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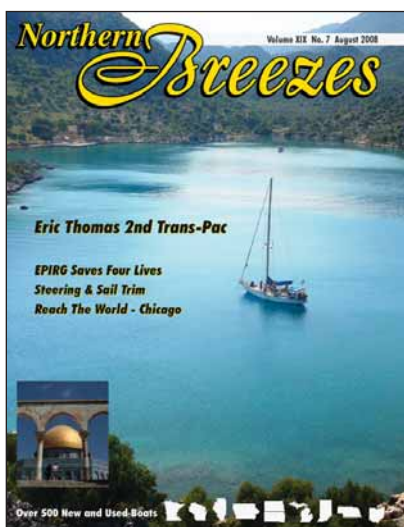
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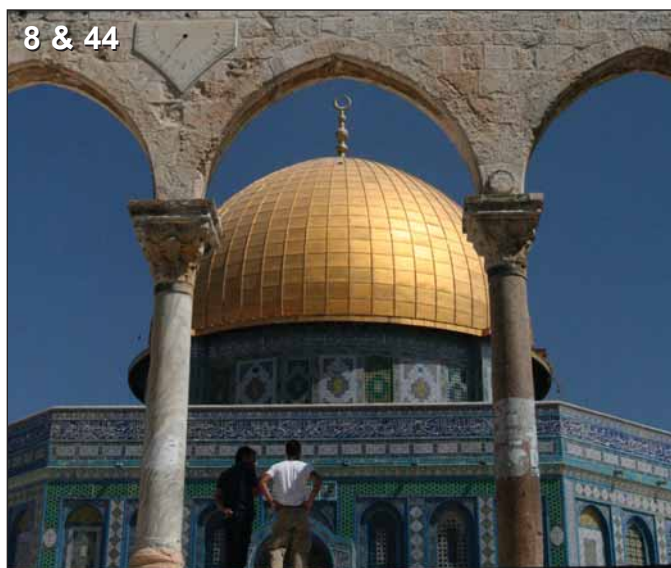
Turkey Anchorage
Picture: *Aldebaran*,
Reach the World –
Chicago's Swan
431, anchored in a
remote bay on
Turkey's Turquoise
Coast, one of the
Mediterranean's
most underrated
cruising grounds.
Photo by Jake Byl



Page 12, Duluth Native, Eric Thomas does Trans-Pac.



Page 12, *Polar Bear*, driving under spinnaker.



Cover Inset: The RTW-C crew check out the iconic Dome of the Rock while researching culture, traditions, and conflict in Israel & the Palestinian Territories. Photo by Ryan Whisner. Pages 8 & 44.

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BOATU.S. FOUNDATION RENTAL EMERGENCY BEACON HELPS SAVE FOUR LIVES ABOARD SINKING SAILBOAT

Charter Sailboat Struck Unknown Object 200 Miles East of Brunswick, Georgia

The owner and captain of a 48-foot charter sailboat credits a Rented Emergency Position Indicating Radio Beacon (EPIRB), which had been acquired through the BoatU.S. Foundation EPIRB Rental Program, for helping to save four lives when the boat struck a submerged object early on the morning of Tuesday, May 13, about 200 miles east of Brunswick, GA. The charter sailboat, the S/V Wolf, had been in transit to its summer charter base in Bayshore, NJ.

The collision with the unknown object led to significant damage of Wolf, allowing it to take on water. Emergency efforts to stem the flow failed and bilge pumps could not keep up with the volume of water entering, leading Captain Paul

Doughty to activate the beacon at approximately 5:00 AM.

Fifteen minutes later Captain Doughty called a May Day on a satellite phone to the USCG rescue center, which notified Doughty and his crew of three aboard Wolf that the EPIRB signal had already been identified and that the USCG Cutter Reliance had been directed to the foundering sailboat's location. As luck would have it, the Reliance was just six miles from Wolf's location.

Upon arrival at the stricken charter boat, the Reliance's crew dropped a Rescue Assistance Vessel over the side and safely removed all four mariners. As the seas were nearly 10-feet, it was determined to be too dangerous to make further salvage attempts. With its interior now full of water and only its cabin top remaining above the waves, the sailboat was left to the mercy of the depths.

"It was amazing," says Capt. Doughty, who has rented BoatU.S. EPIRBs on several previous occasions. "Shortly after I got off the satellite phone, the cutter was there. The EPIRB was instrumental in saving our lives. It just goes to show how important planning for this very thing is," he added.

The BoatU.S. Foundation EPIRB Rental Program is intended to fill the short-term safety need for occasional offshore passages.

For more information, call 888-663-7472 or visit <http://www.BoatUS.com/foundation/epirb>

Northern Breezes

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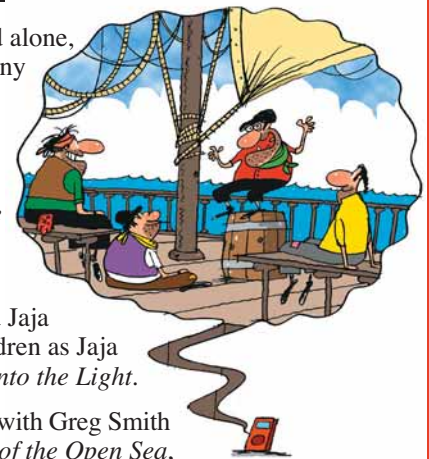
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Reach The World - Chicago

Bringing the World into Classrooms

by Brian Sabina

“Wait...those coordinates put you...in the middle of the Red Sea?” she radioed in the bewildered tone of a confused calculus student at the chalkboard.

Deadpanning, Aaron replied, “Wait. Let me check... yes...we do appear to be in the middle of the Red Sea.”

“I’m not sure whether to admire you boys, or pity you,” the leader of the single-sideband (SSB) cruisers’ radio net playfully jabbed.

Each of the 15 other boats in the morning radio net had called in from the comfort of a protected bay along the Sudanese or Egyptian coast. They were waiting out the 25 knots of northeast breeze and accompanying short choppy waves, characteristic of the Northern Red Sea in late spring.

Forty miles west of Saudi Arabia, we were beating north toward the Gulf of Suez, and making good time given the conditions.

Ever mindful not to appear brash, Aaron explained that *Aldebaran*, our



Egypt was the most popular stop for thousands of inner-city students following The Voyage of *Aldebaran* in their classrooms. Photo by Ryan Whisner

1976 Swan 431, with her seven foot fin keel, overbuilt glass hull, and 16mm rigging, is a race horse to weather. Plus, one of the luxuries of having five people

on board is the ability to hand-steer tough passages and still get some sleep. Sixteen thousand sea miles behind us, we had little left to prove. We did, however, have a schedule to keep.

Aldebaran and her crew were anything but the typical round-the-world cruising boat. Most circumnavigations are Mom and Pop operations. Having bought a boat and prepared for years, couples put their lives on hold and chase four to seven years worth of sunsets west.

We were six twenty-somethings, one year out of college, trying to make it around in two years. Imagine the Doogie Howsers of the cruising circuit. We bought *Aldebaran* on a loan split six ways, and spent three intense months massaging out the major problems before casting off in November of 2006. With minimal prior blue-water experience, we rabidly asked questions, got lots of help, and learned quickly. Three months in, our above standard safety measures and seamanship were matters of personal pride.

Following the standard route, known as the Coconut Milk Run, we sailed (generally) east to west down-wind across the little latitudes and through both canals.

The biggest difference between us and other cruisers was the purpose of our journey. Each week, 4,000 inner-city students from Chicago and New York City Public Schools laughed, imagined, and learned about far off cultures and environments through our crew. Their classrooms followed *The Voyage of Aldebaran* online as part of the educational programs of Reach the World (www.reachtheworld.org).

“How did y’all get involved with Reach the World, and can I go next year?” asked Darrel, a third grader from Henderson Elementary on Chicago’s



The only time the six members of Reach the World – Chicago were onboard together was minutes before casting off from New York City on November 18th, 2006. (Left to Right: Brian Sabina, Ryan Whisner, Aaron Lasher, Eric Stuck, Jake Byl, and Ashley Metz) Taken by Cassandra Vinograd



The crew relaxes as *Aldebaran* glides across the gentle Pacific swell 15 days into the 21 day passage from the Galapagos Islands to the Marquesas, French Polynesia. Photo by the crew of *Blue Moon*

Southside during a classroom visit this past June. (We personally visit all of our partner classrooms in Chicago at the beginning and end of each school year.)

“Wow, great question!” I laughed, slightly surprised. “That’s a sixth grader question!” Darrel beamed. In truth, it’s a question we got from people of all ages.

In the spring of 2004, the six of us (Aaron, Ashley, Eric, Jake, Ryan and Brian) were juniors on the Northwestern sailing team. We decided we wanted to do something special when we graduated. We wanted to sail around the world, but we wanted to do it in a way that also made a difference.

A year later, after some trial and error, we founded Reach the World - Chicago, the first branch of a New York City based non-profit called Reach the World. Reach the World’s mission is to integrate exciting social studies and science material into under-resourced elementary and middle school classrooms, broadening students’ worldviews and helping them learn with technology. In Chicago, we achieved this goal by linking students to *The Voyage of Aldebaran*.

Planning and executing our trip through Reach the World fundamentally

changed our experience. For one, at no point in the journey were all six of us on *Aldebaran*. At least one person was always in Chicago running the company. During summer break, four people flew home to visit classrooms and fundraise.

We planned our route not only around storms, winds, and currents, but also the collective attention spans of 7-12 year olds. Kids bore quickly. We could at most squeeze three weeks of

content out of one location. Usually we only stayed in places ten to fourteen days. If most cruisers moved at a 10 minute-a-mile pace, we were on track to qualify for the Boston Marathon. We traded palm-lined sandy beaches and idyllic anchorages for ports with fast internet, good transportation, and lots to write about.

It’s true that sailing around the world is an exercise in fixing your boat in exotic locations. The adage doesn’t mention all of the hours spent walking from one small store to the next trying to locate the right part in your best broken native tongue. I now know “stainless steel” in six different languages.

Each week our crewmembers were also responsible for researching and writing educational articles for the Reach the World website, answering student emails, collecting data for classroom research projects, and video-conferencing with students back in the States. The personal connection developed between the students and our crew was tremendous. It’s what separated our program from being just another website or text book. It’s what got kids excited about learning.

Our “jobs” (we are unpaid volunteers) as field researchers led us into some incredible adventures: seeing wild tigers on a safari in India, staying in a

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Kuna Indian home in the San Blas Islands of Panama, interviewing a CEO in Dubai, visiting local schools in Ecuador, swimming with sea lions, sharks, and penguins in the Galapagos islands, helping out in an orphanage in Africa, getting haircuts and shaves from displaced Iraqi barbers in Yemen, and being taught how to make authentic food in Thailand, to name a few. We were always pushing to do more. Other cruisers arrived into ports, we took them by storm.

“Lots of people told us we were crazy,” I explained to Darrell, “but we had a dream. We didn’t pay any attention to them. We listen to each other, and worked hard. And yes, you can join Reach the World, but first you have to graduate college!”

“How far away from land do you think we are?” asked Jake, lazily using his foot to steer the boat over following seas during a sunset cockpit dinner. We were five days into an 11 day passage from Thailand to Sri Lanka. This was the type of question that spurred wonderful humorously heated debates.

Before anyone could conjecture, Ryan’s eyes bulged and finger shot up.



A marine iguana, one of the hundreds of endemic species the crew spotted while reporting about nature in the Galapagos Islands. Photo by Ryan Whisner



The author finds space on *Aldebaran's* busy deck for some sunset guitar practice while crossing the Pacific. Photo by Ryan Whisner

Laughing, he choked down the piece of seared fresh yellow-fin tuna in his mouth. “About a mile... straight down,” he said. We laughed and moved onto one of the thousands of other seemingly mundane topics that kept us occupied for days.

As the sun darted below the horizon in typical tropical fashion, we attentively watched for a green flash; we were not to be rewarded.

“Rule 28,” said Aaron. We all knew what it meant. Rule 28: night time is life time - time to put on life jackets and clip in. We had started developing rules a year earlier to memorialize key lessons learned. We assigned them random numbers. Rule 28 was, in fact, the first rule instated. We all knew a handful by heart, 43: raise your sail in the lee, 76: have a good electric drill, etc. Rule 28 sent Eric and Ryan below. They handed up life jackets. We handed dirty plates and bowls down.

Aaron and I clipped into the jack lines and headed forward to drop in a reef in the main, raise the staysail, and roll in a bit of genoa: our stable heavy air set up. Better to sacrifice some speed and put the reefs in while everyone is awake than be overpowered in the middle of the night and have to call

an extra person up on deck. As I dropped the halyard and winched in the reefing line, I remembered a time, having grown up racing but never cruising, when this would have seemed preposterous. Things had changed. I now understood why one avoids upwind passages when at all possible.

My watch beeped: eight o’clock, time to drive. (A good Timex Ironman watch, headlamp, and polarized sunglasses are the pantheon of personal effects to bring on an extended cruise.) Jake relayed the vitals - average speed over ground, wind patterns, impending changes of course, like a doctor passing off charts at the end of a shift. He handed me the wheel, and headed below to fill out his log.

It was still two hours until moonrise. The water was dark, the stars bright. We’d been in following seas and 15-20 knots of breeze for a couple of days. I steered the boat by rote, listening to the wash of salty foam hitting our quarter, occasionally glancing at the pedestal compass. I thought about life and people at home.

“Ryan?” I called out looking at the orange-tinged night sky through the window of my new bedroom in Chicago.

“What’s wrong?” he answered back from across the house.

“I just realized this is the first time I’ve slept alone in a room in nine months. It just feels weird.”

“Goodnight buddy,” he said in a tone that let me know he understood.

Sailing around the world before starting your adult life has only one significant downside. You have to come back and start your adult life. Entering back into the normal world surfaced a lot of unexpected feelings. Hundreds of little things were odd. There were a lot of adjustments to make.

I had forgotten about long summer days. In the tropics there are 12 hours of daylight. It gets dark by 6:30 every evening, and there is very little twilight. Direct sunshine at 8 PM was downright confusing my first day back.

I was always cold. A couple hundred days of sunny 85-90 degree weather thins out your blood. I felt like a flower struck by a late spring freeze. I carried a jacket with me all June. Air conditioned houses were hell.

Chicago streets seemed abnormally wide, and equally abnormally quiet. Apparently the higher a country’s per



One of the thousands of tiny idyllic palm filled islands in the San Blas Archipelago off Panama’s Caribbean coast. Photo by Ryan Whisner



A Panamax container ship dwarfs the cruising yachts behind *Aldebaran* as she exits the Panama Canal’s final lock into the Pacific Ocean. Photo by Brian Sabina

capita GDP, the less its drivers lay on the horn.

The inside jokes of a tight knit crew were replaced by the perpetual questions, “did you see any big waves or bad storms?” and “what was your favorite place?”

