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Volume XXI No. 2 April/May 2010

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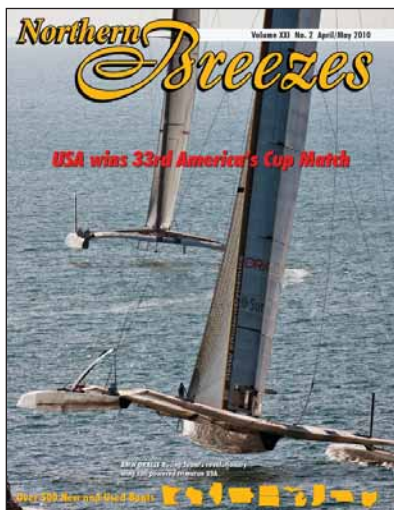
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The Cover



Cover Photo:
Winner of 33rd
America's Cup - BMW
ORACLE Racing
Team's revolutionary
wing sail powered tri-
maran USA.

Photographer: Gilles
Martin-Raget



Page 7, Rick Menzel (left) and Todd Andrews (right) at the Trump Marina in Atlantic City, New Jersey. (Rick was trained as a Supply Officer in the Army at Fort Lee, Virginia.)



Page 14, Skipper Christine Porter and crew Allie Valentor sail fast while practicing for ICSA Nationals 2009.

Photographer: by Michelle Czarnecki



Page 28, 33rd America's Cup - BMW ORACLE Racing.

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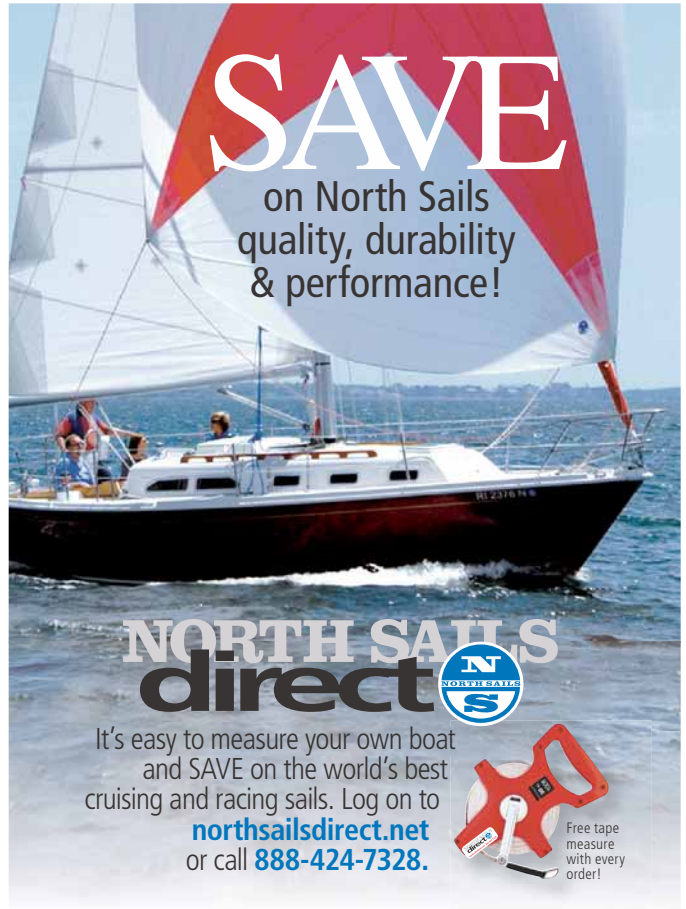
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School of the Sailor

by Rick Menzel

Rick

“Todd!”

I fervently hoped the frantic note in my voice was not quite as desperate as sounded.

“Todd, which way do I steer?”

It was day one of the trip my friend, Todd Andrews, and I had been looking forward to like fourth graders anticipating summer vacation. Three months before, my wife Nancy and I had become the proud owners of a Catalina 34 home ported in Westbrook, Connecticut. Our decision to move the boat from New England to our base at Solomon Island on the Chesapeake Bay was the *raison d’être* for this first big trip on “blue water.” Nights and weekends, Todd and I poured over charts and guidebooks, discussing tide tables, anchoring techniques, the light signatures of ocean vessels and the intricacies of diesel engines. A week before the trip, we skippered together on a chartered Hunter 38’, hosting several friends from our church’s men’s group on a



Todd Andrews (left) and author Rick Menzel, (right) discuss the course they will follow down Long Island Sound to New York City.

weekend cruise of Lake Superior’s Apostle Islands. We had prided ourselves on a successful apprentice ship in the “school of the sailor.” Like so many others who dreamed of blue water, our first taste of sailing was at the tiller of a Sunfish or a Sailfish. Later we moved to day-sailors and a first taste of keelboats.

Somewhere along the journey, we became avid readers of *Northern Breezes*. The accounts of Barb Theisen and others who had gone before were the wind in our sails.

Nor had we neglected the academic side of “the school of the sailor.” We were graduates of Minnesota’s own Northern

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An advertisement for ePaint eco-friendly paints. The top part shows a white sailboat with the number 78 and a Rolex logo on its hull. The boat is on the water with people on deck. The text "ePaint" is written in large blue letters with a red outline, and "eco-friendly paints" is written below it in smaller blue letters. Below the boat, the text "Check Out This Bottom! www.ePaint.com" is written. At the bottom, there are two cans of ePaint: one labeled "ECOMINDER" and one labeled "E-PAINT 204". The main headline reads "The Best Bottom Paints for the Lakes!". Below the headline, there are four bullet points: "• Excellent Slime and Zebra Mussel Protection", "• Safe and Easy to Apply", "• Fast Racing Finishes", and "• In White and Bright Colors • No Copper Pesticides". At the very bottom, it says "Learn more at www.ePaint.com".



Todd Andrews at the helm of the Catalina 34, *Nancy Ellen*. By this time we were more comfortable with using our electronic chart plotter.

Breezes Sailing school and had earned our “bareboat” certificate on Lake Superior’s “sweet water” sea. We learned to handle mid-size coastal cruisers like the Catalina 34, to read charts and to plot our position through intersection and resection. Muttering ancient and modern mnemonics, we learned the difference between “deviation” and “variation” and how to “swing” the boat’s compass. We honed our skills and looked forward to the opportunity to put our learning to practice.

If we knew what we knew, we were equally aware of what we didn’t know. We had worked out tide and current calculations in the classroom, but the lakes of Minnesota gave us no opportunity to put those skills to the test. We had never sailed past sunset and our ability to recognize the speed, even the course of commercial shipping at night was untried. Thoughts of weaving our way

through the traffic lanes off a great port city like New York gave us the willies and we resolved to be prudent, if not timid. We would pick up the boat in Westbrook, Connecticut and test our sea legs in the protected waters of Long Island Sound. Along the way, our theoretical knowledge of tide tables would become a reality, and by the time we reached the East River and the infamous, Hell’s Gate, we would be ready. From there, we would move down the New Jersey coast in cautious hops, motor-sailing from Atlantic Highlands to Manasquan, from Manasquan to Barnegat, and finally from Barnegat to Cape May, New Jersey. There we would toast our triumph before taking our victory lap up the Delaware Bay and through the Chesapeake and Delaware Canal to the great bay itself.

But we didn’t know what we didn’t

know, and what we didn’t know was fog. Nancy and I arrived in Westbrook, Connecticut a week before Todd to take possession of the newly christened *Nancy Ellen* and make the final preparations for the great adventure. It was early June, and each new day brought clear blue skies and gentle breezes that stirred Long Island Sound into a sea of sparkles. But the morning of our departure, the fog settled in. It was not the dense white fog of the Great Lakes that billows up in the chill night air only to sink again as the sun rises. This was like salty gauze, a second sound of wet wool pressing down on the waters of the first. Like condensation on a car window or mist on eyeglasses, this fog first seemed only an annoyance easily wiped away. And from time to time, it seemed as if the fog were just about to lift, the diffused morning light glittering with an odd iridescent, as if the whole effect were part of an old-fashioned amusement park and someone was finally getting the word to shut down the fog machine. But the fog never lifted, only thickened or thinned as an unseen sun made its way through a blue sky in a world beyond the swirling mist.

Todd and I planned an easy first day jaunt, a twenty mile cruise down the sound from Westbrook to Milford. But in our lake sailor’s ignorance, we chose as our first way point not the marina, our point of departure, but an isolated buoy, a full quarter mile out into the harbor and some fifty yards east of the very solid V-shaped granite breakwater that guarded its mouth. As we motored gently down the channel and were swallowed up by the fog, I suddenly realized I had completely lost any sense of direction and no idea where we were in relationship to the way point or, more importantly, in relation to the breakwater itself. I had read how disorienting the fog could be, but I had never felt that utter sense of confusion or the pit of the stomach panic at the thought of sinking your brand new boat ten minutes into your first passage. Once more, I knew it had been done before, that sailors had spent years building a vessel which they managed to wreck in their first half hour afloat. Needless to say

such knowledge was cold comfort, making it all the more difficult to decide whether we had already passed the breakwater, whether it was to the right or to the left or about to emerge out of the gloom directly off the almost invisible bow. I felt the panic rise in me as I repeated my earlier question with the added emphasis born of real fears and imagined failures.

