	35	Catalina 350	04	\$134,999	NE
30	Catalina, 4 Sails, 12hp Yanmar IB, Furl, Whl	79	\$20,000	HY	35	Catalina 350	06	\$179,999	NE
30	Catalina, Dsl, Fiberglass	89	\$41,900	SW	35	Catalina 350, Loaded, OB, Dinghy	03	\$134,500	SC
30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY	35	Columbia 10.7, Elect, Dsl, Up-Grade Sails	84	\$58,995	NY
30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY	35	Ericson	70	\$22,500	NE
30	Ericson, 4 Sails, A4 IB, HrkN Furler, Elect	79	\$24,000	HY	35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
30	Gemini 3000 Catamaran, 25hp Yamaha, More	87	\$39,995	NY	35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$69,500	HY
30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN	35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$35,000	HY
30	Moonship Pilot	02	\$96,000	IY	36	C&C 110	03	\$134,999	NE
30	Newport 30 MKII	74	\$10,900	NE	36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY	36	Catalina, Furling, Instruments, 1 Owner	88	\$61,000	SC
30	Pearson-New Listing/Particulars TBD	UK	Call	HY	36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
30	Penn Yan Sport Fish, Motor	78	\$31,500	IY	36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
30	S-2 9.2 C, Center Cockpit, Dsl, Fiberglass	83	\$32,900	SW	36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY
30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY	37	Beneteau 373 - NEW - Save \$15K	07	Call	CN
30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE	37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$94,500	NY
31	Cruisers 3170 Esprit	88	\$27,000	IY	37	Island Packet, Dsl, Fiberglass	07	\$317,500	SW
31	Hunter 31, NEW, NEVER SPLASHED	06	Call	CN	37	Island Packet, Dsl, Fiberglass	95	\$169,900	SW
32	Bayliner 3255 Avanti	95	\$58,000	IY	37	Little Harbor Yawl, 16 Sails, Yanmar, Whl, More	67	\$115,000	HY
32	Bayliner 3270, Gas Engine, Fiberglass	89	\$35,000	IY	37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$29,500	HY	37	Tartan 3700CCR - NEW - Save \$37K	07	\$277,200	CN
32	Catalina 320, Wing	00	\$89,995	NE	37	Tartan, Fully equipped, Dinghy	78	\$58,900	NY

LOA	Description	Yr	Price	Bkg
38	Catalina 387	04	\$184,999	NE
38	Hunter 38, **Dealer Demo**, Save 27K	06	\$189,900	CN
38	Hunter 38-NEW Listing	06	\$190,000	CN
38	Morgan 382, Dsl, Radar, GPS, Furling	79	\$59,900	NY
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
40	Beneteau 40-NEW MODEL	08	Call	CN
40	C&C, 14 Sails, Furling, Dsl, Awlgrip	80	\$74,995	NY
40	Pacific Seacraft, Fresh Water Only, Loaded	96	\$295,000	NY
40	Silverton Aft Cabin	87	\$67,900	IY
40	Tartan, Main, 120%, Furler, Electronics, More	87	\$149,995	NY
41	Island Packet Sp Cruiser, Dsl, Fiberglass	08	\$413,430	SW
42	Catalina 42 MkII, 3 Cabins	01	\$189,999	NE
42	Vagabond, Main, Furl SS & Genoa, More	83	\$165,000	NY
43	Hood, 90hp Dsl, 19 Sails	UK	\$39,500	NY
45	Fabola Diva 451	97	\$175,000	IY
45	Jeanneau SO45, 4 Cabin, 2 Head, Extras	08	Call	SU
45	Morgan, Nelson-Marek FAST CRUISER	83	\$99,900	CN
46	Tartan, Main, Furl Jib, All Inst., Heat/Air	93	\$229,000	NY
47	McKinna Sedan, Dsl	00	\$345,000	IY
50	Yokosuka Naval Shipyard Yawl	47	\$140,000	IY

LOA	Description	Yr	Price	Bkg
<b>Miscellaneous</b>				
	Charter the Apostle Islands with Superior Charters	Call		SC
	Deliveries: Professional, Sail and power	Call		SC
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC
	Music: Carl Behrend	\$18		SC
	Music: Lee Murdock Songs	\$15		SC
	Rental: WindRider Rentals	Call		SC
	Slip: 18x32 Slip for Sale at Port Superior Marina, WI	\$56,500		SC
	Wanted: Tandem Axle Trlr, 7,000 lb capacity	Call		SC
	Wanted: Used Johnson or Evinrude 2-6hp	Call		SC
8	Dinghy, Hard-chined Fiberglass w/Oars	86	450	HY
22	Sea Ray Express 215, Motor	00	\$25,110	IY
26	Hacker Race Boat	97	\$115,000	IY
30	Pen Yan Sport Fish	78	\$31,500	IY
31	Cruiser 3170 Esprit, Gas Engine	88	\$27,000	IY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bayliner 3270, Gas Engine	89	\$35,000	IY
32	Larson Cabrio 330	02	\$80,000	IY
40	Silverton Aft Cabin	87	\$67,900	IY
47	McKinna Sedan, Dsl	00	\$345,000	IY