After two months of being back, my golden tan has started to fade and my blood has thickened. Not much seems odd any more. I’m no longer introduced as “Brian, who just sailed around the world.” I’ve even gotten used to fresh water spray again.

One thing that hasn’t faded is the quiet confidence of being an around-the-world sailor. It never will. Neither will the memories and kinship between our crew, and most importantly, our desire to do it again.

Even though *The Voyage of Aldebaran* is over,

Reach the World - Chicago will continue to expand the horizons of Chicago’s important young minds. Next year thousands of underserved student’s will follow the RTW-C’s Bike Africa Expedition as it pedals 7,500 miles from Cape Town, South Africa, to Cairo, Egypt. If you would like to support Reach the World, please see the ad for the BIG TEAM REGATTA on page 45, or call Brian Sabina at 773-698-6900. If you are inspired to take a trip of your own, *Aldebaran* is currently on the market in Mallorca, Spain. If you are interested in learning more email aaron@reachtheworld.org. Delivery can be worked out.

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LAKE CITY, MN

Duluth Native, Eric Thomas, Wins Class and Second Overall in His First Singlehanded TransPacific Yacht Race

2,120 Miles across the Pacific, San Francisco to Hanalei Bay, Kauai

By Thom Burns

The TransPac started on July 12 from the Corinthian Yacht Club in San Francisco Bay, and finished at beautiful Hanalei Bay, Kauai - a tropical paradise in every sense. This is not your ordinary sailboat race. This is the Singlehanded TransPac, with 30 years of style and tradition.

Eric aboard his Olson 30, Polar Bear, finished in 14 days, one hour, 53 minutes and 27 seconds. On day 13, his wife Sarah flew over to meet him at "The Tree" on the beach at Hanalei Bay, Kauai. This is one of the time honored traditions of this grueling race.

All was not easy for Eric. The race started in light air, rain, fog and plenty of shipping off San Francisco. After several days the Pacific High settled in which increased the wind and brought routine squalls with their associated winds and rain followed by light air. This combination caused troubles big and small with one boat returning to San Francisco, another dismasted but still proceeding to Hawaii under a jury rig at press time, and several hair raising experiences.

On his online log Eric describes the sailing side of the game seven days into the race, "I just got run down by a squall, I was dozing in the cockpit and could feel the boat accelerate. We had 25-31

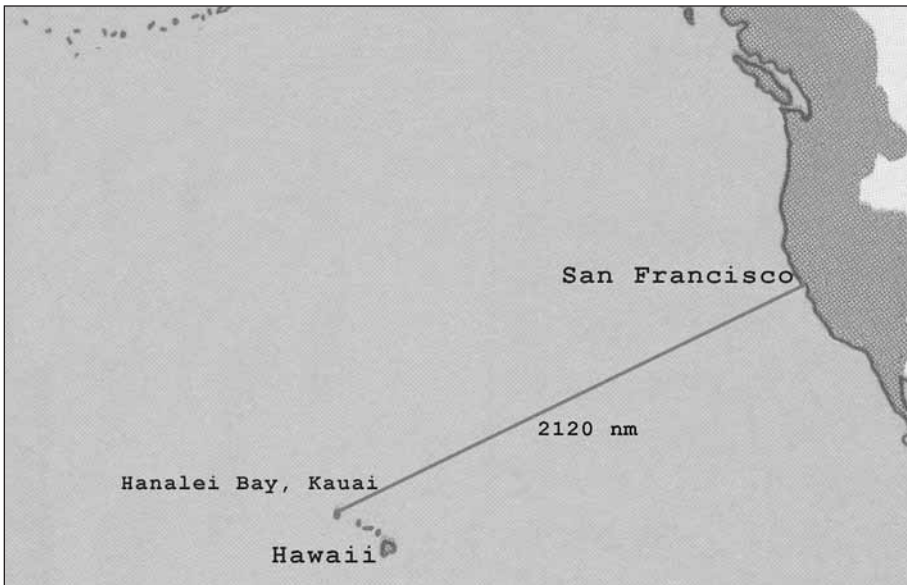
knots of wind for about an hour. It was pretty nerve wracking. I managed to keep the boat under the kite the whole time, got to 17.1 knots three times. The swells are moving about 13-14 knots is my best guess so we spent most of the time going that fast. Now the sun has come out for a bit, I think the squalls kind of suck up the clouds locally and give a bit of sun before and after. The wind is now in the teens and we are doing 8 knots. It seems so serene."

The equipment side of the race is frustrating and necessitates constant vigilance. The autopilot is battery driven and the power comes from solar panels recharging the batteries. Around day seven, Eric reported making 10 amps of solar power, "now that the sun has come out." From his log, "I have the (auto) pilot set pretty high as there is sun to burn and it is back there sawing back and forth. It actually has two speeds so it kicks into high gear back and forth back and forth. It drives a lot better than me because I tend to fall asleep at the helm and crash jibe the boat."

As part of the daily routine for safety, "I am clipped on whenever I am out of the cabin. My big worry has been the rig and the fact that losing it would make this a really long downwind race. Luckily the wind blows towards Hawaii and one would eventually get there. Enough rambling, it is time to tighten the tiller head fitting on the rudder post, it's starting to work loose. I've got to get done before dark and do a general scout around the deck before night fall in order to remember where the halyards are and straighten up for the coming squalls." By mid-race many people had had some sort of break down or scare. Some are starting to be more conservative realizing how far from anywhere



Polar Bear, an Olson 30, is half as long as the Open 60 which was first to finish.



The Rhumb Line distance is 2,120 nautical miles from San Francisco to Hanalei Bay on the beautiful Hawaiian island of Kauai. Eric was the 4th boat to finish.



Eric Thomas on the bow of Polar Bear.

they are and the consequences. “I was doing all those calculations in my head a few days ago and it really gets you down. Not that they are bad, they are real. So, one has to calculate the risks in all actions.”

Little tasks take on a bigger meaning when you’re a thousand miles from any land. Eric had a bit of trouble setting up the genoa for wing and wing for the night. It wrapped on the headstay for a few minutes while getting the pole up and aft. He found the next morning that the ring had come off of the genoa halyard snap shackle. Only friction had managed to keep it up all night. He was glad to have that back in one piece. He also rigged a temporary second backstay off of the main sail halyard while he had the main down in the morning for chafe patrol.

Once you’re settled into the ocean routine, the sea animals take on a new appreciation. “The same white bird with a long white straw for a tail flies slow and watches the wake. The water is an amazing blue purple color, interspersed with colorful plastic bits about every three or four minutes that pass by the boat. Some of these are covered in little barnacle things. I saw several more albatross yesterday and little flying fish that jump in and out of the waves pretty close to continuously.”

Many of Eric’s twenty one competitors commented about the skies at night once the overcast conditions cleared. “The stars tonight are awesome, I watched a plane fly towards the mainland, and it looked really low even though it was at 35,000 feet, the stars are just much higher, and the photo luminescence in the wake is great. It looks like the fire flies we have in Minnesota, kind of darting around but not too fast, very similar.”

Lest the romance of the moment lull you to sleep, the morning can bring a new list of projects and concerns. “Morning rounds found the track for the spinnaker pole coming loose. It had stripped a number of the fasteners out of mast. I put an industrial hose clamp around the mast, track and ring car and synched it all down. I did have to put a small slice in the bolt rope of the mainsail to pass the clamp through. The wind wand was lost off the mast head. It looks like the wand itself broke as there is a bunch of wire floating around up there. I saw it hit the water late yesterday. It was nice to have and I have a spare wand but at this point I can tell you the wind is blowing hard from the stern. So it is definitely not worth a trip up the mast.”

“The mission was to clean up a bit but I found some remnants of the monster cookies my sister sent out with me

weeks ago and I had to stop and eat the rest of them, then on to cleaning. Well I found another dried Italian salami! I still have triscuits so more use for the rigging knife, bless the guys who built this boat with a cutting board. If the family size Italian salami says ‘refrigerate after opening’ on the package, must one eat the entire salami without delay when on a boat with no icebox? I got through about half the salami; I will likely have a sodium nitrate hangover for days.”

It pays to have good humor,”I took a bath and washed some clothes this am. I felt pretty clean, then took a full on wave while steering this afternoon and am again a damp salted nut.”

Eric finished on Saturday just as he expected. He had a great race on Polar Bear, a fast, fine boat. He displayed diligent attention to detail, quick problem solving, good seamanship, good humor and he was blessed with some good luck. This is the first time anyone from the Midwest area has even competed in this grueling race. First in class and second overall is a great achievement. At thirty-seven years old, what’s next?

Thom Burns publishes Northern Breezes and SailingBreezes.com magazines.

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

By Carl Behrend

MARATHON AND PORT COLDWELL

It was a cold windy morning as we broke camp. We got ready to sail. The wind and waves were coming almost directly at us. The wind was funneled into the cove. This made it dangerous for us to launch the boat. With some effort, we shoved off and started the motor. The waves were huge as we made our way out of the cove. The motor nearly came out of the water as we were hit by one wave after another. The boat was barely making any forward progress. The motor made a loud moaning sound as it came out of the water after each wave. Slowly, we made our way out of the cove into the open lake. We were able to turn in an angle that allowed the sail to catch the wind. Once it did, we moved ahead more smoothly. But still, it was a wild ride toward Marathon. The town was some 10 miles in the distance.

We left Hattie's Cove early. The water was very rough and it was misty and chilly. So by the time we got to Marathon we were thoroughly drenched and cold. We pulled up on a pebbly beach not far from the town.

By mid morning we were approaching the town. It sat high on a hill. As we neared the shore we could see someone coming down to the shore to meet us. Naomi and I began to pull the boat up. The visitor also helped us. Her name was Kathy Gagnon. She said she had seen us coming in off the lake. It was cold and we were wet. She asked us if we had eaten any breakfast yet. She invited us to her house. Naomi and I readily accepted her invitation.

Just as we pulled in, we saw someone watching from the lookout point above the beach. When we got there,

she was standing on the shore. Her name was Kathy and she helped us pull our boat up and right after a few minutes talking, she invited us right over to her house for breakfast and to dry some clothes.

So first we stopped at the grocery store, then went to her house and she made us delicious pancakes, (which I got the recipe for) and dried our clothes. We sang her a couple of our songs.



Cooking fish over an open fire somewhere on the Canadian Shore

Her husband came home for lunch so we got to meet him too. He was very nice too. I fell asleep on their couch while Dad and them talked in the kitchen.

On the way, we stopped at a store for a few supplies. We also refilled our gas can. The woman was obviously a saint. She washed our clothes and fed us without hesitation. Naomi and I rested after breakfast. We told Kathy of our adventures and how thankful we were that she had come along. She told us that she was heavy-hearted over the illness of a friend. So Naomi and I sang a couple of songs for her and had a word of prayer to encourage her. After giving us a ride back to the boat, our host watched us as we shoved off into the open lake. She waved goodbye as we sailed west.

We left Marathon around noonish and by that time it was calm and foggy. I mean really foggy-the kind of fog that's so thick that it clings to everything and you can't see the nose on your face. It was very slow and frustrating trying to get anywhere because you never knew what was an island and what was a bay. We were musing that if we hit a big enough island we could just circle it all day without knowing it.

The fog made everything appear eerie. It was like we were floating along on a big white blob that drifted and twisted its fingers around everything and muffled all sounds except for the drip, drip, dripping of the trees. We had to be careful not lose sight of the shore or we could easily get disoriented and end up in the middle of the lake.

There was a large paper mill and a nice-sized harbor west of town. There were a few fishing boats circling at the mouth of the harbor as we sailed past in the fog. The fog grew thicker and thicker until it was difficult to see the shoreline. We groped our way along the shore, trying to make some progress. The difficulty of this method of travel was that when we came to a bay or an island, it was hard to tell if we were following the shoreline or a large island. We could have gone in circles for quite a while and not known it.

We stopped at an island for a while. It had a Pukaskwa pit, a stone cave and midget birch trees. It was cool, so we ghosted silently along the shores until we got to Port Coldwell.

By mid-afternoon we stopped on an island. The fog had lifted a little. We found a spot that looked interesting. There was a large field of stones covering half the island. We expected to find some Pukaskwa pits here and we did.

There were some small birch trees that had grown out of these piles of stones that somehow were beautifully shaped by the wind and weather. They were spaced intermittently like someone had placed them there in this beautiful rock garden park.

There was one Pukaskwa pit overlooking the channel between the island and the mainland. No one knows for sure the purpose of these pits. But they were usually located in a place overlooking the lake where the beautiful surroundings turned ones thoughts to the Great Spirit. If they were made for some religious ceremonies, they were surely in good places.

Naomi and I shoved off and made our way along the shore. The fog settled back in again as we made our way past bays and islands. In one bay we found a fishing tug anchored. So we took a few photos. It made an interesting scene for us there in the fog.

Late in the day, as we followed the shore, I could tell that we were out of the wind a bit. Perhaps we were in the shelter of some island. As we made our way



Camping along the Canadian shore

along, Naomi and I kept our eyes open for a campsite. Then we saw a large flat rock that might possibly work. But we kept going. After a while we came across what looked like an old shipwreck sticking up out of the water. Upon closer inspection it appeared to be some sort of mining barge. We later learned the barge was used for mining gravel when the Canadian-Pacific Railroad was built along the shore. The barge's steam boiler and machine works were lying there half-submerged in the shallow water. A beaver hut built on top was the only sign of life that had used the barge in the recent past.

There were many wrecked ships along the shore. The most interesting was

a huge old barge that loomed up out of the mist like the twisted skeleton of some ancient leviathan. We found a really cool rock to camp upon in Port Coldwell. It was a big rock out in the channel. Wow. I haven't written in a couple of days. A lot has happened since I last wrote. We left Port Coldwell around 8 a.m. and headed for Terrace Bay. I have to start writing in this more I'm starting to forget stuff.

Feeling our way through the fog, we continued along the shore not finding a good camping spot. We came to a large rock cliff. Following the cliff at the water's edge, we felt the temperature drop and the wind pick up a little. I told Naomi that we must be back into the open lake.

"Let's turn around and go back to that flat rock and camp," I said.

"Okay, dad. That looked like the best spot."

We would find the nearest spot to camp and set up the tent for the night. So we backtracked for about a half hour, past the old barge again and finally we made it back to the large flat rock we had seen

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earlier. We pulled the boat up and began to set up camp. A flat rock doesn't sound like a very comfortable place to pitch a tent. But compared to the cobblestones we had camped on before, this was great.

During the night, a severe thunderstorm rolled through the area. But we stayed warm and dry in our little tent. The only other sound during the night was from the Canadian-Pacific Railroad train that went by in the distance.

In the morning the fog had lifted. Although it was a bit hazy, we could see much better. The rock cliff that was a half-hour's traveling through the fog was now visible and only 75 yards from our campsite. Our perception was much better without the fog.