“Todd, what the hell way do I turn?”

If, like me, you ever venture offshore to take those first steps to be a blue water sailor, bring a good friend. And in addition to being a good friend, Todd is also a tax attorney and not one to get lost in a fog of numbers.

“Rick, steer due east, course nine oh.”

At any other time I would have criticized Todd on his faulty grasp of the phonetic alphabet and explained to him, for perhaps the twentieth time that he should give the course as “nine zero,” not “nine oh.” But today was different. Many of the issues Todd and I focused on while preparing for our first foray into blue water proved to be about as significant as the difference between “nine oh” and

“nine zero.” Other than that first frantic thirty minutes off the Westbrook harbor breakwater, the rest of our first day’s cruise was uneventful and by the time we reached Milford, Connecticut, a short hop down the coast, the fog was thin enough to make our arrival a non-event. The next day found us southward bound for Stamford. By noon of that second day, the sun had broken through the fog banks and a gentle breeze let us spread out sails for the first time, the low rumble of the diesel giving way to the slap of salt-water against the hull.

Todd

We passed under the Verrazano Narrows Bridge, crossed the Lower Bay without incident and docked briefly at Atlantic Highlands, New Jersey. After topping off our tanks, we headed north to round Sandy Hook and then south toward our first scheduled marina, Manasquan, New Jersey, some 25 miles south of the Sandy Hook light. With the sky sunny and the breeze light we thought that this final leg of the day would be

easy as the morning run down the East River. But either we didn’t notice the fog bank or, like all true Minnesotans, we were willing to look reality in the face and deny it. As we sailed south, the haze around us became thicker and thicker. By the time we reached Manasquan the late afternoon sun had given way to diffuse red-gold light morphing little children on the beach to ghost like sprites, ephemeral beings frolicking in the air-sea. On a calm June evening on an otherwise sunny day, we could see neither the marina entrance nor the harbor buoys whose coordinates we had so carefully entered into the GPS. But we could hear the summer surf slap against the rocks of the breakwater and caution seemed the order of the day. Rather than chance a close encounter of the granite kind, we opted to “out run” the fog continuing south to our alternate rest stop, Barnegat, New Jersey.

By the time we arrived at Barnegat it was midnight and the fog was twice as thick as before, swallowing up the harbor entrance, blotting out the red and green lights as if they had never existed. It was

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at this moment that Rick became obsessed with the idea that the right thing to do would be to “hove to” and sit off the Barnegat coast until morning. He hustled forward and began an all-out assault on the unsuspecting the jib and mainsail, the latter still securely swaddled in its protective cover. The challenges he faced were many. We were feeling the toll of the long day’s adventure and boat was still unfamiliar to both Rick and me. Besides, it was one o’clock in the bloody morning, the boat rolling back and forth in the summer swell like a see saw gone mad in a grade-schooler’s nightmare. I worked to keep the boat steady while Rick carried on a determined if doomed wrestling match with the sails. After more than half an hour, the sails won and Rick gave up.

“Rick, we’re going south,” I yelled into the dark, pitching my voice to the

bow where an unseen Rick lay slumped and spent. With other thoughts in mind, I didn’t notice Rick never answered.

Rick

Exhausted and utterly defeated, I slumped against the mast as Todd brought us on course for the run to Atlantic City. In thirty-five minutes of frantic effort, I had managed to remove the cover from the mainsail and come within a hair’s breadth of dropping the whole roller furling apparatus into the drink. Anyone guilty of half the antics I had just inflicted on my boat, let alone on my friend, I would have hailed as king of the marina morons. Who in his right mind would try heaving to on a boat so unfamiliar he hadn’t yet learned how to remove the mainsail cover? Who would plot a buoy as a GPS coordinate without first checking to see if said buoy was vis-

ible at night? But then again, who would learn just enough about GPS to get out to sea without quite learning enough to get back to shore? Welcome to Todd and Rick’s “school of the sailor!”

It is no more than thirty miles from Barnegat to Atlantic City, but I doubt I will ever forget that night’s sail. Though the biggest swell probably topped out at 3’, the boat was rolling enough to rattle the coordinates off a GPS. The boat was beautifully instrumented, but the glow of the dials was enough to deny the man at the helm what the military calls “situational awareness.” Blinded by the lights of the instruments and the rolling of the boat, I could probably have run down the Statue of Liberty had it been in my way. And although I’ve made my home in Minnesota for twenty years and think nothing of going off for a moonlight ski at twenty below zero, I have never been



Rick Menzel on the foredeck of *Nancy Ellen*.

colder than I was that early summer night on the Atlantic. Whether it was exhaustion, fear, or just the chill of a June night on the ocean, I could not say, but the damp worked its way through every stitch of clothing I had and in to every pore of my being. If it had not been for the constant calisthenics required to keep hands on the wheel and feet on the deck, I would have been the coldest man in New Jersey. As it was, that honor probably belonged to Todd!

Perhaps it was because we were cold and perhaps it was because we were tired, but neither Todd nor I gave the necessary thought to the growing cloud of steam that followed us down the coast of New Jersey. In our bareboat certification course, we had learned the supreme importance of ensuring a good flow of water through the engine and in more sanguine times, we might have observed what was bubbling out of the stern was more air than water. But, we were inexperienced and to the extent we thought about it at all, we attributed the “tea-kettle” effect to the boat’s motion and the continuous demands we’d placed on the engine. Besides, the temperature was more or less normal, at least as far as we could make out from the dancing dial just out of the direct sight of the helmsman. But perhaps the main reason we didn’t give the matter more of our attention was that we were already fully occupied with the duties at hand. Such is the nature of trouble at sea.

The long night was finally ending and gradually we could make out where the sea began and the fog ended. Having missed a buoy or two in our all night dash, we were relieved to pick-up the approach buoy to Atlantic City, its Morse code signal flash bouncing erratically off the fog banks around us. Then, just as we were turning on the final leg of our course towards Atlantic City, the engine struck up a chorus all its own. Given that I turn to my wife for help when the lawn mower refuses to start, it goes without saying that I have nothing to offer when it comes to diagnosing diesels. But if there were ever an engine determined to prove it operated on the “internal destruction” theory, ours was that engine. Instantly, Todd pulled the kill switch and an eerie calm settled down on our dripping decks.

Todd

Boats can sometimes play the part of the jealous lover, and the *Nancy Ellen* was no longer to be ignored. Smoke signals having failed to get the attention of the clueless crew, the engine struck up an anvil chorus all its own. I love all things mechanical and I feel for each suffering cylinder. I rushed to the engine’s side and pulled the kill-switch. The engine fell silent and we were alone with the gurgle of the sea and the mournful dirge of the bell buoy.

Rick

It is odd how a sleep-deprived mind can suddenly spring into action. The moment Todd hit the kill switch, I knew the source of our problem. In one of many dock side chats at the Westbrook Marina, another skipper had cautioned me on the dangers of “eel grass,” a marine plant that grows at shallow depths in salt waters

of the ocean and sound. In the thirty or forty futile minutes we had spent idling off the entrance to Barnegat harbor while I wrestled with the recalcitrant sails, we had probably vacuumed the bottom of every vestige of eel grass. In the next twenty miles, it had formed itself into a wad bigger than a Texas pitcher’s chew, gradually packing shut the engine intake and cutting off the flow of raw water on which the engine’s health depended. Finally things had reached the boiling point, as it were, and the engine had taken desperate measures to alert the crew to its predicament.