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## BOATS FOR SALE



**16' Johnson X Boat, 1985** Completely refurbished summer 2007, Exceptionally clean, New North Main and two additional practice sails, New lines, Trailer w/new lights. \$3,000 invested, sacrifice at \$2,000. Please call 612-987-1060 or email barnard1995@comcast.net.

**16' Rave Hydrofoil, 2002** Granite blue, full battened main, jib, screecher. Trlr. Stored inside. Exc shape. \$9,999/BO. 612-597-7399.

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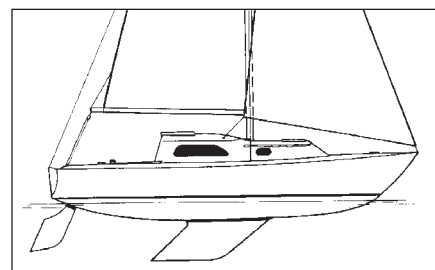


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# Celebration Sailing Festival

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**Even with rain it's a great day!**  
Jeff and Tim sailing in the British Virgin Islands.

*Photo by Sue Erickson*



**Aloft in the Lock**  
It is a tradition for sailors to go aloft to greet spectators at eye-level while transiting the locks and to take memorable pictures before the start of the Trans Superior Int'l Yacht Race.

*Photo by Michele Pufahl-Burns*

## **Let's Celebrate!**

The photos used in **Celebration Sailing Festival** are sent in by Midwest sailors like you, from all over the world. Have a photo you think other sailors would like to see? Something that might show the true feeling behind why you sail? You can send prints or digital files. Each photo must include who it was taken by, who is in the picture, and where it was taken if possible. Also, it should have your name and address on it. Submission means we have authorization to use them for publication in print and online, and don't expect them back!

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**Afternoon in the BVI's**  
April is ready to jump off and go diving in the British Virgin Islands while Dave and Alice watch.

*Photo by Sue Erickson*



# It's Your Boat Too:

## A Woman's Guide to Greater Enjoyment on the Water

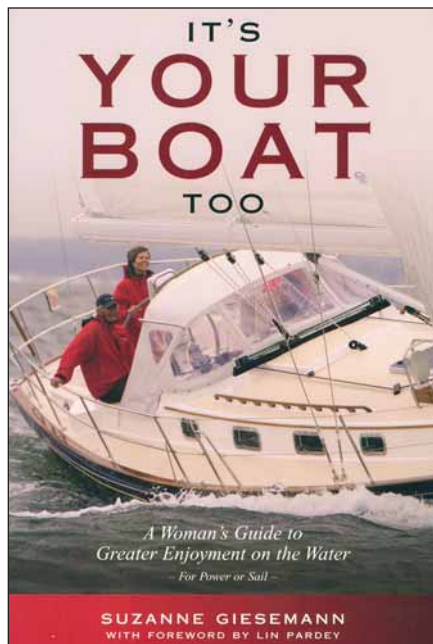
by Suzanne Gieseemann.

A Book Review by Andrea Lee

At the recent boat show in Minneapolis, I noticed a seminar by Suzanne Gieseemann titled, "It's Your Boat Too." I looked at the sign and said to my husband, "I should go to that." He responded, "I'll go with you." And we did.

I am new to sailing and getting a woman's perspective was very appealing to me. I love the water. We have a runabout, jet skis and the usual lake toys...on a small 1,000 acre lake...with land in sight everywhere and nary a current or tide. I come from the "Jaws" and "Poseidon Adventure" era that has probably ruined the ocean experience for many Midwesterners of my generation. And yet, I love the ocean. It is beautiful...to look at. I love to scuba dive...on a clear and calm day. So with all of this water experience, why am I so intimidated by sailing and why does my husband live, eat, and breathe sailing? Suzanne Gieseemann has the answers. Her brief seminar was full of the nuts and bolts of women and boating. She regaled us with funny stories and a realistic perspective of how women and men differ when it comes to sailing. I wanted to know more and bought her book.