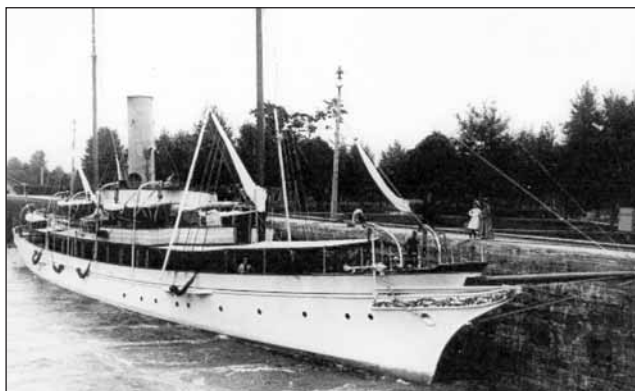
Naomi and I now decided we must be in Port Coldwell. Years ago, there had been a small town here in 1910. The family of Henry Gerow and his six sons were commercial fishermen here. There was a little store near the Canadian-Pacific Railway Line. But now, the only signs of human activity were the old barge and a couple of old hulks that had once been wooden boats lying along the shore.

Naomi and I broke camp early again and headed west. The winds were still very light, causing us to use our motor a lot and use up our small supply of gasoline. Just about the time we ran out completely, the sun came out and the breeze picked up. The wind filled our sails. Studying our map we figured we could stop at Jackfish Bay and get some gasoline. We pulled up at the mouth of the river. But after looking around we decided we needed to be on the other side.

We headed for Jackfish Cove. It was a bad day for sailing-foggy, no wind and almost out of gas. We prayed and God really blessed. We pulled into Jackfish Bay on our last bit of gas. Just as we approached the bay, the fog lifted, the air brightened and the sun came out. A nice breeze in the sails pushed us into the bay. It was then we discovered from reading

Bonnie Dahl's cruising guide that the town of Jackfish no longer existed.

A strong current kept us from going up the river and with no gas we couldn't use the motor. So we launched the boat into what were now big breakers. We tacked out far enough to reach a point across the mouth of the river. We found a path heading toward some cabins. At one of the cabins we found three guys building an addition. Naomi and I talked with them. They said there was no longer a town at Jackfish Bay. But they did give us enough gasoline to fill our can. They told us about the Slate Islands. There were caribou on the island and also some cabins that the owners left open to whoever wanted to use them.



The Gunilda: one of the finest yachts in the world, before she was lost in Lake Superior in 1911.

But there were some cabins there with people working on them-two old people with heavy accents-a middle-aged guy and a big old guy who looked like Santa Claus. They were very nice and gave us some gas. We headed off towards Terrace Bay, bypassing the Slate Islands (which I hear are crawling with caribou). They say there are nice cabins out there open to boaters. I will have to go over there sometime.

Naomi and I thanked them and made our way back to the beach, which stretched for several miles. In the distance were the Slate Islands, looking very beautiful in the midday sun some 10 miles away. Naomi and I would sure like to explore them. But we decided to keep going. We again swore we would make our "Island Tour" another season.

SHIPWRECK

We sailed west under fair skies. The winds were favorable that day until we got close to Terrace Bay. A thunderstorm was quickly moving in with great bolts of lightning and thunder crashing loudly. We headed for the nearest spot to pull in. We got the boat pulled up. It was beginning to rain. So we took the rain fly for the tent and bent down a little tree. We threw the rain fly over it, making a little shelter. Then Naomi and I built a fire to make a hot cup of mocha. We also wanted to use the fire to warm ourselves.

Just before Terrace Bay, a thunderstorm overtook us and we had to pull up on a pebbly beach and throw the rain fly over a tree. We quickly built a little fire and made some hot mocha and passed the time not unpleasantly. Thus the mocha tent was born. It was the first of many. After the storm broke, we set out for Terrace Bay again.

Fortunately, the storm didn't last long. Soon we were on our way again. After sailing a while, we pulled up on a beach near Terrace Bay. We were near the mouth of a river that had a large waterfall.

Naomi and I caught a ride into town with an older couple from Rosspport, Ont. The woman said that her son had a large trimaran (meaning three hulls) sailboat at Rosspport. She was meeting him there the next day. Naomi and I had a meal at a restaurant and picked up a few supplies. We also found some maps at the visitors' center. One of the boys working there gave us a ride back down to the boat. We thanked him and we were on our way again.

Soon, we pulled up on the beach near a waterfall. It was the biggest Canadian city we had been to yet, about 6,000 people. So they had just about everything we needed. We went out and ate Chinese food. Then we went to a tourist info place to get a map. A young Canadian guy took us back to the beach. We hitched a ride to town with an elderly couple who own a trimaran in Rosspport.

By evening we were somewhere near the Schreiber Channel. The islands offered us some protection from the open waters of Lake Superior. As we entered the channel and began to look for a place to camp for the night, the sun was setting. As we were setting up camp, the red and gold of the sunset gave us a spectacular view, making us feel welcome on this rugged Canadian shore.

We sailed for Rosspoint again that evening, but only made it to a little channel outside of town. We camped on a rock island that had little bluebells growing all over it. It was a very pretty spot.

Our camp was overlooking the place of another interesting shipwreck. But this was no ordinary shipwreck. The 185-foot, 385-ton luxury yacht *Gunilda* was owned by one of the richest men in the world—William Lamont Harkness. He was the heir of his father-in-law's Standard Oil Company fortune. Harkness and his family were enjoying a leisurely trip along the Canadian shore. It was 1911. Harkness had a professional captain and crew of considerable size. But there is a saying that says, "Pride goeth before destruction." And it certainly was true in this case.

Days before at Coldwell Harbor, Harkness had made it known to locals that he was headed for Rosspoint and then on into Nipigon Bay. A thoroughly experienced local man named Donald Murray offered to pilot the *Gunilda* into Nipigon Bay. He would do this for the sum of \$15. Despite his wealth, Harkness brusquely rejected the offer saying it was too much. The next day, while Harkness was loading coal at Jackfish Bay, similar inquiries brought an offer from Harry Legault to pilot the boat to Rosspoint. He wanted \$25 and train fare back. Although Captain Corkum and his crew thought this was a reasonable offer, Harkness was outraged at the preposterous fee and dismissed the whole idea. Entering Schreiber Channel, the captain saw no shoals marked on their U.S. navigational charts. If they would have had Canadian charts, McGarvey's Shoal would have been marked. But with 300 feet of water



Not far out from where Naomi and I pitched our tent, the 195' luxury yacht *Gunilda* sunk in 300' of water after striking McGarvey Shoal.

showing on his chart, he confidently shoved the engine telegraph to "full ahead."

The *Gunilda* cruising ahead at full speed was a thing of beauty. With the same arrogance surrounding the ocean liner *Titanic*, which would sink a year later, the *Gunilda* was blindly racing ahead in the pride of wealth and security. Harkness and his family were enjoying the scenery. Suddenly, there was a tremendous shock, which threw the passengers and crew into disarray. The shelves onboard were cleared of the yacht's prized china.

The force of the collision caused the ship to be carried 85 feet up onto McGarvey Shoal. There she sat with her bow breaching out of the water. One of the grandest yachts the world had ever seen was now helpless. The captain and crew were able to take the lifeboats into Rosspoint where the owner was able to telegraph for a wrecking tug from Fort William, which was over on Thunder Bay.

When the tug *James Whalen* arrived, Harkness was eager to re-float his yacht. But the experienced Capt. Whalen suggested there was a danger of the boat "misbehaving." He suggested that he return to Thunder Bay to retrieve two barges to support the aft end of the yacht.

"Never mind

that," Harkness snapped. "Just pull her off."

"But suppose she lists or twists?" Whalen said. "I still think we should have a couple of scows lashed to her."

"Pull! Just pull," Harkness yelled.

The tug captain did just that. After several attempts, the *Gunilda* began to move. But instead of sliding evenly into the water, she took a starboard list. Her aft rail went under, causing her to gulp in large amounts of the cold water of Nipigon Bay. So simple had the salvage operation appeared that no one had closed the portholes or secured the companion way doors. In a few minutes it was all over. The *Gunilda* slid backwards and disappeared into 300 feet of water. And there the mighty yacht rests to this day. What had once been one of the finest ships in the world was now silent in the icy depths of Lake Superior.

The red and gold of the sunset over the wild and lonely wave-lapped shores of Nipigon Bay made it even more unbelievable that just outside our tent door in the Canadian wilderness lie this once beautiful ship. This was indeed silent testimony to the pride and arrogance of wealth. Naomi and I slept peacefully that night. Our 16-foot sailboat was pulled safely onto shore next to the tent. The lapping of the waves on the shore was the only sound.

This is the ninth 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.



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Steering and Sail Trim

by David Dellenbaugh

Steering

Steer by the middle telltales.

When you are steering by the telltales on the luff of the jib, try to use the ones that are about halfway up the sail. These might be a bit harder to see (compared to telltales that are lower), but they will give you a more accurate reading for the whole sail than telltales closer to the top or bottom of the sail. Move foreward and outboard to see the middle telltales more clearly.



Move left, turn right.

Before moving your tiller or wheel to turn the boat, use weight placement to steer by changing the boat's heel angle. If you want to turn left, move your weight to the right so you heel the boat to starboard. When you want to turn right, move left. This works best in lighter air and with smaller boats, but it will help to some extent in all boats and in any condition.

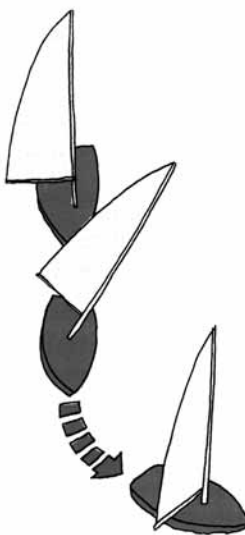
Minimize helm downwind.

When sailing upwind, it's good to have a bit of windward helm to give the rudder more feel and lift. But on a run or reach an off-center rudder just creates drag, and this is slow. Therefore, adjust the trim of your boat and sails to keep your rudder centered and your helm neutral as much as possible. The boat should almost steer itself in a straight line.

Steer under your sails.

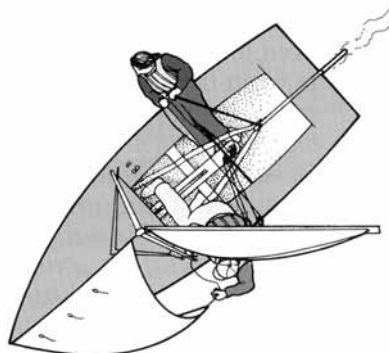
When you're running in windy and/or wavy conditions, the best way to stay in control and going fast is to steer your boat under the rig and sails. If your boat heels to leeward, bear off to get the hull under your mast. If your boat heels to windward, head up. The idea is to keep your

mast roughly vertical by steering your boat so the bottom of the mast stays under the top. It's like trying to balance a long stick vertically with one end in the palm of your hand. If you have a symmetrical spinnaker, an easy guide is to aim your bow at the center of the sail's foot (where there is often a vertical seam).



Always use sails for turning.

Turning the rudder always makes you slower, so any time you want to turn your boat you should use sail trim to help as much as possible. When you wish to head up, trim your mainsail tighter (and ease the jib a little); when you want to bear off, ease your mainsheet (and trim your jib). This is especially important in heavy air when turning the rudder and moving crew weight from side to side are less effective methods of turning. If you've ever tried to bear off behind a starboard tacker without easing the mainsheet you know that sail trim has a huge impact on where the boat goes.



Try using a 'wider groove.'

When sailing upwind, it's hard to keep

your boat in the groove all the time. As soon as conditions change (e.g. you hit a wave or lull), most sailors lose their groove at least for a little while. That's why it's often good to set up the boat so it has a wide groove, especially in tough conditions like shifty wind and chop. Ways to do this include twisting the sails, easing sheets slightly, making sails fuller, moving draft forward (especially in the headsail), heeling a little more, footing slightly and so on. This will make the boat more forgiving and easier to steer fast.

Don't always swing wide.

Conventional wisdom says you should round a mark by swinging wide on the near side and close on the far side (like the red boat below). However, this is not the fastest way to get around the mark. Unless you are worried about your position relative to other boats, it's better to approach the mark closer on the near side, pass it on a beam reach, and end up farther from the mark as you turn up closehauled (like the blue boat). The key is making your turn so the mark is at the bottom of your arc; if you don't do this you will sail extra distance. Of course, there may be tactical reasons (e.g. boats just ahead or behind) why it makes sense to round wide and tight so you are on a closehauled course when you pass the mark.



Sail Trim

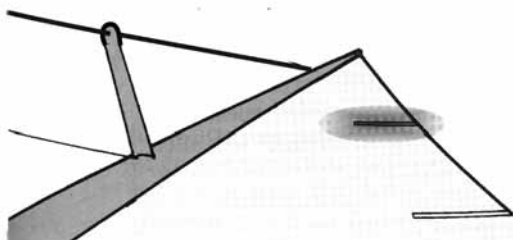
Set up for the lulls.

When the wind is puffy, it's impossible to set your sails correctly for all different

velocities you will see. If your sails are too full, you'll be too slow in the puffs, but if they're too flat then you will struggle in the lulls. The best choice is usually to err on the side of tuning for the lulls. That's because it is relatively easy to go fast in puffs, and you can live with being overpowered temporarily. But in the lulls you need lots of power if you don't have it you will struggle to keep up with your competition.

Top batten parallel.

Getting the right main trim is critical for good speed in any condition. If you overtrim the main, it will stall and be slow. If you undertrim the main, you'll be faster but you won't be able to point. The key is finding a happy medium that works for both speed and pointing. The easiest guideline is trimming the sheet so the top batten is parallel with the boom. In light air and lump, let the top batten angle off to leeward a bit. In flat water and more wind, trim the sheet hard enough so the top batten angles to windward.



Don't cleat the sheet!

The wind is always changing so if you want to go fast you must constantly adjust the trim of your boat and sails. Therefore (if possible) don't cleat your mainsheet! This line is also the best way to feel your boat's pulse. Cleating it would be like turning on cruise control in a car race. Of course, when it's windy the helmsperson may need help holding the sheet, or you may have to put it around a winch. Just try not to use a cleat.

Trim with a curl.

When flying a spinnaker (either asymmetric or symmetrical), it's slow to overtrim the sheet. To make sure the chute rotates foreward as far as possible, keep easing your sheet until you see a slight along the luff of the spinnaker. Though this means you give up a small amount of sail area, it's usually much faster to have the sail eased all the way with a small curl than to get rid of the curl but risk having the sail overtrimmed some of the time.

When you're going fast trim harder.

When your boat feels good (like it's going fast through the water), trim the main a little harder and point the bow slightly higher. If the boat feels bad or starts to slow down, ease the mainsheet a bit and bear off. Once you are going fast again, start trimming again. This is a never-ending cycle. Try to keep trim-

ming the mainsheet harder to help pointing, but when this makes you go slower ease the sheet for speed.