In the next few minutes, I acquired the knowledge I should have gathered at the start, tracing the flow of cooling water back to the filter which, true to my fears, was jam packed with green weed oddly reminiscent of Christmas tree tinsel. In short order, I closed the through hull and with no small amount of effort managed to unscrew the raw water strainer from the upstream end of the through hull valve. It was an easy matter to pick the offending eel grass from the filter but quite another to remove it from the through hull itself. Because of the angle of the valve housing, I could not get at more than the first few inches of the thickly compacted mass, dislodging little more than the upper layers of the killer weed. At the present angle of attack, I’d count myself lucky to clear the valve before we ran out of water. On the other



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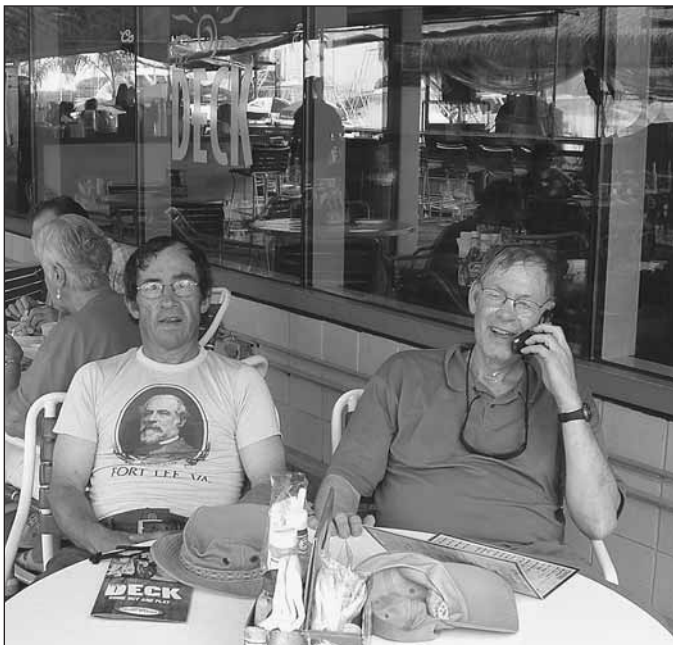
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Rick Menzel (left) and Todd Andrews (right) at the Trump Marina in Atlantic City, New Jersey. (Rick was trained as a Supply Officer in the Army at Fort Lee, Virginia.)

hand, if I were to go over the side, I would have a straight shot at the valve and it should be a relatively simple matter to dislodge the gunk from below.

In my desire to fulfill the ideal of the self-sufficient cruiser, I had properly equipped myself to perform the necessary surgery. Though fighting eel grass had never been on my agenda, I had read numerous accounts of sailors who had to go over the side to remove a variety of substances from the boat's prop. My favorite heroic tale on this theme involved an elderly gentleman who had to take the plunge in the middle of New York harbor while his equally antique spouse cooed words of encouragement from the cockpit. And if a geriatric couple could solve their own problems, so could Todd and I.

To say that Todd was eager to see me take an ocean swim would not be accurate. Psychologically, he'd already lost me overboard at least once during my frenetic activity off Barnegat, even to the point of rehearsing the phone call he'd have to make to my bereaved spouse, Nancy. As such, he was not excited about the prospect of my voluntarily jumping overboard. But as he saw me fumbling around for mask and snorkel, he did what needed to be done.

I always wore my lifejacket and thought it might be useful if I needed to rest during my endeavors. The depth sounder told us we were in no more than 30' of water, so we dropped the anchor and made things as secure as we could, though we dared not use the engine to set the hook. As a final precaution, Todd insisted on me being tied to the

boat, as if I were a Golden Retriever leashed for a backyard romp. An accomplished swimmer who had grown up less than fifty miles from the Delaware shore, I had spent many pleasant childhood days on the beach or swimming in the Atlantic, often in conditions far more challenging than those we faced that morning. But I figured it was good to humor Todd, and I played along. Rope securely fastened to my lifejacket, I stepped off boat's transom and into the clear cool Atlantic waters.

We all know those nightmarish moments when "your life flashes before your eyes." Being modern people, we are more likely to experience those moments at the wheel of a car than on the deck of sailboat. But what about those moments when we really are in danger, but the realization doesn't strike us until much later? That is truly the stuff of nightmares.

"We knew what we knew, we knew what we didn't know but we didn't know what we didn't know." What I didn't realize as I stepped off the stern of our boat was that we were sitting to anchor in about four knots of current and that current was seaward bound. Before I realized what had happened I was strung out at the length of my tether, more of a

fish on the line than a dog in the yard. Rather than swimming to the engine intake, I had to haul myself hand over hand like a mountain climber on an icy slope, the cling to the boarding ladder while Todd reset the line so that I was tethered on the port side of the hull, just opposite the engine through hull. A few deep breaths, a few short dives and we were on our way, a wad of steaming eel grass for the victor's crown.

Two hours later we were sipping the suds at Trump's Atlantic City marina and relating the story of our adventures to my ever dutiful wife. But I knew Nancy would never understand what I meant about "we didn't know what we didn't know," or my deepened appreciation for Todd, as a fellow "mate before the mast." But I knew what I didn't know-I didn't know how strong the current was and whether I would have been able to swim back to the boat if Todd had not first insisted I tie myself on to that damned line. I didn't know how far out to sea the current ran and what boats, if any, were down stream. I didn't know how long it would have taken Todd to have hauled in the anchor or how long the engine would have run before finally overheating for good. Would it have been long enough for him to find me in those foggy Atlantic waters? How long do you last in 62 degree water? I just didn't know.

But I knew what I knew. Whether we reached the Chesapeake or not, Todd and I had completed our most challenging course yet in the "School of the Sailor." In our professions and trades, experience is always the best teacher. We had learned more about ourselves, the boat and the sea then we could have learned in a thousand hours of classroom lecture. If we were not yet entitled to call ourselves "old salts," we had traveled along way from the sweet water seas of Minnesota to the world of the blue water sailor.

Rick Menzel is a retired school teacher and freelance writer. He and his wife Nancy are preparing to sail their 34' Catalina to the Caribbean.

Calendar of Events

Please email all Calendar items to 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 2010

April 10 - Lee Murdock - The White Crow Conservatory of Music - Saginaw, MI. Visit www.whitecrowconservatory.com or call 989-790-2118.

April 11 - Lee Murdock - Folk Songs of the Great Lakes Region - Geneva History Center. Geneva, IL. Visit www.genevahistorycenter.org

April 13 - Lee Murdock - Folk Songs of the Great Lakes Region - Schaumburg Public Library. Schaumburg, IL. 847-895-5905

April 15-18 - Strictly Sail Pacific & Power Boat Expo - Oakland, CA. Visit www.strictlysailpacific.com for more info.

April 17-18 - Icebreaker Regatta - Alum Creek Sailing Association, Lewis Center, OH. Visit www.alumcreeksailing.com

May 2010

May 11 - Lee Murdock - Folk Songs of the Great Lakes Region - Morton Public Library. Morton, IL. 309-263-2200

May 25-June 3 - ICSA Nationals 2010 - Lake Mendota, Madison, WI. Hosted by UW Sailing Team. Inter-Collegiate Sailing Association National Championships. Visit www.uwsailingteam.org for more info.

June 2010

June 3 - The Leukemia Cup Regatta Kickoff Celebration Featuring Legendary Sailor Gary Jobson - Listen to stories told by Gary Jobson, mingle with fellow sailors, and learn about the 2010 Leukemia Cup Regatta. White Bear Lake, MN. Visit www.leukemicup.org/mn or call Jared Nielsen at 763-852-3004 for more info.

June 4-6 - Detroit NOOD Regatta - Bayview Yacht Club, Detroit, MI. Visit www.byc.com for more info.

June 11-13 - Chicago NOOD Regatta - Chicago Yacht Club, Chicago, IL. Visit www.chicagoyachtclub.org for more info.

June 12-13 - 10th Annual ADA Regatta - Wayzata Yacht Club, Lake Minnetonka, MN. Visit www.wyc.org for more info.

June 17-25 - Precision Sailboat Rendezvous - Rock Hall, MD (on the Chesapeake) For Owners and interested Sailors. Visit www.sailboatrendezvous.com for more info.

June 18-20 - Wooden Boat Show & Summer Solstice Festival - North House Folk School, Grand Marais, MN. Visit www.northhouse.org or call 218-387-9762 for more info.

June 19-20 - Summer Sailstice - Celebrating sailing on the summer solstice, the longest sailing days of the year. Visit www.summersailstice.com for more info.

June 19-27 - Cleveland Race Week - Edgewater Yacht Club, Cleveland, OH. Visit www.ewyc.net/CRW2010 for more info.

June 22 - Lee Murdock - Great Lakes music concert - Montague Bandshell, Montague, MI. Visit www.artscouncilofwhitelake.org

June 25 - 72nd Queen's Cup Race from Milwaukee, WI to Grand Haven, MI. South Shore Yacht Club, Milwaukee, WI. Visit www.ssysc.org 414-481-2331

June 30-Aug 29 - Great Lakes United Tall Ships Challenge - Tall ships race through all five Great Lakes making port appearances in cities throughout the US and Canada. Visit www.sailtraining.org for more info.

June 30-July 4 - Redpath Toronto Waterfront Festival - Toronto, Ontario.

Tall Ships Host Port. Visit www.waterfrontbia.com for more info.

July 2010

July 3-9 - 31st Annual Bayfield Race Week - Bayfield, WI. Visit www.wyc.org/ais for more info.

July 7-11 - Tall Ships Cleveland - Cleveland, OH. Visit www.cleveland-tallships.com for more info.