Ms. Gieseemann states that sailing is about freedom and should be a source of stress relief from our daily lives. Sailing is fun, but it is also challenging. Women are worriers, we are caretakers, and she states that preparation is key to our comfort and confidence level. She asks women to identify the source of our concerns in order to set ourselves up for success. She advises us to get as much experience and education as possible. After all, she counsels us that there is increased safety by our participation. And she goes on to tell of



women that were mere passengers on their own boats and hence helpless to act when something happened. Ms. Gieseemann's book gives us the psychological tools and the basic tangible tools for success. She has a chapter on attitude...do we view sailing as an ordeal or an adventure? Are we passive or active? Are we ninnyes or self-confident? She urges us to practice "what if" scenarios and prepare a risk analysis. We have to realize that things go wrong, it is the nature of boats, but we also have the ability to be proactive to control our environment. Besides the many psychological tools, there are chapters on terminology, rules of the road, navigation, VHF radios, lines, knots, boat handling, docking, advice on communicating with our spouse, and so on. It can seem overwhelming, but Ms. Gieseemann stresses practice and application. She readily admits that there is a lot to learn, but this book is truly about "A Woman's Guide to

Greater Enjoyment on the Water." Her book has checklists and additional recommended reading.

"It's Your Boat Too," is a must read for all women out there that are reticent about sailing and want to become more confident. Ms. Gieseemann's credentials and experiences are impressive. She wants women to become competent, comfortable and happy sailors. After all, she says, "why should men have all the fun?"

Publisher: Paradise Cay  
Publications, Inc.  
Arcata, California  
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*Andrea Lee has recently taken up sailing after being a lifelong powerboat fanatic. She is ASA certified through the Northern Breezes Sailing School on Basic Keelboat, Bareboat Chartering and Coastal Cruising...with more classes to come.*

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based on a well defined handicap system called PHRF which stands for the Portsmouth Handicap Racing Formula. The normal course is defined above but will be modified in the event of very light air. This event is all about having fun and learning about the pleasures of sailing and sailing fast with an objective.

**Sailfest 2008** will be held in Bayfield, Wisconsin.

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# Sailfest 2008

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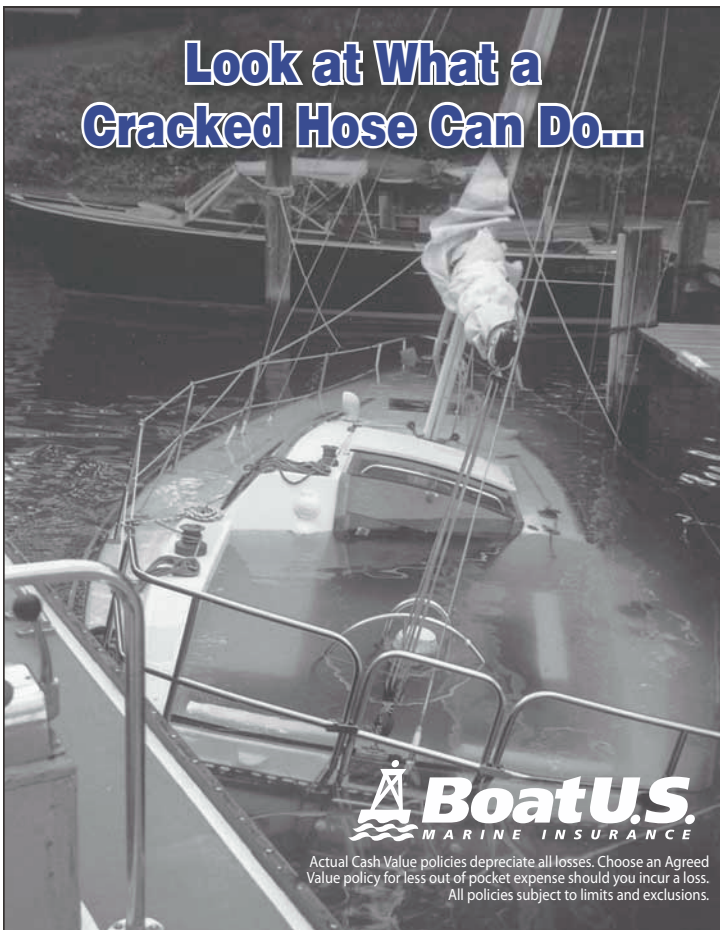
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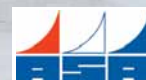
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Jessica, 13, on left and Hannah, 9, practice docking.



Michael holds the boat with his feet for Jessica's solo sail.

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