Judge trim by speed, not by looks.

When trimming your sails, the goal is to make your boat go as fast as possible. It's nice when the sails look beautiful too, but this is not your objective. The key is to trim for performance, not appearance. The way the sails look is just a guide that may help you go fast. So don't be too rigid about what you're looking for. Sail shape is a means to an end - what really matters is how well you perform relative to other boats.

Go fast at the start.

When do you expect the wind velocity to change after the start, how should you set up your sails? Your number one priority should be to optimize your sail trim for the wind you will have during the first few minutes after the start. When you come off the line, you want your boat to be as fast as possible so you can pop out ahead of the pack. If the wind does change later in the leg or race, it's much better to be leading the fleet with a wrong set-up than back in the pack with a perfect sail trim.

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

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NEW HEAT SENSOR HELPS STOP ONBOARD FIRES

Where there's intense heat aboard, there's going to be a fire. Sea-Fire Marine, a leader in fire suppression technology, works hard not only to find the latest ways to put out fires, but also prevent them. An innovative, early warning system, their new Heat Sensor with display alerts boat owners to dangerously high engine room temperatures.

The economical Heat Sensor system is intended for engine rooms in any sized craft up to large yachts. The sensors are available in two versions. An open model is designed to be mounted on the extinguishing system cylinder and is set at 151°F

which is 55°F lower than the discharge temperature. The other style sensor features an enclosed casing for installation throughout the engine room compartment. It activates at 140°F.

These sensors indicate threatening temps and give owners a chance to stop impending fires. Simple to install, multiple sensors can be fit in an engine room, depending on desired sensitivity. The system is compatible with the full range of Sea-Fire ESRS units, allowing for shutdown override control and cylinder discharge notification.

A rectangular or round mounted display panel with a separate high temperature zone supplies both a visual and audible alarm of threatening amounts of engine room heat. Measuring just 3-1/3" x 2-6/7" x 5/9", the unique display features a weatherproof design and LED dim function for night navigation.

Suggested retail price of the Heat Sensor warning system display from Sea-Fire Marine is \$149. Heat sensors cost \$108 each.



Contact Sea-Fire Marine, 9331-A Philadelphia Rd., Baltimore, MD 21237. 800-445-7680. www.sea-fire.com.

New Articulating Multihull Sprit Kit Allows Almost Any Multihull to Fly a Reaching Spinnaker

Forespar has introduced an articulating aluminum sprit kit for multihulls ranging from 25ft to 60ft. With this new Multihull Sprit Kit, current multihull owners can now easily retrofit their existing boats to improve downwind performance using reaching spinnakers and drifter sails.

Designed to articulate side-to-side, the user can position the sprit-end to weather to increase sail exposure for better performance. Each sprit pole is specifically sized to match the boat and can be rigged to use with continuous line furling systems or custom configured. Depending on installation, the sprit pole can also be lifted up out-of-the-way or removed.

The Multihull Sprit Kit includes all parts necessary for installation except the stays. The kit comes with sprit pole, UTS cross bar bracket, end fitting and stainless steel tangs for stays. Clear anodized to military standards, the pole is made of 6063-T6 marine alloy. Available through local Forespar dealers, the kit can be owner installed or custom installed by Nance & Underwood Rigging - 941-764-6001.

Forespar® is one of the oldest boat hardware manufacturers in the United States. Their diverse line of marine products includes carbon fiber poles, Leisure Furl™ boom furling systems, Marelon® plumbing fittings and numerous other marine related products.



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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.

August

Aug 1 - Saturday Sailing at Shell Lake - The second Saturday of August Shell Lake Sailing Club will sail around the lake. Contact Tom Scott at trsbadger@aol.com or 715-468-2294.

Aug 1 - Inter Lake Regatta On Lake Minnetonka, Minnetonka Yacht Club Visit www.minnetonkayachtclub.org for more information.

Aug 1-3 - Wilmette Sailing Weekend - SSYC, Wilmette, IL. Contact John Kennedy at 847 866 8138 or visit www.ussailing.org for more information.

Aug 1-3 - Duluth Maritime Festival - Featuring food, entertainment, crafts, & music at the Harbor Drive Docking area. Visit www.visitduluth.com/maritimefestival for more information.

Aug 1-4 - North American Challenge Cup (NACC) - Chicago Yacht Club, Chicago, IL. Visit www.ussailing.org for more information

Aug 2 - Montrose II Sail Chicago Skyline Montrose Harbor. For more information visit nwsail.com

Aug 2-3 - Milwaukee Grand Prix Regatta - Milwaukee Yacht Club, Milwaukee, WI. Contact Bethany Treichel at 414-224-9424 or visit www.sailingcenter.org for more info.

Aug 3-8 - U.S. Junior Women's Singlehanded Championship - Macatawa Bay Yacht Club, Holland, MI. Visit www.ussailing.org for more information.

Aug 3-9 - LOWISA 43 - LOWISA will begin on Saturday Aug 3 in the afternoon. Contact: sailinfo@lowisa.org or visit www.lowisa.org for more info.

Aug 3-9 - Thistle Class National Championship - Thistle Class Association/Penscola YC, Loveland, OH. Contact Paul Abdullah at 904-448-8795 or visit www.ussailing.org for more information.

Aug 4-8 - Apostle Islands Young Adult Sail - North House Folk School, Grand Marais, MN will be holding the event. Visit www.northhouse.org or call 218-387-9762 for more information.

Aug 5 - Tuesday Series Race 6pm Lake DuBay, Portage County Park, Central Wisconsin. Visit www.SailDuBay.org

Aug 5-9 - Western Michigan Yachting Assoc. Championship Regatta - WMYA, Muskegon, MI. Contact Joan Manny at 231-744-4343 or visit www.ussailing.org for more info.

Aug 8 - Yngling North American Championship Minnetonka Yacht Club, Visit www.ussailing.org for more info

Aug 8-10 - Lüders 16 International Championship Regatta - Chicago Yacht Club, Belmont Station. Contact Amanda Matta 312-861-7771. www.chicagoyachtclub.org

Aug 9 - Saturday Series Race 11am Lake DuBay, Portage County Park, Central Wisconsin. Visit www.SailDuBay.org

Aug 9-10 - Lake Superior PHRF Thunderbay - Visit www.wyc.org/ais for more information.

Aug 9-10 - Verve Cup Inshore Regatta - Chicago Yacht Club, Belmont Station. Contact Amanda Matta 312-861-7771. or visit www.chicago-yachtclub.org

Aug 9-11 - 37th Annual Leech Lake Regatta - Leech Lake, MN. Visit www.shoresofleechlake.com, call 218-547-1819 or email loomis@shoresofleechlake.com for more info.

Aug 15 - Solo Challenge - Lake Michigan Singlehanded Society is holding the event in Racine, WI. Visit www.LMSSonline.com for more info.

Aug 15 - Ida Lewis Distance Race - 175 nm middle-distance race, begins and ends in Newport, R.I. Contact Ida Lewis Yacht Club at 401-846-1969.

Aug 15-17 - Lake Huron Rally - Great Lakes Cruising Club. For more info: GLCClub.com

Aug 16 - Bay Jam! - Georgetown Racing Fleet, Georgetown, MD. Contact Tom Stoner at 610-873-1472.

Aug 16-17 - Air & Water Show - Northwest Sailing Association will be holding the event at the Navy Pier, Chicago, IL. Visit www.nwsail.com for more info.

Aug 16-17 - Milwaukee Rendezvous Weekend Sail. - Sail to Milwaukee on Sat, Irishfest Sat night, sail home on Sun. visit www.nwsail.com (See Sailing Events.)

Aug 21-24 - Tartan 10 National Championship - Columbia Yacht Club, Chicago, IL. Visit www.ussailing.org for more information.

Aug 22 - Lobster Boil - Milwaukee Community Sailing Center celebrates the 2008 sailing season with their annual Lobster Boil Benefit. Milwaukee, WI. Contact Bethany Treichel at 414-224-9424 or visit www.sailingcenter.org for more info.

Aug 22 - Silent Auction - The Leukemia Cup Regatta is holding a silent auction at the Columbia Yacht Club, Chicago, IL. Contact LCRauction@colyc.com.

Aug 22-24 - Long Point Race Week. Newport Harbor Yacht Club, Newport Harbor, CA. Contact Jenn Lancaster at 949-723-6869.

Aug 23 - Open Junior Regatta - Denver, Colorado. Juniors under the age of 19 are invited. Contact Steven Frank at 303-757-7718 or stevefrank@communitysailing.org.

Aug 23 - Lake Erie Solo Challenge - The Great Lakes Singlehanded Society is holding the event. Visit www.solo-sailor.org for more information.

Aug 23 - American Cancer Society Regatta. 7-20 mi race depending on conditions. All proceeds go to American Cancer Society, Mount Sinai Sailing Association, Mount Sinai, NY

Aug 23-24 - 27th Annual Governor's Cup Regatta - Lake DuBay Sailing Association is holding the event. Lake DuBay, WI. Visit www.saildubay.org or contact vice-commodore@saildubay.org or call LaCinda Terry at 715-887-3020 for more info.

Aug 23-24 - Cape Charles Cup. Broad Bay Sailing Association, Virginia Beach, VA. Contact Scott Almond at 757-471-2663.

Calendar of Events

Aug 24 - Leukemia Cup Regatta Poker Run. Old Dominion Boat Club, Alexandria VA. Contact Loree Lipstein at 703-960-1100.

Aug 26 - Sailing Evening Lake DuBay, Portage County Park, Central Wisconsin. Visit www.SailDuBay.org

Aug 30 - 2008 Tri-State Regatta - Saint Joseph River Yacht Club. Visit www.sjryc.com for more information.

Aug 30-31 - Labor Day Regatta- Saint Croix Sailing Club, Hudson, WI. Contact Steve Roffers at scsracechair@gmail.com or visit www.stcroixsailing.com for more info. Great PHRF racing, parties, door prizes and live entertainment!

Aug 30-Sept 1 - Great Lakes Championships Milwaukee Yacht Club Visit www.ussailing.org for more info

Aug 30-Sept 1 - Great Lakes Championships - MYC, Milwaukee, WI. Contact Steve Dolan at 414-587-1654 or visit www.ussailing.org for more information.

September

Sept 1 - Town and Country Days Regatta - Shell Lake, WI. Contact Tom Scott at trsbadger@aol.com or call 715-468-2294.

Sept 2-6 - Beneteau 36.7 National Championship Chicago Yacht club www.ussailing.org for more information.

Sept 4-7 - Women's, Youth, Hobie 14, and Celebrity Racing - Lots of racing and free sailing Sept 4 for kids. Visit hobiecatdivision7.org for more information.

Sept 5 - Lake Michigan Scramble - The Great Lakes Singlehanded Society is holding the event. Visit www.solosailor.org for more info.

Sept 5 - Big Team Regatta Chicago - Corporate sailing challenge to benefit youth sailing. Race a state-of-the-art sailboat on the waters of Lake Michigan no experience necessary. Visit bigteam-regatta.com or contact Brian Sabina at 781-801-0537 for more information.

Sept 5-7 Across the Lake Sail - Sail to South Haven Michigan. visit www.nwsail.com

Sept 6 - Lower Huron Solo - The Great Lakes Singlehanded Society is holding the event. Visit www.solosailor.org for more information.

Sept 8-12 - Hobie 16 North American Championships - Open Regatta racing. For more information visit hobiecatdivision7.org.

Sept 8-12 - Apostle Islands Adventure North House Folk School, Grand Marais, MN will be holding the event. Visit www.northhouse.org or call 218-387-9762 for more information.

Sept 10-14 - U.S. Women's Match Racing Championship. Rochester Yacht Club, Rochester, NY. Visit www.uwsailing.org.

Sept 12-14 - 5th Annual Minnesota Leukemia Cup Regatta - White Bear Lake, MN. Weekend events include: Mt. Gay Rum Reception; five races; breakfasts & lunches for skippers & crews; auction; dinner; program featuring Patient Honoree & family; entertainment; and award ceremonies. For more information, visit: www.leukemicup.org/mn (click on Minnesota Details). Contact: Nicki Hyser; nicki.hyser@lls.org or 763-545-3309, ext. 102.

Sept 12-15 - Lee Murdock - Tallship Manitou Music Cruise, Traverse City MI. Call Traverse Tall Ships Company 1-800-678-0383 or 231-941-2000 or email info@tallshipsailing.com for more information.

Sept 13 - Single/Double Handed Race - Visit www.wyc.org/ais for more info.

Sept 19-21 J35 North American Championship North Star Sail Club www.ussailing.org for more information.

Sept 20-21 - Frostbite Sail - Geneva Lake Weekend sail at Lake Geneva. visit www.nwsail.com (See Sailing Events)

Sept 26-28 - U.S. Offshore Championship - Corinthian Yacht Club, Chicago, IL. Visit www.ussailing.org for more information.

Sept 27 - St. Clair Solo & Big Al's Steak Roast - The Great Lakes Singlehanded Society is holding the event. Visit www.solosailor.org for more information.

October

Oct 9-13 - 39th Annual United States Sailboat Show-Held at the City Dock and Harbor, Annapolis, MD. For more information visit www.usboat.com or call 410-268-8828.

Oct 11-12 - USA Junior Olympic Sailing Festival - Michigan - Macatawa Bay Yacht Club, Holland, MI. Visit www.ussailing.org for more information.

Oct 12 - Around the Lake Race. Tour-de-Lake, Long distance race, 28 miles. Canandaigua Yacht Club, Canandaigua, NY. visit www.ussailing.org for more information

Oct 25-26 - Carolina Ocean Challenge. South Carolina Yacht Club. Contact Muffy Schulze at 843-342-BOAT.

November

Nov 1-4 - Strictly Sail St. Petersburg - ST. PETERSBURG, FL. Visit www.strictlysail.com for more info.

January 2009

Jan 19-23 - Acura Key West 2009 - Visit Premiere-Racing.com for info.