July 11 - Thomas R. Smith Sea Scouts Regatta - Chicago Yacht Club. Chicago, IL. Visit www.chicagoyachtclub.org 312-861-7771

July 15-18 - Tall Ship Celebration: Bay City - Bay City, MI. Visit tallshipcelebration.com for more info.

July 20 - Lee Murdock - Concert - Fountain Park Chautauqua, Remington, IN. Visit www.fountain-park.org

July 24 - 2010 Chicago Yacht Club Race to Mackinac - Chicago, IL. www.chicagoyachtclub.org.

July 24 - The Hook Race - Racine Yacht Club, Racine, WI to M&M Yacht Club, Menomonee, MI. Visit www.racineyachtclub.org for more info.

July 25-31 - SUNORA Superior North Shore Regatta, a fun sailing week along Superior's beautiful, Canadian "North" Shore. Thunder Bay YC, Jon Block, 807-475-5612. Visit www.sunora.ca

July 28-Aug 3 - Tall Ships Duluth - Duluth, MN. On Lake Superior. Visit www.visitduluth.com for more info.

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Tacking and jibing in waves

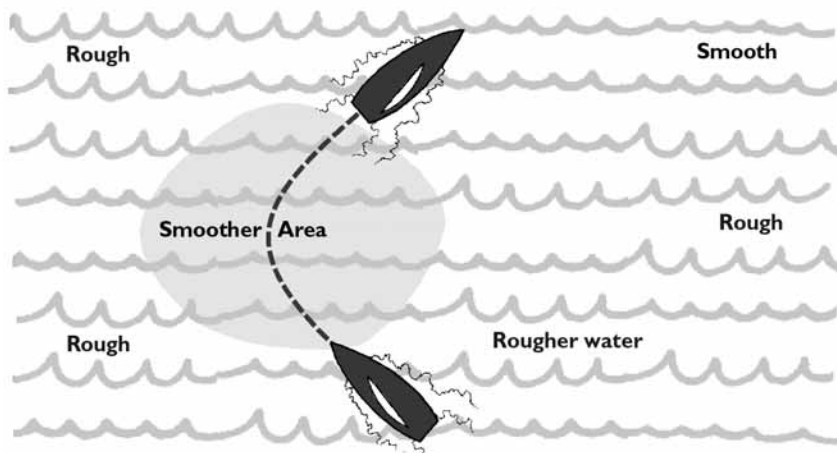
by David Dellenbaugh

The first, and by far the most important thing about tacking in waves is that you should try not to do it. Tacking is costly enough under the best circumstances, but when you make a maneuver like this in choppy water you lose a lot.

Of course, many races are sailed in rough seas and you have to tack somewhere! In that case your goal is to find spots that are relatively smooth (*see right*) so you lose as little distance as possible relative to your competition.

One of the best strategies for a successful maneuver in waves is to tack when you *want to*, not when you *have to*. If you decide to leebow a starboard tacker, for example, you must turn in one particular spot, and that's slow if the waves happen to be bad there. A better strategy is to sail the beats so you can tack when and where you want to since the distance you gain by tacking in flatter water can be significant.

Though waves are bad for tacking, they can actually be very good for jibing. While you are surfing down a wave, the boat is stable with less wind pressure in the sails. But in light wind, waves make it harder to keep flow attached to the sails and to accelerate after the jibe.



Executing a good tack in waves

When you are considering a tack in bumpy conditions, make sure you plan ahead! In flat water you can make a fast tack anywhere on the race course, but in waves you have many fewer chances. Look for a relative flat spot ahead and to windward (roughly 30° off your bow), making sure you will have at least a short distance to accelerate on the new tack before hitting any big waves. Since the helmsperson has to make the call about exactly when and how to turn the rudder, it is essential that he or she has a clear view of the water ahead. Here are some other tips:

- *Make sure you have good speed before you tack* – One of the worst things you can do is to tack when you are not going full speed upwind. So don't tack during a lull, while you are pinching or just after hitting a set of bad waves. In many cases it's actually better to be going slightly faster than normal when tacking.
- *Turn a little faster than usual* – The slower you turn through a tack, the bigger your chance of hitting a bad wave in mid-tack (the worst time to hit a wave). So speed up your rate of turn slightly, especially the part of the tack where you are head to wind since this is when you hit the waves most squarely.
- *Turn a little farther than usual* – When you come out of the tack you'll need extra power to accelerate in the waves, so make sure you come out a little 'fat' (slightly footing) rather than a little 'thin' (slightly pinching).



JH Peterson Photo

Jibe while surfing!

These sailors are hoisting their spinnaker, but this would also be a good place to jibe. When it's windy, jibe when you are surfing down a wave (i.e. when your stern is higher than your bow and the boat is sliding downhill). The speed you gain when surfing on a wave will decrease your apparent wind pressure, unload your sails and make the boat more stable.

While flat water is a good place to tack, it's not so great for jibing in breezes because you can't unload the pressure on your sail plan. That's one reason why waves are your friends downwind. But if there's not enough wind for surfing, it's probably better to make your jibe in flatter water, too, since it will be easier to maintain and build speed that way.

In any case, be patient until you find a good place to jibe. Once you do, be decisive and go for it. Hesitation often leads to disaster.

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

Casting Out the Winter Gremlins

by Tom Rau

“No matter how squared you prepare your boat for winter storage the Winter Gremlins still sneak aboard,” said Dave Gramza, long-time Manistee charter boat captain.

Dave expressed his Gremlin concerns moments after I watched him skillfully back his 29-foot powerboat into the slip along the Manistee River Channel. On the dock, my Australian cattle dog Aussie cautiously approached Dave.

Aussie shares a common characteristic possessed by all smart boat owners—caution. Aussie’s tail began wagging while sniffing Dave’s pants rich with the scent of his dog Skipper.

Dave had recently placed his boat into the water after a brutal winter and as with Aussie, he was sniffing things out to determine if his boat was Gremlin-free.

“Things like boat navigation lights that worked fine when you stowed the boat may not work in spring,” said Dave. But of greater concern to Dave are issues below deck like cold water intake lines that cool the engine and the clamps that secure them to connecting joints. Of equal concern are packing glands around the engine shafts that prevent the intake of water through a rotating shaft.

The packing glands allow a slight intake of water to cool and lubricate the glands; however, winter Gremlins can cause the glands to open up or hose clamps to loosen.

“When a boat sits in the water, its load is evenly distributed throughout the hull; however, when it sits on a winter cradle, the support beams absorb more of the load than points in between,” said Captain Steve Hamilton, who occupies a boat slip next to Dave’s boat.

Slight as the imbalance might be, the stress can influence hose clamps around water intake lines and packing glands. These subtle influences can spell disaster if not corrected. Such could well have been the case involving a 28-foot powerboat that sank off Ludington



Failing to thoroughly check out a boat’s seaworthiness can be costly, especially after months of winter storage. This 28-foot powerboat sank last May off Ludington Harbor, Lake Michigan; hours after being launched from winter storage. Photo: Coast Guard Station Ludington

Harbor last May.

The owner had placed the boat in the water at Manitowoc, Wisconsin, after winter storage. Although he had checked out the engine space before departing across Lake Michigan, he failed to check it again while transiting the lake. Eight miles off Ludington, he lost his starboard engine and moments later his port engine. He fired off a Mayday over Channel 16, the International distress frequency.

A Coast Guard rescue boat out of Ludington responded and pulled the five people off the boat moments before it went down in 350 feet of water. How water found its way into the boat remains a mystery; however, one thing is for certain: had the captain checked for winter Gremlins like Dave Gramza does in the safe confines of a harbor, the doomed captain may have spotted the leak in ample time to take corrective action.

Mice and other rodents like rats can gnaw their way aboard to escape winter, while feeding on protein admix boat components like electrical wiring. It all can take its toll, mostly on the unlightened.

Of the thousands of rescues the Coast Guard conducted across the Great Lakes in 2008, forty-three percent involved disabled boats, many due to

mechanical failures. Most of these breakdowns can be avoided through proper maintenance and boat checks before getting underway. And you never know what you might find.

“See that boat over there,” said Dave, pointing to a 28-foot charter boat in a nearby slip. “The captain soon after getting underway with customers discovered a raccoon in the forward cabin. He’s lucky; it could have been a provoked skunk.”

Boat Smart, don’t be skunked. Make sure your boat is Gremlin-free before getting underway. A sure way is to request a free vessel safety check from the Coast Guard Auxiliary or United States Power Squadron. Search Google for exams available in your area.