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Sailing News

CONGRESS RESTORES 35-YEAR EXEMPTION FOR RECREATIONAL BOATS FROM PROPOSED EPA PERMITTING REQUIREMENTS

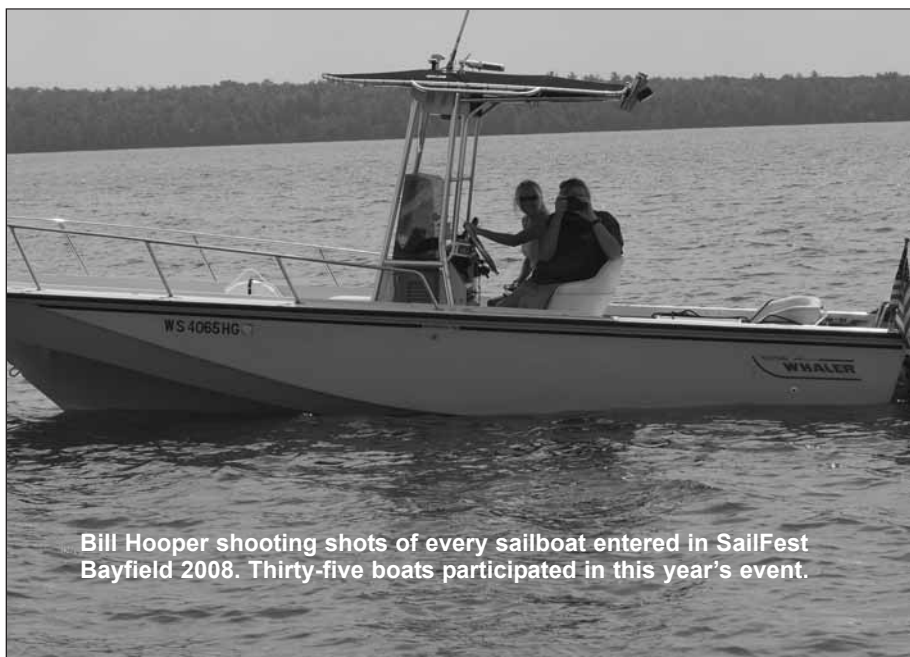
NO NEW PERMITS FOR BOATS REQUIRED

In a remarkable display of bipartisan support for recreational boating, both the House and Senate today passed S. 2766, "The Clean Boating Act of 2008" which will permanently restore a long-standing exemption for recreational boats from permitting requirements under the Clean Water Act. The legislation now goes to the White House for the President's signature.

Congressional action was spawned by a U.S. District Court decision in September 2006 under which an estimated 17 million recreational boats would have fallen under Clean Water Act permit requirements effective September 30, 2008. The permit would have dictated maintenance and operation procedures and potentially subjected boaters to citizen lawsuits as well as a penalty system designed for industrial polluters.

"This is a fabulous victory for common sense and it just goes to show what can be done when the boating public, the marine industry and its representatives in Congress row together in a bipartisan way," said BoatU.S. President Nancy Michelman.

BoatU.S. Government Affairs Director Margaret Podlich was quick to shower praise on a boatload of legislators who did much of the heavy lifting including Sens. Bill Nelson (D-FL) and Barbara Boxer (D-CA) and Representatives Jim Oberstar (D-MN), Steve LaTourette (R-OH), Candice Miller (R-MI) and Gene Taylor (D-MS). A complete listing of all legislators involved will be available at <http://www.BoatUS.com/gov> soon.



Bill Hooper shooting shots of every sailboat entered in SailFest Bayfield 2008. Thirty-five boats participated in this year's event.

BoatU.S. has worked for more than a year with the National Marine Manufacturers Association and a broad coalition of stakeholders to resolve the problem before the permitting deadline.

"One of the real keys to success here was our collective ability to activate the grassroots," said Podlich, noting that tens of thousands of letters and e-mails were generated by boaters and anglers over the course of the past 12 months.

BoatU.S. is the nation's leading advocate for recreational boat owners with over 650,000 members.

Lakeland Boatworks, Inc. to Open Showroom/Retail Store in Syracuse, NY

Lakeland Boatworks, Inc., a marine manufacturer of wood/composite recreational watercraft of their own design, has negotiated a lease for 499 S. Warren St. in Syracuse, NY. The site will be developed by Lakeland to be their first showroom/retail store outside of Michigan. Consisting of approximately 5,000 square feet, Lakeland's new showroom will serve as the anchor tenant for the nine story commercial building

across the street from the Syracuse Hotel and Towers development, the Galleria Complex and is a short walk from the popular shops at Amory Square. In addition to displaying the company designed recreational watercraft, Lakeland will be offering marine accessories and gifts, fowl weather gear, marine engines from their three OEM partners, Nissan Marine, Volvo Penta and Yanmar, and marine electronics. Restoration and repair services through Lakeland's manufacturing facility in Middleville can be marketed through the company showroom as well.

"We chose Syracuse as the site for our flagship store, due to its proximity to the Finger Lakes regions of New York, the boating culture that exists there and the huge investment in redevelopment in their downtown business district," said Joe Rahn, Lakeland's president. "In this age of relationship marketing, the Lakeland Syracuse showroom and retail store allows us to know all of our customers by name. By having direct oversight of the manufacturing, distribution and sales functions of our business, we can assure that the customer has direct access to knowledge-

Sailing News

able staff and that they are getting the best service and value possible."

BOATU.S. REACHES MILESTONE 50,000 RADIO REGISTRATIONS

One-button Mayday Feature Improves Marine Safety

Boat Owners Association of the United States (BoatU.S.) has registered its 50,000th boat owner with an enhanced VHF radio that will greatly improve their safety on the water. The registrations are part of a free service the Association launched in 2000 to enable boaters to take advantage of the U.S. Coast Guard's new Rescue 21 coastal radio system. Rescue 21 enhances distress communications, speeds up search and rescue response time, provides more accurate direction-finding, and eliminates VHF radio coverage gaps.

BoatU.S. was the first non-government entity to offer registration of VHF radios with the Digital Selective Calling (DSC) feature under an agreement with the Coast Guard and the Federal Communications Commission (FCC). Registration is necessary to obtain a Maritime Mobile Service Identity (MMSI) number, which is then programmed into the radio by the boater. In an emergency, the MMSI is encoded in the SOS transmission, which will also



Dave Shores and crew, sailing Sabre 36, *ZaBreeNa*. Photo by Bill Hooper.

help reduce hoax distress calls.

By registering a DSC VHF radio with BoatU.S., key information such as a boat description and owner contact phone numbers, is logged into the Coast Guard's national MMSI database used by search and rescue personnel. The greatest benefit of a DSC radio is its ability to connect to a GPS or Loran receiver and automatically transmit the position of the vessel in distress, along with the MMSI number, all with the push of one "mayday" button.

"Now that Rescue 21 covers over 15,000 miles of coastline, we know that the use of this technology is taking the 'search' out of search and rescue and

already saving lives," said Nancy Michelman, president of BoatU.S. "This 50,000 registration milestone also demonstrates what can be done when we partner with the federal government to create programs that benefit the entire boating community."

While Rescue 21 is not yet operational in all regions, commercial ships are required to monitor Ch. 70. To register your DSC VHF radio and get your MMSI number or to see a schedule of Rescue 21 installations, go to <http://www.BoatUS.com/MMSI> Also at this site is a free BoatU.S. DSC VHF radio tutorial, "Can You Hear Me?".

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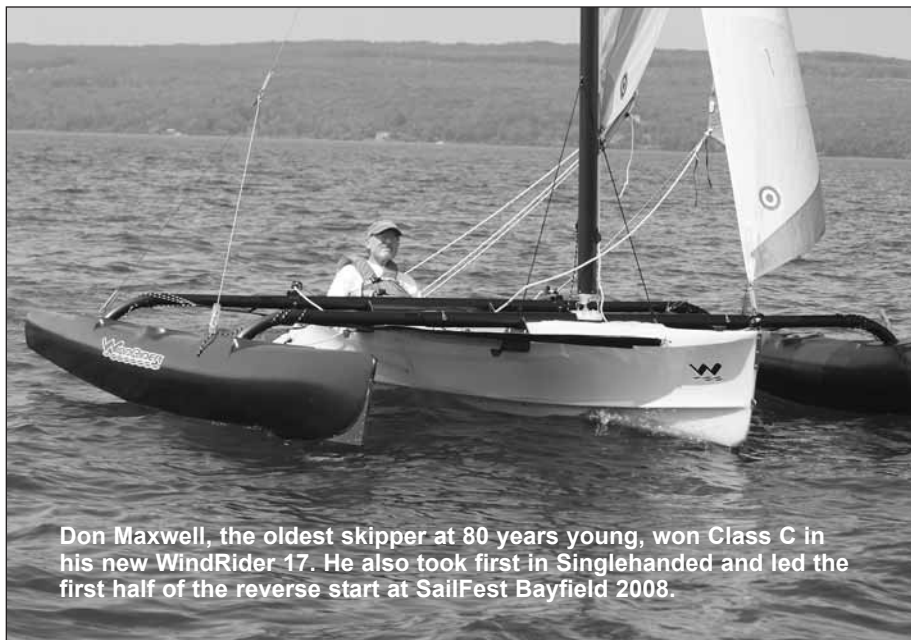
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Sailing News



Don Maxwell, the oldest skipper at 80 years young, won Class C in his new WindRider 17. He also took first in Singlehanded and led the first half of the reverse start at SailFest Bayfield 2008.

Boaters Need To Check Their Marina Slip Contract Against Their Boat's Insurance Policy

Do You Have the Coverage You Need?

Before you sign your annual slip contract with your marina this year, be sure to read it carefully - it may obligate you to pay more than just the slip fee as marinas are inserting language in their slip contracts that shift the marina's legal liability to the slip holder in an effort control increasing marina insurance costs.

"What this means in real terms, for example, is if a boater's guest is injured due to the marina's negligence and sues the marina, or a boat is damaged by the marina and it declines to pay for repairs, the boat owner could be responsible for defending the marina and paying any amounts that the marina is responsible for," said BoatU.S. Vice President of Underwriting, Jim Nolan.

"In the insurance industry it's called contractual liability," said Nolan, noting that such slip contract language includes terms like "hold harmless and indemni-

fy" and "defend and indemnify". "If they see this language, boaters should check to make sure that their boat's insurance policy provides them with coverage for these types of contractual liabilities before they sign their slip or storage contract," he added.

If the boat insurance policy does not include contractual liability coverage, boaters could find themselves paying big money out of pocket for injuries, defense lawyers and possibly property damage to their own boat because the "hold harmless" provision may insulate the marina from paying for damages it may have caused.

"Many boat insurance policies exclude contractual liabilities and do not allow a boater to simply sign away their insurer's right to be reimbursed for boat damage caused by the marina," added Nolan.

BoatU.S. marine insurance policies provide contractual liability coverage assumed under a boat storage or slip rental contract. For more information or an online quote, visit <http://www.BoatUS.com/Insurance> or call 800-283-2883.

New Rescue Boat Hits The Water on White Bear Lake

White Bear Lake and Mahtomedi Will Share The Used Federal Vessel

Water rescues, diving operations and boat fire hose-downs will be performed aboard a new vessel on White Bear Lake this year.

The White Bear Lake and Mahtomedi fire departments recently purchased a 22-foot water rescue boat through a federal grant program that netted the city the boat at a greatly reduced cost.

The boat will be shared by the departments and is currently being outfitted with twin 100 horsepower engines and a water pump.

Fire fighters have been clamoring for such a vehicle for years, said Tim Vadnais, White Bear Lake's fire chief. But without the grant program, which is designed to redistribute surplus military and other equipment from federal agencies to fire departments, the boat would have cost the city over \$100,000.

"I could never find room in the budget," Vadnais said.

But when the opportunity to snatch the 22-footer for \$3,000 came up, the department was excited. The boat allows the White Bear Lake and Mahtomedi fire departments to retire the smaller boats that their water divisions have outgrown.

"Our dive and rescue program has greatly expanded in recent years," Vadnais said.

The departments have personnel trained for dive operations, whereas in the past such work was done by larger agencies. In addition to dive operations, the boat will have hoses that will allow fire fighters to pump lake water onto lakeside fires.

The new boat previously was used in Coast Guard or Naval operations off the east coast, Vadnais said.

Racing News and Results

Hardesty Crowned 2008 Etchells World Champion In Chicago

Bill Hardesty, Erik Shampain, Steve Hunt, and Jennifer Wilson of San Diego take their first Etchells World Championship title after ending the regatta with a strong 12 place finish in race 6. After dropping a 39 point finish from their score, the team secures first place overall with a total of 30. Hardesty was the pre-event favorite having won both the Midwinters East and West.

Chris Busch, Chad Hough, Chuck Sinks, and Peter Burton, also of San Diego, came in second with 38 points followed by Jud Smith, Henry Frazer, and James Porter with 41. After protest and redress hearings at the end of today, Peter Duncan moved from 16th to tie Beadsworth/Dwyer at 56 points for 4th. Duncan won with tie breaker with his 2nd place win in today's race.

The 6th and final race of the

Bill Hardesty and crew: Erik Shampain, Steve Hunt, and Jennifer Wilson, were consistently in the top twelve boats in the Etchells Worlds. Hardesty and crew also won the Midwinters East and West.



Chris busch and crew: Chad Hough, Chuck Sinks and Peter Burton, sailed into first place in race six. They finished second in the Etchells Worlds.

regatta was run today in beautiful conditions with 10-20 knot westerly winds, waves, and warm sunny weather. Bush, Hough, Sinks, and Burton took the lead on the first downwind leg, and from there they proceeded to walk away from the fleet on every leg and capture first place by

a substantial margin.

"We went right on the first beat while most of our competitors went left," Busch explained. "We were pretty behind after a bad start at the right end of the line, but we found better velocity and some good shifts on our side and we were able to work our way back through the fleet. Once you're out front, it's a lot easier to stay there. It's the races where you're deep and have to fight your way back that really make the difference."

Busch, Hough, Sinks, and Burton definitely take the role of the stealthy stars of the regatta. After a disappointing 49th finish on the first day, the team moved to 8th with a 2nd and a 4th on the second day of racing. They continued their climb up the score board with respectable finishes in races 4 and 5 which brought them up to 6th and then into the top three. With a decisive win today, the San Diego team ultimately captured 2nd place by three points from Smith, Frazer, and Porter.

Winners Hardesty, Shampain, Hunt and Wilson sailed an impressive

Racing News and Results

regatta. "Our two firsts on the second day really helped. We've been training hard, and it paid off." Hardesty said. With the exclusion of their 39 point drop race, the team never scored below 13th in the racing this week. On how the team managed to stay consistent in the tricky conditions Hardesty explained, "We sailed conservatively. Once we figured out what was working for us, we stuck with that strategy."

Remarkably, with the exception of one drop race apiece, Hardesty, Busch, and Smith all posted top 20 finishes in the five races counting toward their final score. It is undoubtedly this impressive consistency, despite challenging conditions, that places these three boats on the Etchells Worlds podium this year.

The next Etchells World Championship will be held in March 2009 on Port Philip Bay, Melbourne with the host club being Royal Brighton Yacht Club. For a complete list of the final results link to event photos [log on to www.etchellsworlds2008.com](http://www.etchellsworlds2008.com) or www.chicagoyachtclub.org.

ABOUT THE CHICAGO YACHT CLUB

The Chicago Yacht Club is one of the oldest and most respected yacht clubs in the world. The club is one of the preeminent organizers of regattas, races and predicted-log events in the United States at both its Monroe and Belmont stations.

ILYA Class A Scow Open Invitational

Fourteen boats assembled at White Bear this weekend to compete for the ILYA Class A Open Invitational. The event drew competitors from White Bear, Minnetonka, Calhoun, Clear, and Oshkosh. The experimental Victory by Design, V38 boat, sailing but not scored, proved again it is faster than an A Scow around a race course.