Tom Rau is a retired 27-year Coast Guard veteran, boating safety columnist, and author of Boat Smart Chronicles, Lake Michigan Devours Its Wounded. His book is a 20-year journal of recreational boating mishaps with valuable lessons learned. It, along with recent rescue stories, can be viewed at: www.boatsmart.net

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Sailing News

Leukemia Cup Regatta Chairman Gary Jobson, World-Renowned Sailor and ESPN Commentator, Coming To White Bear Lake, MN on June 3, 2010

Legendary America's Cup Winner Urges Others to Sail for a Good Cause. More than 30 years after winning the America's Cup - the pinnacle of awards for ocean sailing - Gary Jobson remains as passionate about the sport as ever. And for the past 14 years Jobson, an ESPN commentator and author, has used that passion to champion the cause of curing leukemia, lymphoma and myeloma as chairman of The Leukemia Cup Regatta, a sailing fundraiser of The Leukemia & Lymphoma Society (LLS).

Jobson will be making a special appearance in White Bear Lake, MN to speak to boaters on Thursday, June 3 at 7:00 p.m. He will speak about his personal experiences at the Beijing Olympic Games, the Volvo Ocean Race, the Transatlantic Challenge, and America's Cup. In addition to sailing highlights, Jobson will also be urging attendees to participate in Minnesota's Leukemia Cup Regatta on September 10-12, 2010. Tickets to the evenings presentation will cost \$10 per person, or are free to skipper-registered for the 2010 Regatta.

Jobson first got involved with the Leukemia Cup Regatta in 1994, helping it grow to 42 races throughout the country and raising \$32 million to help find cures and to provide information and support to patients and their families. He took his passion for sailing and turned it into something to benefit others. Nine years later he was diagnosed with lymphoma.

"I had no personal connection to the cause when I took on the Leukemia Cup Regatta," he says. "I just saw it as a way to get sailors involved in a good cause. I never dreamed that nearly a decade later I would be on the receiving end of the

very research I'd been supporting all those years. It was a humbling experience."

Each sailor in the Regatta series is eligible to win prizes including the opportunity to sail in Charleston, SC with Jobson, from December 3-5, 2010.

"The Leukemia Cup Regatta is a great way for these boat enthusiasts to do what they love while also helping the more than 894,000 people suffering from blood cancers who need our help," said Murray Schmidt, Executive Director.

The Leukemia & Lymphoma Society's Leukemia Cup Regatta is one of the ways to help blood cancer patients and their families. Visit www.leukemiacup.org/mn to learn more about the Regatta and Kickoff Celebration featuring Gary Jobson. To learn about other LLS fundraising programs, visit www.lls.org.

Schooner ROSEWAY will participate in Great Lakes United Challenge



ROSEWAY schedule for 2010

June 25-27: Oswego, NY
June 30-July 4: Toronto
July 8-11: Cleveland, OH
July 16-18: Bay City, MI
July 30-August 1: Duluth, MN

August 13-15: Green Bay, WI
August 20-22: Port Washington, WI
August 24-29: Chicago, IL
September 10-12: Erie, PA
September 17-19 : Montreal

*For more information on ROSEWAY and her schedule, contact Abby Kidder at: wos@worldoceanschool.org
Or go to :
<http://tallshipsinternational.net/ROSEWAY.html>*

Are Airplane Transponders Needed for Recreational Boats?

BoatU.S. Questions Need for Marine Automatic Identification System

Airplane transponders allow air traffic controllers to "see" who is in the sky. Yesterday, in speaking before the U.S. House of Representatives Coast Guard Subcommittee, BoatU.S. testified that any potential requirement for this type of technology on boats is not practical, nor would it reduce the threat of a waterborne attack. "Contrary to what Hollywood has portrayed, the average boat in this country is 16-feet. Requiring some type of transponder on recreational boats -- many of whom don't even have a battery to power it -- would only be window dressing for a potential homeland security problem that will not be reduced, despite the outlay of billions of dollars," said BoatU.S. Vice President of Government Affairs Margaret Podlich.

Marine Automatic Identification Systems (AIS) have long been used as a collision avoidance tool for commercial ships and provides important vessel identification, position, speed and course information to fellow mariners as well as land-based vessel traffic control systems. Since 9/11, the Coast Guard has been tasked by the Dept. of Homeland Security to develop a small-

Sailing News

boat threat assessment and strategy to reduce the possibility of small watercraft being used by terrorists.

"The challenge with AIS is that it does not provide the ability to reduce the small boat threat," said Podlich. "For starters, the AIS unit on a small boat can simply be turned off. And more importantly, how could the U.S. Coast Guard monitor the millions of new vessel traffic movements? The monitoring would be overwhelming, on-the-water force response inadequate, and it would be costly to taxpayers to build and operate the system," said Podlich. She also mentioned boaters would be forced to pick up the tab for the AIS units, which currently starts at about \$600.

"Even if a would-be terrorist would go to the trouble of complying with an AIS requirement, they would merely have to pull the AIS unit's electrical plug moments before the attack," Podlich testified. She also mentioned a terrorist could simply steal a boat. "AIS does not recognize if people aboard a vessel are on a watch list." In addition, AIS can be easily "spoofed," or manipulated to make every AIS transponder in a certain area report inaccurate data.

The Better Solution: America's Waterway Watch

BoatU.S. believes the U.S. Coast Guard would have better results addressing the small boat threat if the agency's own America's Waterway Watch program (AWW) had better funding and infrastructure support. Similar to a neighborhood watch program, America's Waterway Watch treats boaters as part of the solution rather than part of the problem.

"Several government reports have concluded that working with recreational and commercial vessel operators is a key to increasing our domestic maritime security. Boaters need to know they have the ability to report to the US Coast

Guard when they see something looks suspicious on the water by calling 1-877-24WATCH. We hope Congress will bolster this program since it's so critical in reducing the small boat threat," added Podlich. Additional funding for AWW was written into the Coast Guard Authorization Act (HR 3619) which passed out of the House last month and is now awaiting action by the Senate.

To review Podlich's testimony, go to www.BoatUS.com/gov. To learn more about America's Waterway Watch program, go to www.AmericasWaterwayWatch.com

"Bail Out" Makes Annual List of Top Ten Boat Names



Boat names can reveal much about the personality of a boat owner. Or, they can also serve as signposts of the modern era. With the release of the annual Top Ten List of Most Popular Boat Names by Boat Owners Association of The United States (BoatU.S.), one newcomer to the list stands out. "Bail Out, the number five pick, clearly speaks volumes about what's on boaters' minds," said BoatU.S. President Nancy Michelman. "With today's economic uncertainty, naming a boat Bail Out could indicate that boating is a survival mechanism for the family that will keep them afloat," she added.

The list is assembled each year by the BoatU.S. Boat Graphics service which offers a free library of over 8,500 boat names and also allows boaters to

easily select, custom design and preview boat names online - without having to pay up front. For more information or to view videos on how to install a vinyl boat name, visit the online service at www.BoatUS.com/boatgraphics. A list with the annual top ten boat names -- starting from 1991 -- can also be found at the Web site.

Here is the Top Ten List of Most Popular Boat Names :

1. *Second Wind*
2. *Seas the Day*
3. *Lazy Daze*
4. *Jolly Roger*
5. *Bail Out*
6. *On the Rocks*
7. *Pegasus*
8. *Serenity Now*
9. *Namaste*
10. *Comfortably Numb*



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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
9	Achilles inflatable	UK	\$500	FS	20	C Scow, Mainsail, trlr	75	\$990	HY
9	West Marine Inflatable	03	\$800	FS	20	Northeastern Harbor Pilot, Custom, Trlr, More	41	\$59,000	WB
11	Luger, Trlr, Cover	UK	\$875	MA	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
12	Catalina Expedition 12.5, furling main, Trlr	99	\$3,395	WB	21	Ranger Martini- Fridge, Sink, RARE!	05	\$24,900	CN
12	Johnson Miniscow, Main	92	\$1,695	WB	21	San Juan MKI, Furler, 2 rudders, 4HP OB, trlr	74	\$3,950	WB
12	Sailboard	UK	\$600	FS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	06	\$21,995	WB
12	Sunfish	UK	\$400	FS	22	Catalina Capri, Wing keel, Main, Jib furler, Trlr	88	\$10,500	WB
13	Alcort AMF Puffer, Main, Jib	74	\$1,900	WB	22	Catalina Capri, Wing Keel, Main, RF Jib, Ext	02	\$15,900	WB
14	Alumacraft S-14, 2 Sails, trailer, fbglls pram hull	UK	\$795	HY	22	Catalina, 3 Sails, Swing Keel, Galv Trlr, More	79	\$3,200	SC
14	Catalina 14.2 Fixed Keel, Main, Furling Jib, Trlr	03	\$4,895	WB	22	Catalina, swing keel, Main, Jib, Trlr, Evin 7.5HP	79	\$5,800	WB
14	Catalina 14.2, Main, Furling Jib, Cockpit cvr	93	\$3,995	WB	22	Catalina, Trlr, 6.5 Evinrude	73	\$4,300	FS
14	Catalina Capri 14.2, Main, Jib, Trlr	85	\$2,895	WB	22	Catalina, Wing, Furler, Trlr	89	\$6,300	FS
14	Homar Phantom, Main, Trlr	78	\$2,499	WB	22	Morgan, Yard Trlr	69	\$4,000	FS
14	Hunter 140, Roller Furling Jib	09	\$5,900	AS	22	O'Day, 3 sails, 12 HP, Trlr, Ladder, Safety gear	72	\$3,500	HY
14	Seabird Scow	74	\$300	FS	23	Hunter, New Listing	85	Call	HY
14	Skipper, Trlr	77	\$1,000	FS	23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mrk	87	\$6,900	FS
14	Sunfish	UK	\$825	MA	23	O'Day 23, Main, Jib, Evin 9.9HP OB, Trlr	79	\$9,500	WB
14	Sunfish, Trlr	UK	\$1,100	MA	23	O'Day Tempest, New Hull Paint, 3 Sails, More	6?	\$4,500	HY
14	WD Schock Harbor 14, 2 Sails, Minkota Elect, trlr	04	\$5,550	HY	23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
15	Hunter 146, Main, Roller Furling Jib, Trlr, More	03	\$3,995	WB	23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$5,800	WB
15	O'Day, Main, Jib, Needs centerboard	82	\$1,500	WB	23	Penn Yan Avenger, Trlr	88	\$5,900	FS
15	O'Day, Main, Roller Furling Jib, Trlr	83	\$2,995	WB	24	C&C, 3' Fin, Trlr, 110%, 150%	76	\$5,600	FS
15	Precision, 2 Sails, Trlr, Motor mount, More	02	\$2,750	HY	24	C&C, 4 Sails, 4.5 Merc, Trlr, L lines, nice	77	\$5,900	HY
16	AMF Apollo, Trlr, Roller furler	79	\$1,200	FS	24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
16	Hobie Cat, Trlr, Good sails and tramps	80	\$1,700	FS	24	C&C, 6 Sails, 15 HP Evinrude, Trlr, Anchor, More	78	\$4,000	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	24	Cal, fire & smoke damage, hull & keel OK	86	\$3,000	HY
16	Luger Leeward 16, Main, Jib, 2.5HP OB, Trlr, More	76	\$2,700	WB	24	Dufour, 4 Sails, cradle, new elec, more	75	\$4,500	HY
16	Man-O-War	UK	\$800	FS	24	Eastward Ho, 3 Sails, Volvo IB Dsl, cutter rig, More	77	\$16,000	HY
16	Precision 165, 3 Sails, 3.5 Nissan OB, Trlr, More	01	\$6,495	HY	24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC	24	J Boat (Hull 4305), 4 Sails, 3.5hp, race equipt	86	\$14,750	HY
17	AMF DS, 2 Sails, Trlr, Vang, Ladder, More	73	\$1,200	HY	24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
17	Catalina, Trlr, Furler, 2 hp Honda	06	\$7,500	FS	24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
17	Hunter, Furling headsail	05	\$5,500	FS	24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
17	Nacra 5.2 Catamaran, Main, Jib, trapeze, Trlr	79	\$1,900	WB	24	San Juan, 13 Sails, 5 HP Mercury, Trlr, race gear	74	\$6,500	HY
17	O'Day Daysailer II, Main, Jib, 2HP OB, Trlr, More	76	\$2,750	WB	24	San Juan, Well Maintained, Trlr, 7.5 Merc, More	76	\$4,500	SC
17	O'Day Daysailer, New main, Furling jib, Trlr, More	82	\$3,800	WB	24	Seafarer, Custom Trlr	74	\$6,000	FS
17	O'Day, Trlr	UK	\$1,200	FS	25	Catalina 250, 2 Sails, 9.8 Nissan, Trlr, Whl, More	06	\$29,500	HY
18	Boston Whaler Harpoon 5.2, Trlr, Needs Sails	77	\$1,500	HY	25	Catalina 250, Wing Keel, Main, RF, OB, Trlr	00	\$23,500	WB
18	Hobie Tiger, NEW, SALE, (lists for \$20,999)	08	\$15,999	AS	25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
18	Hobie, 2 Sets of Sails, Trlr, Upgrded rudders	82	\$2,200	HY	25	Catalina, Trlr, Swing, Furling headsail, pop-top	86	\$9,000	FS
18	Norwalk Island Sharpee, 1 Main, 3.3 HP, Trlr, More	98	\$9,700	HY	25	Cheoy Lee, 3 Sails, 30HP Evinrude, Trlr, More	65	\$12,000	HY
18	Seaward Fox, Trlr, 3HP	92	\$5,000	FS	25	Ericson, 5 Sails, 9.9 Evin, Trlr, L lines, DS, More	73	\$6,900	HY
19	Nacra 5.2 Catamaran, 2 Sails, Trlr, new tramp	79	\$2,250	HY	25	Freedom, 3 Sails, OB, Cradle, Head, Galley	83	\$3,900	HY
19	Rhodes (Centerboard), 2 Sails, Galv. Trlr, More	98	\$12,500	HY	25	Hunter 25.5, 2 Sails, Yanmar Dsl, furler, more	85	\$9,000	HY
19	West Wight Potter, Main, Genoa, Furler, Trlr, More	89	\$4,500	SC	25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY
					25	Hunter, 5 Sails, tandem trlr, 9.9HP, Shr Pwr	78	\$6,500	HY
					25	Hunter, RF Jib, 9.8 OB, Wheel, NEW, SALE	08	\$35,500	AS
					25	Irwin 10/4, w/custom trlr, Furler, Wheel, IB D, More	75	\$10,000	FS
					25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB

LOA	Description	Yr	Price	Bkg
25	Merit, 8 sails, Trlr, vang, KM, DS, L Lines, more	82	\$5,500	HY
25	O'Day, Trlr, 3 sails	75	\$4,200	FS
25	Pearson w/ trlr	85	\$7,995	NE
26	Balboa, 5 Sails, 9.9 Evin, Trlr, L lines, More	71	\$4,200	HY
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	\$7,000	HY
26	C&C, New Awlgrip hull sides (navy blue) IB Power	78	\$10,995	NY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	78	\$5,000	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS
26	Hunter 26 REDUCED PRICE!	95	\$16,900	CN
26	Hunter 26- NEW LOWER PRICE!	94	\$15,500	CN
26	Lindenburg, 10 sails, 7 HP Johnson, KM/DS, more	78	\$5,500	HY
26	MacGregor 26x- IN-BOOM FURLING!	98	\$18,900	CN
26	MacGregor 26x Power Sailor, 4 Sails, Trlr, More	01	\$14,900	HY
26	O'Day, Trlr, New 135%, w/furler, New Main	85	\$11,250	FS
26	Paceship (PY26) fin keel, 5 Sails, 8HP IB	79	\$9,500	HY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$7,500	HY
26	Paceship (PY26) shoal/swing, 6 sails, more	79	\$13,000	HY
26	Pearson Commander, OB, Yard Trlr	72	\$1,500	CM
26	Pearson, 3 Sails, cradle, 3 winches, DS, More	70	\$4,000	HY
26	Pearson, 5 Sails, 15hp Yamaha OB, Loaded	71	\$2,900	HY
26	Pearson, New listing	UK	Call	HY
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$11,900	HY
26	S2 7.9, Trlr, Mtr, 3 spinnkrs, Race ready, Exc Cond.	82	\$15,000	FS
26	S-2 8M, New cushions, New sails in 07&06, More	82	\$11,500	NY
26	San Juan, New Listing	75	Call	HY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY
26	Shock Endeavor, Yard Trlr	67	\$1,500	CM
27	C&C MkV	84	\$9,995	NY
27	C&C, 2 Sails, Furlex, Needs clean up, Make offer	UK	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY
27	Catalina 270, 2 Sails, 18HP Perk, frlr, wheel	94	\$35,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$7,900	HY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$10,000	FS
27	Catalina, Wheel Steering, Jib Frl	79	\$10,500	CM
27	Columbia 8.3, 3 Sails, A4 IB, Furling, Elect, More	77	\$11,900	HY
27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY

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LOA	Description	Yr	Price	Bkg
27	Dufour, 7 Sails, 12hp Volvo Dsl, Elect, More	74	\$12,000	HY
27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$15,000	HY
28	Catalina	97	\$54,000	NE
28	Irwin	72	\$4,995	NE
28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
28	Tartan, 2 Sails, Yanmar Dsl, Trlr, Furler, Whl, More	89	\$35,000	HY