Two races were completed in winds of 0 to 6 knots, providing very challenging conditions for competitors. Home lake knowledge paid off in Race 1 for the White Bear womens' team (W-11) led by Kathy Sanville and Patty Zak Newell. They captured their first regatta win by keeping their wits and sailing smartly through the

slot between the Peninsula and the Island. Staying left both times to windward paid off big for them and brought home the victory.

Trophies were awarded to the top three boats, with Jack Strothman of the Minnetonka Yacht Club taking the top prize. While Strothman is no stranger to the world of Scows, having sailed in various classes for many years, this is his first year campaigning an A Scow. He and his team put together an impressive first and three seconds on their way to victory. The experimental Victory by Design, V38 boat skippered by Tom Burton crossed the finish line first in all four races, but was not scored in the event.

Minnetonka's Dave Willette took second place followed by Lee Alnes from White Bear in third place. Jason Brown and Ken Broen, both from White Bear, rounded out the top five finishers.

The Minnetonka - White Bear Challenge trophy was won by Minnetonka. The trophy was re-dedicated a few years ago, to be sailed for when White Bear and Minnetonka A scows compete.

1. Jack Strothman, M-10;
2. Dave Willette, M-11;
3. Lee Alnes, W-1
4. Brown/Crary, W-3;
5. Ken Broen, W-28;
6. Hod Irvine, W-8;
7. Blair Jenness, M-6;
8. Kathy Sanville, W-11;
9. George Winter, J-314;
10. Steve Johnson, W-7;
11. Fletcher Driscoll, W-9;
12. Tom Erickson, Z-1;
13. Bill Coppage, C-1;

V-38, Tom Burton, not scored.



Photo by Pat Dunsworth

Racing News and Results

The first HOOK Race was sailed in 1984 with 12 boats racing from Racine, WI to Menominee, MI. Bud Garcia, RYC Past Commodore, and John Bennett, Custom Sails, ran the HOOK Race during its first 5 years. In 1986 the finish location was changed to Sturgeon Bay, WI. To date, the fastest elapsed time was just under 24 hours in 1987, by Foxfire, a Hunter 54 owned by Mark Westdale.

The HOOK Race is a challenging 197.4 nautical mile race that begins in Racine and ends in Door County, the "Cape Cod of the Midwest." The HOOK Race combines strong competition with the navigational challenge of Death's Door. Finishing the race in Door County provides opportunities for cruising vacations afterwards. This Category 3 race is open to all sailboats eligible to make a race of this distance

and duration, with full regard to the safety of the vessel and crew.

PHRF 1:

1. Assassin;
2. Flash Gordon;
3. Marianne;
4. Rumors;
5. Zapada;
6. Hasten;
7. Volante;
8. Grateful Red.

PHRF 2:

1. Retention;
2. Alchemist;
3. Probe;
4. Wind Chaser.

PHRF 3:

1. Ruffian;
2. Sirocco;
3. Songline;
4. Caravel;
5. Sirius.



PHRF 4:

1. Whisper;
2. Unplugged.

DBL Handed:

1. Adria;
2. Pegasus;
3. Whisper;
4. Thunder.

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Life Jacket Is Best Defense Against Fall Equinox And Hypothermia

by Tom Rau



When the Fall Equinox arrives, boaters can expect cooling water temperatures to reach life-threatening levels. The surest defense against cold-water emersion is to wear a life jacket. Photo, Tom Rau/Boat Smart

As summer gives way to fall, warm days render to cooler nights as the sun slides towards the equator, tugging with it the Fall Equinox. It's a subtle transition as well as a dangerous one for boaters caught betwixt and between.

Coast Guard statistics on recreational boating show that there is a greater chance of boaters dying in spring and fall, when colder water and fewer rescue responders and other boaters are present to assist those in need. It's a time for boaters to seriously consider how to defend themselves if totally alone in a hostile life-threatening environment.

For those who may have their heads up their fall equinox, I plead with you to pay heed to the challenges seasonal transitions carry.

The surest way to deal with these challenges is by wearing a life jacket. Sound advice you would think, but too often ignored by boaters with deadly consequences. On September 8, 2007, at 7:15 a.m a fisherman drowned after falling off a 17-foot boat into Lake

Michigan approximately two miles northwest of the Grand Haven pier heads.

According to Senior Chief Sean Sulski, Officer In Charge, Station Grand Haven a 24 year-old Grand Rapids man was fishing with two friends off a 17-foot fishing boat when he fell off the backside of the boat while reeling in a downrigger. A friend jumped into the water, but failed to reach him before he went under.

The U.S. Coast Guard conducted an aerial and surface search for the victim, but was unable to locate him. The Northwest Ottawa County and Sheriff's Department dive teams also responded to the scene but were unable to locate the fisherman who drowned in 110 feet of water.

Reportedly the young man was in good health, a fair swimmer, and in good physical condition. What caused him to topple overboard in fair seas, and water in the mid to high 60s, remains a mystery, but mystery or not, one thing is for

certain—he was not wearing a life jacket.

The ease in which he fell overboard and drowned illustrates how quickly the unexpected can claim a boater's life. That is the insidious aspect of boating mishaps: boaters simply don't expect them to happen. Yet they do, all too often. Over the last two years, I'm aware of at least three dozen fatalities where people separated from boats and needlessly drowned, some under the most innocuous conditions as with the 24 year-old lad who drowned off Grand Haven.

But even when conditions on the water are nocuous, like late season cold water threats, too many boaters seem to deny the possibility of the unexpected. I can, however, guarantee what to expect should one fall overboard into cold water without a life jacket—the thereafter.

Let's review some dire cold-water facts that hopefully will send deadly chills up the spine of those anti-life-

jacket heathens who expect not:

- Body heat loss in cold water can occur 25 times faster than in cold air. If your boat is overturned, attempt to get up onto the overturned boat. According to

Coast Guard studies, even in high winds, wind chill is not found to be a factor as long as the victim is clothed.

- Initial contact with cold water will rip the breath from your lungs causing "Torse Reflex," which is an immediate and involuntary gasp for air in response to being immersed in cold water. If your mouth is underwater when gasping occurs, drowning is the most probable outcome, unless you're wearing a life jacket. If you know you are about to fall into cold water, cover your face with your hands. This helps you to avoid sucking water into your lungs. Expect muscles to tighten and shivering to increase in an automatic reflex to produce more body heat. Some people liken it to a total full-body muscle cramp or spasm with no relief. Others liken it to sticking a finger into a light socket.

- Those people with a positive attitude will most likely survive longer if, and I stress if, they are wearing a life-jacket.

- Wear a life jacket at all times. Mark these words. This advice comes from seasoned chiefs who have too often dealt with the gruesome aftermath of victims that have drowned.

- At the first sign of trouble, radio for help or fire off a flare. Don't wait until the lake has you by the ice cubes

- Wear several layers of clothing to reduce body heat loss. Protect your groin, neck, torso, and especially your head.

- If you must enter the water, do so slowly to reduce respiratory/cardiac shock and to avoid swallowing water. That's easier said than done. During drills, even though I have prepared to deal with the pain, it still jolts me. I can't imagine the shock of unexpectedly landing in frigid water.

- Do not attempt to swim except to reach a nearby craft. Beware: the drift rate of small boats can exhaust even

good-swimmers. More than once, I've hopelessly searched for the bodies of so-called good swimmers, much too often to no avail. Studies have shown that a strong swimmer has only about a 50/50 chance of reaching shore one-half mile away in 50-degree water.

- If more than one unfortunate soul finds himself or herself in cold water, huddle together and pull legs up toward chest with arms tight against sides. Of course, this maneuver is only possible if you're wearing a life jacket.

I beg you, please do.

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, www.seaworthy.com, www.amazon.com, or through local bookstores.

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Brokerage Multi-List: Sail Listings

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
8	Dinghy Hard chined fiberglass dinghy More	86	\$450	HY	16	Johnson M Scow, Main, Jib, Trlr	UK	\$980	MA
8	Dinghy Soft chined dinghy	UK	\$200	HY	16	Luger, Main, Jib, 1970 Trlr, 4 PFD's	68	\$999	HY
9	Achilles Inflatable	UK	\$800	FS	16	Luger, Trlr, 9hp OB, Great Starter Boat	85	\$2,900	FS
9	Mini Scow	86	\$1,000	FS	16	Man-O-War	UK	\$800	FS
9	Walker Bay RID 275, Sail Kit	06	\$1,899	FS	16	Melges X with Trailer, Sails, Mint	99	\$4,900	CN
9	Walker Bay, 275RID, Sail Kit	08	\$2,295	FS	16	Melges X-Boat, 3 Sails, Trlr, Vang	84	\$1,500	HY
9	West Marine Inflatable	03	\$900	FS	16	Precision 165, Main, Jib, Trlr, Life Lines	08	\$14,095	HY
10	Hunter Excite [New], Mylar Sail	06	\$2,450	AS	16	Precision 165, trailer, mainsail, jib, many extras	98	\$5,750	SC
10	Hunter Xcite, New	04	\$2,500	FS	16	Rave Hydrofoil, Main, Jib, Screecher, Trlr	02	\$9,999	SC
10	O'Day Sprite, Mainsail Trlr	72	\$700	WB	16	Rave Hydrofoil, TRLR, New Sails	03	\$8,200	AS
11	Luger, Trlr, Cover	UK	\$875	MA	16	Rave, Trlr, Good Condition	00	\$4,000	GS
12	CLC Lightcraft Passagemaker Wooden Boat	07	\$4,500	FS	16	Tanzer 16 Mainsail, Jib, Mooring cover Trlr	73	\$3,750	WB
12	Escape Captive	98	\$1,000	FS	17	Boston Whaler Harpoon 5.2, Trlr	81	\$4,500	FS
12	Johnson Miniscow, Main, Trlr	88	\$1,950	WB	17	Annapolis Daysailer Mainsail, Jib, Trlr	72	\$1,600	WB
12	Johnson Miniscow, Main, Trlr	89	\$1,950	WB	17	Day Sailer, Trlr, Needs TLC	UK	\$650	MA
12	Johnson Miniscow, Main, Trlr	96	\$2,795	WB	17	Hunter 170 [NEW], TRLR	06	\$7,500	AS
12	Johnson Optimist Dinghy, Racing Hull, Main	91	\$1,500	WB	17	Hunter, Main, RF Jib, Trlr	03	\$4,900	WB
12	Sailboard	UK	\$600	FS	17	Lockley Newport, Main, Jib, Trlr	79	\$1,800	HY
13	Cyclone, main, jib, Trlr	UK	\$895	MA	17	Sun Cat, New Model, Trlr	07	\$21,500	GS
14	Alumicraft, Main, Jib, Trlr	UK	\$795	HY	17	WindRider Trimaran, RED! w/Furling Jib	08	\$8,995	HW
14	Catalina 14.2, Main, RF Jib, 2hp Honda	03	\$5,700	WB	17	WindRider, Dealer Boat, Bilge Pump	07	\$7,795	GS
14	Catalina Capri 14.2, Main, RF Jib, New Trlr	91	\$3,800	WB	17	WindRider, Furl Jib, Bilge Pump, New Spin	04	\$6,000	FS
14	Hunter 146, 2 Sails, Trlr, Furling	05	\$5,499	HY	18	Precision 185, Main, Jib, Trlr, RF, More	05	\$8,950	HY
14	Laser, Mainsail	82	\$1,600	WB	18	Precision 185, Main, Jib, Trlr, RF, More	07	\$10,565	HY
14	Precision 2 sails, furler, mast, Mooring cover	88	\$2,000	HY	18	Precision 185, Main, Jib, Trlr, RF, More	08	\$10,870	HY
14	Skipper, Trlr	77	\$1,000	FS	18	Precision, Main, Jib, Trlr, More	08	\$17,702	HY
14	Spindrift Rascal, Trlr	83	\$1,000	FS	18	Seaward Fox, Trlr, Self Tacking Jib, 3hp	92	\$5,000	FS
14	Sunfish	UK	\$825	MA	19	Flying Scot, 2 Sets Sails, Trlr, Stored Inside	79	\$3,200	HY
15	Laser 2, 3 Sails, Trlr, Harness, Paddle	90	Call	HY	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	98	\$8,000	HY
15	Legacy, New Model, w/Trlr	07	\$12,500	GS	19	West Wight Potter, 2 Sails, 5hp Nissan, Trlr	99	\$9,500	HY
15	Montgomery	85	\$4,500	HY	19	West Wight Potter, 3 Sails, DS, Trlr, More	85	\$4,500	HY
15	Picnic Cat, New Model, Trlr	07	\$10,900	GS	19	West Wight Potter, Trlr, CDI Furling More	96	\$7,900	HY
15	Precision K, Main, Jib, Trlr, RF, Motor Mount	08	\$9,040	HY	20	Horizon Cat, Loaded, Elec Aux Engin, Trlr	08	\$41,900	GS
15	Precision, Main, Jib, Trlr, RF, Motor Mount	08	\$7,989	HY	20	Horizon Cat, Many options incl Diesel & Trlr	04	\$29,900	GS
15	Squadron Yachts Minuteman, Main, Trlr	80	\$5,500	WB	20	Paceship Mouette, Main, Jib, Trlr	68	\$4,500	WB
15	Vanguard, Almost New, Cover, Trlr	06	\$5,700	GS	20	Thame River, Twin Keel, Trlr	68	\$3,000	CM
15	Wood/Canvas Sailing Dinghy	06	\$1,000	FS	21	Com-Pac Eclipse, Trlr, Many Access	05	\$23,000	GS
16	Catalina 16.5, Main, RF Jib, Motor Mount	04	\$6,300	WB	21	Glen-L, 3 Sails, 9.9 Mariner OB, Trlr, More	85	\$4,500	HY
16	Catalina 16.5, Main, furling Jib, Mast float Trlr	03	\$5,900	WB	21	Hunter 216, Furling Jib, TRLR	08	\$17,990	AS
16	Escape PlayCat, Demo	03	\$2,500	AS	21	Mako 201, motor	85	\$8,000	IY
16	Johnson Daysailer, Main, Jib, OB, Trlr	83	\$2,400	WB	21	Precision, 2 Sails, Trlr, RF, Stern Seats	07	\$24,892	HY
16	Johnson Daysailer, Main, Jib, Trlr	83	\$1,900	WB	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	91	\$9,550	HY
16	Johnson J scow, full deckcover Trlr	76	\$2,500	WB	21	Precision, 3 Sails, 5hp Nissan, Trlr, More	95	\$9,500	HY
16	Johnson J Scow, Main, Trlr	81	\$2,900	WB	22	Catalina WingKeel Mainsail, Jib furler Trlr Mor	88	\$10,500	WB
					22	Catalina, 3 Sails, 9.9 Chrysler, Trlr, More	88	\$5,300	HY
					22	Catalina, Wing Keel, Trlr, 6hp OB, more	92	\$7,800	SY
					22	J22, North Class Sails, Trlr	96	Call	HY
					22	Laguna, 4 Sails, Trlr, Pop Top, Vang, More	87	\$3,000	HY