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LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
28	Tartan, in Lake City, generator, new mainsail, more	84	\$33,500	IM	34	Catalina 34, Main, Furl, Genoa, Radar, More	89	\$59,900	NY
29	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$16,900	HY	34	Catalina 34, New Sails, Heat, Equipped	89	\$59,900	SU
29	Ericson, Main, Furl Genoa, Inst, More	75	\$16,500	NY	34	Hunter	86	\$28,880	NE
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$37,900	HY	34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$22,500	NY
29	Hunter 29.5, 2 Sails, Yanmar IB, Whl, More	95	\$40,900	HY	34	Pacific Seacraft, Yanmar Dsl, Furl, Whl, more	90	\$95,000	HY
29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN	34	Pearson 10 Meter	77	\$17,999	NY
29	Lancer	78	\$10,995	NE	35	BaBa Cutter	85	\$120,000	NY
29	Paceship-Northwind, Main, Furl Genoa, IB, More	70	\$6,995	NY	35	Beneteau 345 First, joy to sail, classic	84	\$36,000	SC
30	Bristol 29.9, Exc cond, dsl, new uphol, cradle	78	\$26,000	SC	35	Catalina 350, partnership or outright, loaded	04	\$119,000	HY
30	Catalina 30- FANTASTIC!! ON OUR LOT	86	\$31,900	CN	35	Ericson	80	\$36,000	NE
30	Catalina 30, Main, 135% New Genoa	88	\$28,999	NY	35	Freedom 350 Yacht	93	\$79,500	NY
30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY	35	Freedom 350, New Windlass, Dodger	93	\$79,500	SU
30	Catalina MK II, Rigid boom vang, Very nice	93	\$38,900	IM	36	Hunter 36- Brand New- SAVE OVER \$35k	08	Call	CN
30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$46,900	HY	36	Islander, 4 sails, 50 HP dsl, Frlx, wheel, More	77	\$48,000	HY
30	Catalina Tall Rig	97	\$19,499	NE	36	Jeanneau 36i	08	\$152,900	NY
30	Catalina, In Lake City, 1 owner boat	78	\$14,000	IM	36	Jeanneau SO36i, 3 Cabin, Canvas, Windlass	08	\$152,900	SU
30	Catalina, many extras	79	\$17,000	CM	36	Magellan 36	76	\$34,995	NY
30	Contest, 3 Sails, 28HP IB, Trlr, Furl, L lines, More	70	\$12,000	HY	36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$48,995	NY
30	Hunter, Call for price and details	85	Call	IM	37	Hunter 37.5 Legend, 5 Sails, 34HP Yanmar, More	92	\$86,900	HY
30	J Boat (Hull #291), 10 sails, 12HP Ynmr, more	81	\$32,000	HY	37	Hunter 376- Includes Avon Dinghy	97	\$92,900	CN
30	Monroe Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY	37	Hunter 376- NEW LISTING!	98	\$88,000	CN
30	Nonsuch (Classic), Main, Westbk Dsl IB, More	82	\$55,900	HY	37	Irwin 37 Center Cockpit- NEW LISTING!	73	\$19,900	CN
30	Pearson, 5 Sails, A4 IB, VHF, Stereo, Rails, More	75	\$7,000	HY	37	Irwin 37, Center Cockpit	82	\$59,995	NY
30	Pearson, Jib Frl, A-4, Steel Skid	72	\$9,500	CM	37	Rafiki 37, Cutter	77	\$55,000	NY
30	S2 9.1, New UK Head Sail - Very Fast	85	\$13,900	IM	37	Rafiki 37, Cutter Rig, Tiller, Teak Decks	78	\$55,000	SU
30	Tartan 30, mainsail, furling genoa	77	\$18,900	NY	38	C&C Landfall, 3 Sails, Yanmar IB, wheel, more	80	\$48,500	HY
30	Tartan T-30, In Lake City, Great Trailer	70	\$18,500	IM	38	Catalina 38- NEW LISTING! Well Equipped!	81	\$47,000	CN
30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$22,000	HY	38	Hunter H380, Furling main/jib, Elect. Windlass	99	\$99,900	SC
31	Catalina 310	01	\$72,995	NE	38	Hunter, 3 Sails, 45hp Yanmar, Whl, Furler, More	06	\$150,000	HY
31	Hunter 2006 NEW- MUST SEE!	06	\$82,900	PS	38	Morgan 382, Beautiful, All instr, Heat, More	79	\$59,900	NY
31	Hunter 31- LIKE NEW- Great Value!	06	\$88,900	CN	39	Jeanneau 39i	08	\$174,900	NY
31	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	74	\$11,900	HY	39	Jeanneau SO39i, 3 Cabin, Canvas, Windlass	08	\$174,900	SU
31	Pearson 31-2, 5 sails, Yanmar, wheel, more	89	\$37,800	HY	40	C&C, 14 sails, Furling, Diesel, Awlgrip, More	80	\$74,995	NY
32	Beneteau 321, Diesel, Furling Main & Genoa, More	96	\$69,995	NY	40	C&C, 8 sails, 30hp Yanm, furler, elec, more	80	\$55,000	HY
32	Coronado, Center cockpit, new universal diesel	72	\$9,900	IM	40	Tartan, Main, 120%, Furler, Electronics, More	87	\$150,000	NY
32	J Boat, 4 Sails, 28HP Yanmar, Wheel, Furler, more	01	\$129,000	HY	41	Hunter EXCEPTIONAL- Inside and out!	04	\$184,999	PS
32	Rhodes Sloop, 5 sails, A4, new paint, more	57	\$50,000	HY	41	Sceptre, New bow thruster, Sails, Inst, More	87	\$220,000	NY
33	C&C, New Engine, Elect, Dodger	75	\$29,900	NY	42	Beneteau 423, Furl Main & Jib, Dsl, Loaded, More	05	\$190,000	NY
33	Hunter, Virtually New, Lake City	05	\$98,900	IM	42	Catalina 42mkII	06	Call	NE
33	Jeanneau SO33i, NEW!, Canvas, 2 Cabin	10	\$126,900	SU	43	Beneteau 430, 3 Cabin, Radar, Heat, \$Reduced	05	\$190,000	SU
33	Ranger, 2 Sails, A4 IB, Whl, Furlex, More	76	\$19,000	HY	43	Hood, 19 sails, IB Dsl, electronics, beautiful	66	\$88,000	HY
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY	44	Jeanneau SO44i, 3 Cabin, 2 Head, NEW!	09	\$277,285	SU
34	Beneteau 343 MOTIVATED SELLER!	06	\$109,900	CN	49	Hunter NEW- Outfitted for premium performance!	09	\$415,000	PS
34	C&C, 5 sails, A4, Whl, Furler, Dodger, 10 Winches	78	\$29,000	HY	49	Jeanneau 49i	08	\$318,900	NY
34	C&C, Main, Furling Genoa, GPS, LPD, More	79	\$30,995	NY	49	Jeanneau SO49i, 4 Cabin, 4 Head, Bow Thruster	08	\$318,900	SU
34	Cal, Main, Genoa, Spin, Dsl, Elect, More	75	\$24,995	NY	56	10-Meter Racing Sloop, Wood hull, project boat	27	\$25,000	HY
34	Catalina 34	87	\$43,900	NY	85	Custom LiveAboard- EXCEPTIONAL!	88	\$429,000	CN

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Miscellaneous				
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	Music: Lee Murdock Songs		\$15	SC
	Rental: WindRider Rentals	Call		SC
	Timeshare: Seeking boat on Lake Minnetonka	Call		SC
	Wanted: Used Johnson or Evinrude 2-6hp	Call		SC
	Wanted: Trailer for 18' Chrysler Buccaneer	Call		SC
	Furlex, luff 29'	06	\$1,500	FS
	Mainsail New Luff 23'6", foot 8'4", leech 24'10"	06	\$500	FS
	Racing sails 22' sloop rig, \$500 each	UK	\$500	FS
	3 speed Lewmar 44 winches, set of two	UK	\$1,200	FS
	Harken #8 Winches set of two	06	\$300	FS
	Harken #16 Self tailing winches set of 2	06	\$700	FS
	10kg Bruce anchor, 20x3/8 proof, 200' 5/8 3 strand	09	\$200	FS
	SS Windline anchor bow roller	09	\$100	FS
	Simpson-Lawrence manual windlass	09	\$500	FS
	Magma Gourmet series	UK	\$200	FS
	2X 60 Watt Solar panels w/regulator	06	\$1,000	FS
	4,000 GPH Bilge pump	09	\$95	FS
23	Penn Yan Avenger, Trlr	88	\$5,900	FS

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University of Wisconsin Madison and UW Sailing Team to Host 2010 ICSA Collegiate Nationals

by Michelle Czarnecki



For the first time since 1997, the University of Wisconsin-Madison has been chosen to host the 2010 ICSA Collegiate Nationals, the premier event in collegiate racing. During a ten-day period from May 25th to June 3rd, 2010, the Hooper Sailing Club in partnership with the UW Sailing Team and the Memorial Union will accommodate almost 400 students from universities all across the country. This event will comprise of the three separate national champion competitions: Women's, Team Racing, and Co-eds. All events are determined by racing club 420s.