LOA	Description	Yr	Price	Bkg
22	Morgan, Repairable, New Running Rigging	69	\$4,000	FS
22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	IY
22	Starwind 223- JUST LISTED	86	\$7,995	CN
23	Beneteau 235, trailer, Yamaha, Keel, stove	92	\$14,900	SC
23	Beneteau, Trlr, Genoa, RF, Honda OB	UK	\$12,500	MA
23	Coronado, 5 Sails, 9.8hp OB, Galley, Trlr, More	74	\$4,500	HY
23	Hunter, 3 Sails, 5hp OB, Trlr, New Rigging	90	\$6,400	HY
23	Hunter, Trlr, Wing, 135 Storm, 9.8 Mercury	87	\$6,900	FS
23	Hunter, Trlr, Wing, Furler, Nisson	89	\$8,500	FS
23	Irwin, Tandom Trlr, Johnson	70	\$3,000	FS
23	Larson Sport, Motor	85	\$5,900	IY
23	O'Day Pop Top, Trlr, Extras	UK	\$3,500	MA
23	O'Day Tempest, New Hull Paint, 3 Sails, More	UK	\$4,500	HY
23	O'Day, Trlr, 27-54" Draft	81	\$5,900	FS
23	O'Day, Trlr, 9.9hp Elect Start	79	\$6,000	FS
23	Olympic Yachts Dolphin MKIII, Trlr, Extras	75	\$6,000	WB
23	Precision, "Mint" 2 Sails, 9.9 Yamaha, More	04	\$25,900	HY
23	Precision, 2 Sails, 8hp Honda 4 strk, Trlr, More	01	\$19,500	HY
23	Precision, 2 Sails, 9.9hp Yamaha, Trlr	93	\$13,500	HY
23	Seaward, 2 Sails, 4hp Nissan, Trlr, Upgrades	90	\$10,900	HY
23	Seaward, 4 Sails, 6hp Johns, Trlr, More	90	\$7,000	HY
24	C&C 3' Fin, Trlr, 110%, 150%	76	\$6,000	FS
24	C&C, 3 Sails, 6hp Evinrude, Crdl, More	77	\$3,700	HY
24	C&C, 3 sails, 7.5 HP Evin, Comp/KM, More	75	Call	HY
24	C&C, 4 Sails, 6 HP Johnson, KM/Comp/DS	77	\$5,500	HY
24	C&C, 4 Sails, 8hp Merc, 5 Winches, More	76	Call	HY
24	C&C, 6 Sails, 15hp Evin, Trlr, Anchor, More	78	\$4,000	HY
24	C&C, 8 Sails, 6hp Merc, Galley, 5 Winches	76	\$6,000	HY
24	Cal, Has Fire/Smoke Damage, Hull, Keel OK	86	\$3,000	HY
24	J Boat (Hull 1400), 9 Sails, 3hp OB, Trlr, More	79	\$8,750	HY
24	J Boat (Hull 15), 4 Sails, 3hp Evinrude, Trlr, More	77	\$5,000	HY
24	J Boat (Hull 4175), 11 Sails, 4hp John, Trlr, More	87	\$9,449	HY
24	MacGregor Venture, 3 Sails, 15hp Evin, Trlr	74	\$2,200	HY
24	Mirage, 4 Sails, 9.9 Evinrude, Electronics, More	76	\$3,000	HY
24	Mirage, 8 sails, 6HP Evinrude, Trlr, KM, More	75	\$3,200	HY
24	Pacific Seacraft Dana, IB Diesel	91	\$59,900	SY
24	S-2 7.3, 4 Sails, 15hp OMC, Trlr, Furler, More	78	\$9,700	HY
24	S-2 7.3, 4 Sails, 6hp Suzuki, Elect, More	86	\$9,400	HY
24	San Juan, 8 Sails, 4.5 Merc OB, Elect, More	78	\$5,700	HY

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LOA	Description	Yr	Price	Bkg
24	Seafairer, Custom Trlr, 7.5 Merc, Jib, 165%	74	\$8,700	FS
24	Yankee, 3 Sails, 5HP Nissan, Trlr, More	73	\$4,200	HY
25	Cal, 4 Sails, 11 Hp Diesel,Furler, Electronics	83	\$11,000	HY
25	Cape Dory, 4hp OB	77	\$6,600	CM
25	Capri, 6 Sails, Trlr, 4 Winches, Compass, More	81	\$8,500	HY
25	Catalina	78	\$6,500	CM
25	Catalina 250 Tall Rig, Main, 110% RF, 9.9 hp	90	\$17,900	WB
25	Catalina 250, Wing Keel, Main, RF, OB	00	\$23,500	WB
25	Catalina WB	96	\$17,995	NE
25	Catalina, 3 Sails, 6hp Evinr OB, Crdl, More	80	\$9,500	HY
25	Catalina, Pop Top, Trlr, 9.9 Honda	80	\$9,500	FS
25	Catalina, swing keel, new sheets, Honda	86	\$11,500	SC
25	Columbia 7.6M, Reduced	79	\$11,500	NE

Legend:

AS=Aquarius Sail 262-691-3794	FS=Fleet Sails 218-547-1188	HY=Hooper's Yachts 651-436-8795 800-377-8795	MA=Martins Sports Afloat 218-963-2452	SU=Superior Yachts 800-772-5124
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	HW=High Water Marks 612-462-3704		SC=See Classifieds	


Northern Breezes

Waterfront

Multi-List

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
25	Columbia, Cutter	68	\$7,000	CM	27	Com-Pac 27/2, Cozy & Clean - Offers	86	\$20,000	CN
25	Freedom, 3 Sails, OB, Trlr, Head, Galley	83	\$3,900	HY	27	Dufour, 4 Sails, 10hp Volvo Dsl, Elect, More	76	\$9,000	HY
25	Hunter, 2 Sails, 9.9HP Evinrude, Trlr, More	78	\$4,800	HY	27	Ericson, Main, 4 Jibs, IB, Wheel, More	76	\$12,900	NY
25	Hunter, 2 Sails, CDI Furler, 6HP Evin, More	78	\$5,800	HY	27	Grady White 265 Express Hardtop, Motor	00	\$64,900	IY
25	Hunter, Main, Furl Jib, 9.8hp OB, Head, Trlr	06	\$34,900	WB	27	Home Made (Unknown Brand) 0 Sails, More	76	\$1,200	HY
25	Hunter, RF Jib, 9.8 OB, Wheel, Bimini, SALE	08	\$37,500	AS	27	Hunter	78	\$11,300	IM
25	Irwin, 5 Sails, 15hp Yamaha, Trlr	70	\$4,000	HY	27	Hunter, 3 Sails, Yanmar IB, Stereo, More	77	\$3,000	HY
25	Irwin, OB, Cradle	72	\$2,000	CM	27	J Boat, 8 Sails, (new UK set in '02), 8 HP Mtr	87	\$23,500	HY
25	MacGregor, 3 Sails, 7.5hp Honda, Trlr, More	81	\$3,300	HY	27	Mirage 27.5, inboard diesel, autopilot, VHF	98	\$18,900	SC
25	MacGregor, Swing Keel, Main, Jib, OB, Trlr	82	\$5,900	WB	27	O'Day, 2 Sails, 20 HP Atomic4, KM/DS, More	76	\$8,500	HY
25	O'Day, 2 Sails, 9.9hp Honda, Trlr, Furler, More	75	\$8,750	HY	27	TMI, 5 Sails, 15 Hp, Electronics, More	81	\$12,000	HY
26	C&C, 4 Sails, 8 HP Yanmar, 6 winches, More	77	\$9,000	HY	28	Cape Dory, 4 Sails, 16 Hp Dsl., Electronics	75	\$19,500	HY
26	C&C, 8 Sails, 8hp Yanmar, Elect, Whl, More	77	\$11,500	HY	28	Kings Cruiser Sloop	57	\$10,000	IY
26	Clipper Marine, 3 Sails, 9.9hp Merc, Trlr, More	76	\$5,900	HY	28	O'Day, IB, Main, Genoa, Cruise Chute, Trlr	79	\$16,900	NY
26	Columbia 26K, 2 Sails, 6hp Yamaha, More	75	\$4,500	HY	28	Pearson 28 Sloop	78	\$12,500	IY
26	Columbia 26T, Yanmar IB, Trlr, Whl, More	UK	Call	HY	28	Pearson, 6 Sails, 30hp A4, Elect, More	77	\$13,900	HY
26	Columbia, Crdl, Fin Keel	75	\$6,000	FS	29	C&C, North Sails, GPS, sleeps 5, Bayfield	77	\$19,750	SC
26	Grampian, Lots of New Gear	72	\$6,000	HY	29	Cape Dory, Dsl, Yard Trlr	78	\$22,400	CM
26	Hacker Race Boat	97	\$115,000	IY	29	Columbia 8.7, 4 Sails, Auto, GPS	82	\$17,995	NY
26	Hunter w,mainsail,jib,Spinnaker,Trlr	98	\$23,000	WB	29	Columbia columbia 29	65	\$6,500	IY
26	Hunter26 Mainsail,jib,spinnaker,Trlr	96	\$18,000	WB	29	Ericson, Main, Furl Genoa, Inst, More	75	\$17,995	NY
26	MacGregor 26 M, 25 HP Yama 4, Trlr, Wheel	04	\$22,500	HY	29	Hunter 290,* LOADED, BIMINI, CRADLE*	00	\$49,900	CN
26	MacGregor 26 S, 3 sails,CdI Furling Bimini M	93	\$6,000	HY	29	Lancer	78	\$10,995	NE
26	MacGregor, Swing Keel, Main, Jib, OB, Trlr	91	\$9,000	WB	29	Northwind, Main, Furl Genoa, More	70	\$6,995	NY
26	Paceship (PY26) fin keel, 8 Sails, New IB	80	\$10,000	HY	29	Ranger	74	\$9,700	IM
26	Pearson, 3 Sails, Crdl, 3 Winches, DS, Head	70	\$4,000	HY	30	Allied Chance 30/30, 8 Sails, Loran, More	UK	\$13,995	NY
26	Pearson, 5 Sails, 15hp Yamaha OB, Trlr	71	\$8,500	HY	30	Bavaria, 2 Sails, Volvo IB Dsl, Whl, More	07	\$104,750	HY
26	Pearson, OB, Yard Trlr	72	\$7,000	CM	30	C&C, cruiser, dodger, bimini, 13HP diesel	81	\$24,900	SC
26	Pearson-New Listing/Particulars TBD	UK	Call	HY	30	Catalina	88	\$44,000	NE
26	Ranger, 10 Sails, 9.9hp Evinrude, Loaded	74	\$4,900	HY	30	Catalina MK I, A4 eng, 2 Sails, 4 winches, More	79	\$19,500	HY
26	S-2 7.9	84	Call	HY	30	Catalina MKII, 2 Sails, IB, Furl, Whl, More	93	\$49,400	HY
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	84	\$15,500	HY	30	Catalina Standard	84	\$26,995	NE
26	S-2 7.9, 6 Sails, 8hp Honda, Trlr, More	85	\$14,000	HY	30	Catalina, Main, Genoa, GPS, Auuto-Pilot	80	\$17,500	NY
26	S2 8.0B	80	\$16,500	IM	30	Du Four, Trlr, Marina Re-Po, More	UK	\$9,500	NY
26	Seafarer, 2 Sails, 8HP Yanmar, 2 winches, More	77	\$6,500	HY	30	Ericson, 4 Sails, A4 IB, Hrkn Furler, Elect	79	\$24,000	HY
26	Seaward RK	08	\$36,000	GM	30	Gemini 3000 Catamaran, 25hp Yamaha,More	87	\$39,995	NY
26	Shock Endeavor, Yard Trlr	67	\$3,300	CM	30	Hunter 30, Lake City - Just Listed	92	\$34,900	CN
26	Tanzer	79	\$7,500	NE	30	Newport 30 MKII	74	\$10,900	NE
27	Aloha, 2 Sails, Dsl IB, Head, Electronics	83	\$13,000	HY	30	Northstar 1000, 3 Sails, A4, Trlr, Whl., More	UK	\$15,000	HY
27	Aloha, 5 Sails, 9.9 Yamaha 4strk, More	85	\$11,000	HY	30	O'Day 302, 10' beam, Wing keel, Dsl, Crdl	88	\$20,500	SC
27	Bayliner Buc, 3' Tiller, 15hp, Trlr	79	\$7,300	FS	30	Pearson 303	83	\$29,000	IM
27	C&C 27, 2 Sets of Sails, 9.9hp OB, Elect	84	\$14,995	NY	30	Pearson-New Listing/Particulars TBD	74	Call	HY
27	C&C, 4 Sails, 30hp A4, Electronics, More	72	\$12,000	HY	30	Penn Yan Sport Fish, Motor	78	\$29,500	IY
27	Cape Dory	78	\$19,500	NE	30	S2 9.1	85	\$34,000	IM
27	Catalina	90	\$24,000	IM	30	Sabre, 4 Sails, Dsl IB, Furling, Whl, More	81	\$27,500	HY
27	Catalina, 4 Sails, A4 IB, Furl, Comp/VHF	74	\$10,500	HY	30	TMI, 11hp Universal Dsl IB, 6 Sails, Whl, More	81	\$29,000	HY
27	Catalina, 5 Sails, 30hp A4, GPS, More	75	\$11,500	HY	30	Wooden Motorsailer, Nicely Equipped	37	\$35,000	NY
27	Catalina, IB Dsl, Cradle/Trlr	79	\$11,000	FS	30	Yankee, Sparkman & Stevens, Reduced	73	\$14,000	NE
27	Catalina, Wheel Steering	79	\$11,500	CM	31	Pearson 31- NEW LISTING	87	\$39,500	CN

LOA	Description	Yr	Price	Bkg
31	Tartan 3100, 5 Sails, 18hp Wstrbk IB, Whl	95	\$79,500	HY
32	Bayliner 3255 Avanti	95	\$58,000	IY
32	Bristol, 5 Sails, 22 HP Yanmar, elect, More	79	\$28,500	HY
32	Catalina 320	02	\$103,995	NE
32	Columbia 9.6, Updated Instruments, AP	79	\$23,500	NY
32	Ericson, Cradle, 25hp Dsl, More	85	\$39,900	SC
32	J Boat, 3 Sails, 27hp yanmar, Whl, Furl, More	98	\$135,000	HY
32	Larson Cabrio 330, Motor	02	\$70,000	IY
32	Seaward RK	08	\$124,000	GM
33	Beneteau 331, 5 Sails, 27hp Wsrbk, Whl, More	01	\$79,000	HY
33	C&C, New Engine, Elect, Dodger	75	\$34,995	NY
33	Hunter 33.5-EXCELLENT CONDITION	92	\$59,985	CN
33	Hunter 33-NEW LISTING	80	\$19,900	CN
33	Tartan, Up Grade Sails, Dsl, Elect	82	\$37,995	NY
34	Bavaria Cruiser, 2 Sails, Volvo IB, Whl, More	08	\$166,670	HY
34	Beneteau 343 LIKE NEW - Bayfield	06	\$119,900	CN
34	C&C, Main, Furling Genoa, GPS, More	79	\$30,995	NY
34	Cal, Main, Genoa, spin, Dsl, Elect, More	75	\$24,995	NY
34	Catalina MK II	02	\$105,000	IM
34	Gemini 34 Catamaran	99	\$120,000	NY
34	Hunter 340- BRAND NEW LISTING	98	\$74,900	CN
34	Hunter, Dsl, elect, Furl Gen, Reefer	84	\$34,995	NY
34	Irwin, Dsl, Whl, Furling, Up Grade Sails	80	\$27,500	NY
34	Pacific Seacraft Voyagemaker, 4 Sails, Yanmar	95	\$142,000	HY
34	Pacific Seacraft, 35hp Yanmar Dsl, Furl, Whl	90	\$95,000	HY
34	Pacific Seacraft, Cutter Rig, Dsl, Elect, More	94	\$139,000	NY
34	Tartan 3400 - CHARTER READY	07	\$239,000	CN
35	Catalina 350	03	\$129,499	NE
35	Catalina 350	04	\$134,999	NE
35	Catalina 350	06	\$174,900	NE
35	Ericson	70	\$16,999	NE
35	Fuji Ketch, Main, Furl Jib, Elect, More	76	\$45,000	NY
35	Hunter 35.5, 2 Sails, 27hp Yanmar, Whl, More	94	\$67,500	HY
35	Pearson, 2 Sails, 22hp Wstrbk, Whl, More	76	\$32,900	HY
36	Cal	69	\$24,900	NE
36	Catalina, Dsl, Elect, Dodger, Furling, More	85	\$57,995	NY
36	Hunter 36-NEW-BEAUTIFUL	08	Call	CN
36	Jeanneau SO36i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
36	Magellan Ketch, Dsl, Main, Mizzen, Genoa	76	\$34,995	NY



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36	S-2, 11.0 Center Cockpit, Dsl, More	83	\$54,995	NY
36	Sabre	86	\$89,900	NE
37	Beneteau 373 - NEW - Save \$15K	07	Call	CN
37	Hunter 376, Incl 2008 Bayfield Slip	97	\$103,900	CN
37	Hunter 376, Main, Furl Genoa, Autopilot, Dsl	96	\$80,900	NY
37	Little Harbor Yawl, 16 Sails, Yanmar, Whl, More	67	Call	HY
37	Tartan 3700, Main, Furl Gen., Autopilot, GPS	96	\$275,000	NY
37	Tartan 3700CCR - NEW - Save \$37K	07	\$269,900	CN
38	Catalina 380	01	\$164,000	NE
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
39	Jeanneau SO39i, 3 Cabin, GPS/Chrt Plt	08	Call	SU
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	Tartan 4100, This one has it all, Must See	97	\$259,900	NY
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	\$170,000	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
56	10-Meter Racing Sloop	27	\$25,000	HY

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	HW=High Water Marks 612-462-3704			WB=White Bear BW 651-429-7221	
				SC=See Classifieds	

LOA	Description	Yr	Price	Bkg	LOA	Description	Yr	Price	Bkg
Miscellaneous					21	Mako 201, motor	85	\$8,000	IY
	Charter the Apostle Islands with Superior Charters	Call		SC	22	Sea Ray Express 215, Motor, Fiberglass	00	\$22,500	IY
	Deliveries: Professional, Sail and power	Call		SC	23	Larson Sport, Motor	85	\$5,900	IY
	Instruction: Northern Breezes Sailing School (ASA)	Call		SC	26	Hacker Race Boat	97	\$115,000	IY
	Music: Carl Behrend	\$18		SC	27	Grady White 265 Express Hardtop, Motor	00	\$64,900	IY
	Music: Lee Murdock Songs	\$15		SC	30	Penn Yan Sport Fish, Motor	78	\$29,500	IY
	Rental: WindRider Rentals	Call		SC	32	Bayliner 3255 Avanti	95	\$58,000	IY
	Wanted: Used Johnson or Evinrude 2-6hp	Call		SC	32	Larson Cabrio 330, Motor	02	\$70,000	IY
8	Dinghy, Soft-chined Dinghy	UK	\$200	HY	40	Silverton Aft Cabin	87	\$67,900	IY
8	Dinghy, Hard-chined Fiberglass w/Oars	86	\$450	HY	47	McKinna Sedan, Dsl	00	\$345,000	IY

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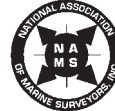
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Saving The Best For Last: Sailor's Superior Loop Caps Off Challenging Great Lakes Circumnavigation

Trailer Sailor Does It All!

By Cyndi Perkins

On a sunny afternoon in late June, Paul Johnson trailered his 23-foot Precision *Albion* into the Houghton County Marina parking lot, where he cheerfully and efficiently went about the business of raising the mast and making other preparations to launch at the boat ramp. The Pennsylvania license plate and boat registration numbers piqued my interest. Obviously this sailor was a long way from home. So what drew him to a Lake Superior port on Michigan's Keweenaw Peninsula?

Come to find out it was the start of a 981-mile circumnavigation of Lake Superior and the "grand finale" to an adventure Paul began in 2002. His goal is to travel around all five Great Lakes. "Mother Superior is my grand finale," he says. If all goes well, Paul will complete his loop in late August back at

Houghton County Marina.

Johnson began his challenge on Lake Erie, the Great Lake handiest to his Pittsburgh-area home. "Erie took me two years to finish," he says. "Since then I've been able to complete each lake in one year." The Erie loop was followed by complete circles of Great Lakes Michigan, Ontario and Huron, the latter of which included a wondrous detour on the heralded North Channel and Georgian Bay. "Killarney was one of my favorite spots," Paul says. "I also loved the Michigan shore of Lake Michigan: Petoskey, Charlevoix, all the little towns and the sand dunes ... in some ways that is an undiscovered resource for many Americans."

Lake Michigan also presented some of the most dramatic situations Paul has faced during his journey. "I was offshore on Lake Michigan, the winds were blowing me out when I was trying to go

into the harbor, I lost a shear pin — whatever. I made it in all right. That's sailing. You can't panic, just catch your breath and figure it out. I've seen some storms. But I look at the weather, listen to the weather reports and I've learned a lot about fetch, wind direction and waves. I'll take four-footers on the stern but not the bow."

If weather conditions don't meet his criteria, Paul doesn't venture out into open water. Retired from the computer/software industry, the 57-year-old has meticulously plotted his itinerary for the Superior loop on a spreadsheet, factoring in down time, weather days and where he will anchor or tie up each night. The logistics aren't all that complicated, he explains. The most difficult variable is timing crew pick-ups and departures, particularly when the weather is not being cooperative.

Paul attended sailing school in Annapolis, Maryland, as well as taking courses in offshore cruising and doing some bareboat chartering in tropical locales. He says *Albion* has performed well. Her swing keel is a plus; with centerboard up she drafts a mere 1'11" that allows for tucking in out of bad weather or getting up close to the action ashore. "The disadvantage is being a lighter boat, but my draft is shallow enough that I can sneak in pretty much anywhere," he notes. The 6.5 horsepower Honda outboard has come in handy and he has no scruples about using it as necessary. "The beauty of sail is the options to sail and/or motor," he says, while noting that "getting fuel will be a challenge up on the North Shore." I also predicted that Superior's notorious August fog will be a factor. *Albion* is not equipped with radar. Paul says he'll simply sit it out if it's too soupy to see where he's going.

Paul Johnson retired early. He is on the last leg of his "Great Lakes Challenge."





Paul Johnson after rigging his Precision 23, Albion, at Houghton Municipal Marina, in Houghton, Michigan where by chance he met the author. He is on his last lake of his Great Lakes Circumnavigation.

Paul has done some big sections of his traveling single-handed, most notably crossings of Lake Erie and Michigan. "I won't do any long legs alone on Superior, though," he says. Enlisting crew hasn't been a problem. "As the years go by I have more people volunteering than I can take," he says. "My wife Shirley usually does at least one leg a season." Shirley was scheduled for the jaunt from Grand Marais, Minnesota to Thunder Bay, Ontario, including stops at Grand Portage and Isle Royale's Washington Harbor. Like many sailors, Paul has had many enjoyable encounters with Ontario boaters. "The little private yacht clubs on the Canadian side are great, lots of camaraderie," he says. I assured him he will find the same courtesy and hospitality among Canadian sailors on "Mother Superior."

From Thunder Bay he will point *Albion's* bow to the Lake's upper reaches in Rosspoint and Marathon and then along the Canadian shore to Otter Island. Scheduled stops include Michipicoten, Wawa and Sinclair islands, Brimley, Sault Ste. Marie,

Whitefish Point, Grand Marais, Michigan, Munising, Marquette, Big Bay, and Huron Bay before returning to Houghton.

"It's been a learning experience — it's been a wonderful experience," Paul says. He has no regrets or bad experiences to relate about any portion of his odyssey. "I am an adventurous person and I end up at all kinds of places off the beaten track seeing great places and meeting great people."

So what's next for the intrepid adventurer? "I'm not sure what I'll do as far as sailing. But I also set a goal to ride a bike across the U.S. — I started in Delaware but haven't finished. So I will probably pick up again where I ended in Pueblo, Colorado."

You can follow Paul Johnson's Lake Superior journey at www.travelwithalbion.blogspot.com And if you spot him at a port near you, be sure to say ahoy!

Freelance journalist Cyndi Perkins travels Lake Superior aboard her 32-foot sailboat Chip Ahoy with her husband Scott, Houghton County Harbormaster. The couple has



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Cartagena Fruit: Carmen sells fresh fruit on the docks of Club Nautico Marina in Cartagena, Colombia every day. *Photo by Ryan Whisner*



Dome of the Rock: The RTW-C crew check out the iconic Dome of the Rock while researching culture, traditions, and conflict in Israel & the Palestinian Territories. *Photo by Ryan Whisner*



San Blas Chica: Ashley stands out as the only female guest during a Kuna Indian ceremony in the San Blas islands off Panama's Caribbean coast. *Photo by Ryan Whisner*

**Classrooms followed
The Voyage of *Aldebaran* online
as part of the
educational programs of
Reach the World
(www.reachtheworld.org).**



Newport: A late November sunset caught by the crew in Newport, RI as they waited for a weather window to head south to Bermuda.
Photo by Ryan Whisner

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!

E-mail: Put "Celeb Sailing Photo" in the subject line to Info@SailingBreezes.com

Snail Mail: Northern Breezes
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Yemen Cruiser: An unexpected stop for fuel in Aden, Yemen yields friends and a beautiful sunset.
Photo by Ryan Whisner



Hoist up Mast: Sending a crewmember up to the spreaders to help navigate *Aldebaran* through the coral of the Great Barrier Reef was common practice. *Photo by Aaron Lasher*

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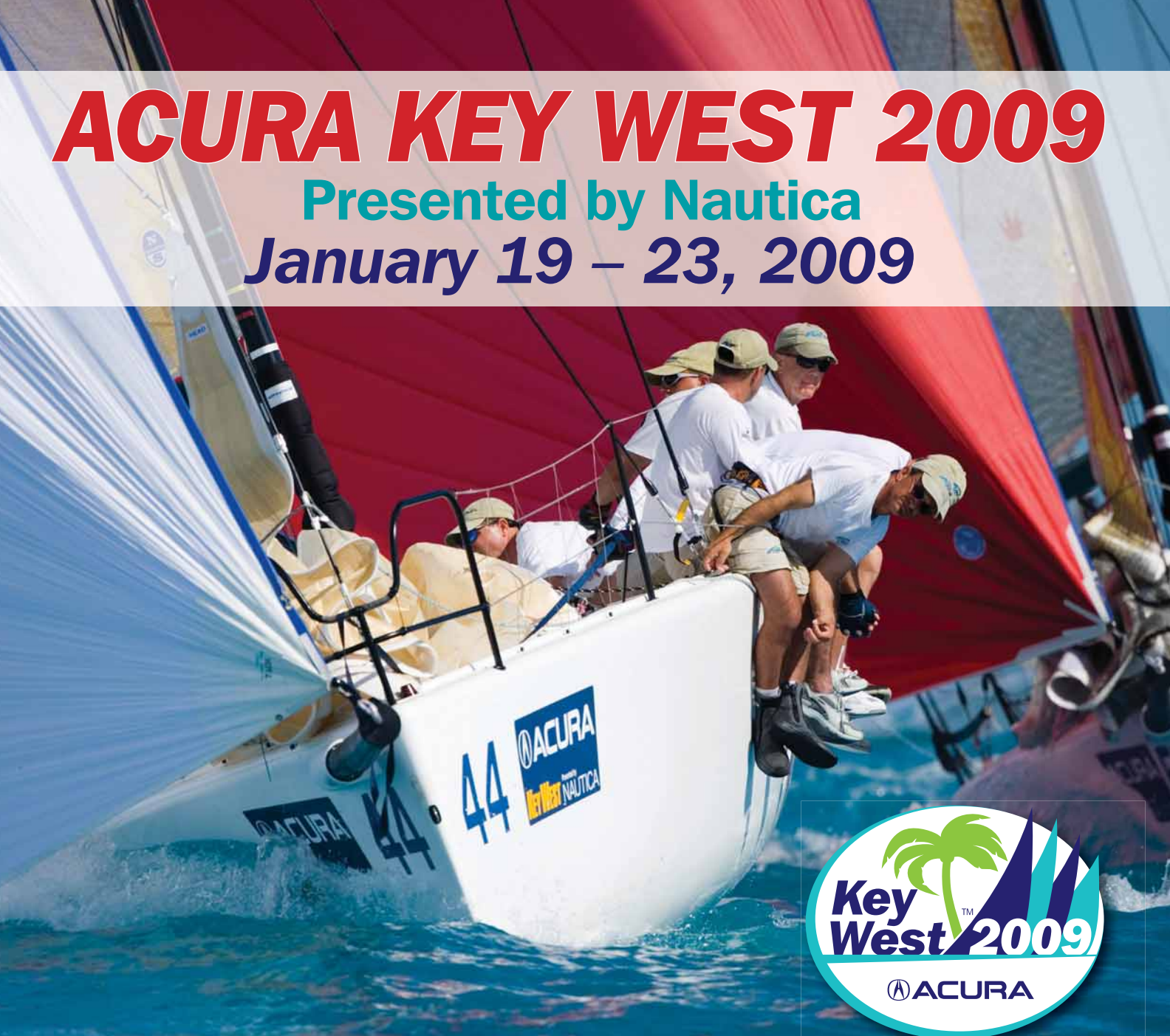


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