As well as hosting the collegiate nationals, the UW Sailing team will be hosting the 2010 ICSA Alumni Regatta, during which sailors past their college years are invited to come and compete. Two divisions, one in the Badger Tech and one in the Badger Sloop will be offered, allowing sailors to choose to sail by themselves (the Badger Tech) or to sail with a group of friends (the Badger Sloop). Honorary decade chairs have been chosen to promote the event among the sailors of their generation. After the regatta, there will be a banquet held to honor all collegiate sailing alumni.

As a club program operating from a Midwestern location, the UW Sailing team sails competitively against varsity-level programs from schools such as St. Mary's, Hobart & Smith, and Yale. Even with such challenging competitors and no permanent coaching staff, the UW Sailing team attracts some of the top inland sailors from the Midwest to its team and consistently performs well in challenging regattas.

Though the UW Sailing team is completely student-run, it relies much upon support from its alumni and sur-

rounding Midwest sailing clubs. During recent fundraising for nationals, the Inland Lake Yachting Association (ILYA) and its participant yacht clubs not only raised money for new boats, but will be actively involved in the success of nationals by letting the UW Sailing team use some of their motorboats and other regatta equipment. Many of the sailors on the team teach sailing at their home lakes during the summer and participate in inland lake racing themselves. These sailors adapt incredibly well to new conditions they



Skipper Christine Porter and crew Allie Valentor sail fast while practicing for ICSA Nationals 2009. Photo by Michelle Czarnecki.



Competition was stiff during the Timme Angsten Memorial Regatta (2009) with Minnesota and Wisconsin mirroring each other in their duel to be the first around the windward mark. Photo by Michelle Czarnecki.

experience, such as currents, sea breezes, and waves. One case in point would be the fall qualification of the UW Sailing team for Sloop Nationals in a boat none of the sailors had ever handled before, in conditions requiring manipulation of currents.

This past Thanksgiving, the UW Sailing team won the Timme Angsten Memorial Regatta held annually at the Chicago Yacht Club for the second year in a row. Before this, the UW Sailing team had not won since 1953.

Some of our notable alumni include Peter Harken, Peter Barrett, who has an Olympic gold (1968) and silver (1964), and Art Mitchell. Several team sailors have been named sailing All-Americans, most recently Anna Bargren and Kevin Campbell.

With such a great tradition behind us, and with all the support we have received, the UW Sailing team looks forward to hosting a spectacular event. Not only will the ICSA 2010 Collegiate Nationals be a wonderful opportunity to showcase the best of the Midwest, it will be a time to recognize and thank the people who got us there.

Michelle Czarnecki, a Wisconsin native, is a sophomore on the University of Wisconsin's sailing team.

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33rd America's Cup

First blood for USA

Challenger BMW ORACLE Racing Team (USA) scored the vital first win in the best-of-three race series that is the 33rd America's Cup off Valencia, Spain.

The American team, sailing under the flag of San Francisco's Golden Gate Yacht Club, was quickly able to overturn an early mistake when they were caught flat footed on the wrong side of the start line.

Despite an initial deficit when they crossed the start line of 1 minute and 27 seconds behind, the trimaran *USA*, with its massive 68 metres wing sail was able to pass the Defender's catamaran

against New Zealand's KZ 1 monohull by 18 mins 15 secs and 21 mins 10 secs.

It is the first time that double America's Cup winners *Alinghi* have lost an America's Cup match race since they were defeated by Emirates Team New Zealand on June 25, 2007.

Then *Alinghi* went on to win three successive matches to retain the America's Cup, but now Sunday's scheduled second race, around the 39 miles Deed of Gift triangle course, of three 13 mile legs, becomes a 'must win' for the Defender's crew.

USA lead at the first mark

By the windward turn of today's race *USA* was 3 minutes and 21 seconds ahead and the black and white hulled

Starting at 1435hrs (local) in around 6-7 knots of southerly breeze, the heart stopping opening maneuvers proved some of the best and worst of match-racing the giant multihulls. Conditions throughout were ideal for the historic first head to head match between the cutting edge, giant multihulls.

While *USA* was able to catch *Alinghi* out for tacking in their water, when both were on the wrong side of the start line, USA could not then capitalize.

When the Swiss catamaran was able to peel away with speed to cross within ten or 15 seconds of the start gun, *USA* was stalled out, unable to get moving back towards the start.

USA showed superior speed and windward ability through much of the upwind leg, their edge to windward appearing to be greatest when they sailed 'wing only' with no jib but just the giant solid wing mainsail, but it was on the long downwind leg that *USA* was able to extend most over the catamaran.

A lead of three minutes and 21 seconds at the only turn of the historic Deed of Gift course was increased to somewhere around 10 minutes and 8 seconds when *Alinghi 5* closed the finish.

The Defender *Alinghi* did not initially complete their penalty turn correctly, and it took them an additional five minutes to finally unload their penalty.



33rd America's Cup - BMW ORACLE Racing. Photographer: Gilles Martin-Raget

Alinghi 5 after around 15 minutes of the 20 mile windward leg.

BMW ORACLE Racing Team's final Race 1 winning margin of 15 minutes and 28 seconds is the biggest in the history of the America's Cup since the 27th edition in 1988, the last Deed of Gift match, when the USA's catamaran *Stars & Stripes* won successive matches

trimaran broke the finish line in the growing dusk, to record a winning delta of 15 minutes and 28 seconds.

USA, with James Spithill (AUS) steering, managed to immediately inflict a penalty on the Swiss crew when *Alinghi 5* entering with no right of way, could not cross ahead of the Challengers just after the entry into the start arena.

Result:

33rd America's Cup, Race 1.
USA (BMW ORACLE Racing, USA) defeat *Alinghi 5* (*Alinghi*, SUI)

Deltas Race 1:

	Start	Windward	Finish
<i>Alinghi</i>	1:27		
BMW ORACLE Racing		3:21	15:28

33rd America's Cup

USA wins 33rd America's Cup Match

BMW ORACLE Racing Team's revolutionary wing sail powered trimaran *USA* convincingly won Race 2 off Valencia to win the 33rd America's Cup match outright.

Valencia, Spain: Sunday February 14, 2010

The American team, founded ten years ago by software mogul Larry Ellison, achieved its ultimate goal when they powered across the finish line of Race 2 with a margin of 5 minutes and 26 seconds to defeat the Swiss Defender's *Alinghi* 2-0.

Ellison sailed on board *USA* for the second race, his first America's Cup Match race proving a winning one.

BMW ORACLE Racing became the first American team to win the America's Cup since 1992 when America3 defeated Il Moro de Venezia off San Diego.

San Francisco's Golden Gate Yacht Club became the 28th American Defender of the America's Cup.

Russell Coutts, CEO of BMW ORACLE Racing, has now won the America's Cup four times, twice with his native New Zealand, once at the helm of the Swiss *Alinghi* team and now masterminding the success of Ellison's American team.

In the evening twilight the giant black and white trimaran *USA* speared across the finish line off Valencia, a long way ahead of the Swiss team who first won the America's Cup in New Zealand in 2000 and then successfully defended it against Emirates Team New Zealand in July 2007.

After a delay of over six hours waiting for the SE'ly wind to settle, Race 2 of the best of three series was contested in around 6-9 knots of breeze.

The showdown immediately unfolded in dramatic fashion when *Alinghi* was



33rd America's Cup - BMW ORACLE Racing. Photographer: Gilles Martin-Raget

penalized for an error in the start box, the second successive penalty during the Pre-Start sequence. *USA* lead off the start line by 24 seconds but the Swiss team hooked into extra wind pressure on the right side of the course and a favorable 20 degrees shift in wind direction.

They profited progressively and at one stage were some 600 meters ahead of the BMW ORACLE Racing Team's trimaran.

Unlike Friday's whitewash, when *USA* sailed steadily away from *Alinghi* 5, the windward leg was nailbiting until the American trimaran was able to round the first mark with a small lead.

On the approach to the windward mark of the 39 mile triangle shaped course, *USA* came back when they were able to squeeze inside the line of *Alinghi*, to turn 28 seconds ahead. Surging to 30 knots at times on the first of two 13 mile reaches, the powerful trimaran with its 223ft high solid wing sail rig was able to gain 2 minutes and 16 seconds by the second turning mark, the gybe, going on to win by 5 minutes and 26 seconds.

Valentine's Day sees bright sunshine and light winds this morning around the

Marina Real Juan Carlos 1, the beating heart of the 33rd America's Cup.

Deltas Race 2:

Start | Mark 1 | Mark 2 | Finish

Alinghi

BMW ORACLE Racing 0:24 0:28 2:44 5:26

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33rd America's Cup - BMW ORACLE Racing.
Photographer: Gilles Martin-Raget

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